

Metro

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



Agenda - Final

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

*Sheila Kuehl, Chair
James Butts, Vice Chair
Eric Garcetti, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
*Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis
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

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

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

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

CALL TO ORDER

ROLL CALL

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

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

**Item requires 2/3 vote.

CONSENT CALENDAR

2. **SUBJECT: MINUTES**

[2019-0281](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 25, 2019.

Attachments: [Regular Board Meeting MINUTES -April 25, 2019](#)

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

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

[2019-0183](#)

RECOMMENDATION

CONSIDER:

- 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.

- Attachments:** [Attachment A - June 2013 Metro Board Motion 72](#)
[Attachment B-1 - Funding Recommendations](#)
[Attachment B-2 - Open Streets 2020 Mini-cycle Recommended Events \(Map\)](#)
[Attachment C - Open Streets 2020 Mini-Cycle Application Package & Guideline: Presentation](#)

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

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

[2018-0584](#)

RECOMMENDATION

AUTHORIZE 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.

- Attachments:** [Attachment A - File # 2016-0442](#)
[Attachment B - File # 2016-0451](#)
[Attachment C - Procurement Summary.docx](#)
[Attachment D - Task Order Change Order Modification Log.docx](#)
[Attachment E - DEOD Summary](#)

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

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

[2019-0222](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING:

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

Attachments: [Attachment A - Modal Connectivity and Complete Streets Project List](#)
[Attachment B - Transit Program Project List](#)
[Attachment C - Active Transportation Project List](#)
[Attachment D - Highway Efficiency, Noise Mitigation, Arterial Project List](#)

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

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

[2019-0233](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

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);
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);

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

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

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

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](#)

RECOMMENDATION

AUTHORIZE 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.

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

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

22. **SUBJECT: P2550 LIGHT RAIL VEHICLES MIDLIFE MODERNIZATION - REQUEST FOR PROPOSAL SOLICITATION AND ESTABLISH LOP** [2019-0057](#)

RECOMMENDATION

CONSIDER:

- 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

(REQUIRES 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.

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

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

[2019-0242](#)

RECOMMENDATION

AUTHORIZE 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.

Attachments: [Presentation](#)

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

- 28. **SUBJECT: SMALL BUSINESS BONDING ASSISTANCE PROGRAM**

[2019-0156](#)

RECOMMENDATION

CONSIDER:

- 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

(REQUIRES 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.

Attachments: [Attachment A - Board resolution to Execute Line of Credit](#)

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

- 30. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES [2019-0187](#)**
FOR BUS CAPITAL PROJECTS

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](#)

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

- 31. SUBJECT: PATSAOURAS BUS PLAZA STATION PROJECT [2019-0195](#)**

RECOMMENDATION

INCREASE 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.

- Attachments:** [Attachment A - PBPS Archaeological Features Location Map](#)
[Attachment B - August 2018 Board Box PBPS Archaeological and Native Ameri](#)
[Attachment C - Procurement Summary.pdf](#)
[Attachment D - Contract Modification/Change Log.pdf](#)
[Attachment E - LOP Funding and Expenditure Plan.pdf](#)

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

32. SUBJECT: AIRPORT METRO CONNECTOR PROJECT [2019-0221](#)

RECOMMENDATION

AUTHORIZE 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.

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

35. SUBJECT: STATE LEGISLATION [2019-0275](#)

RECOMMENDATION

ADOPT 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

Attachments: [Attachment A - SB 498 Hurtado](#)
 [Attachment B - ACA 1 Aguiar Curry](#)

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

37. SUBJECT: FISCAL YEAR 2020 (FY20) BUDGET

[2019-0198](#)

RECOMMENDATION

CONSIDER:

- 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;
 - 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.

Attachments: [Attachment A – FY20 New Capital Projects](#)
[Attachment B - Reimbursement Resolution of Metro for FY20](#)
[Attachment C - FY20 Public Outreach](#)
[Presentation - Public Hearing](#)
[Presentation](#)

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

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

[2019-0228](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING 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;
- D. APPROVING 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. APPROVING 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.

Attachments: [Attachment A - Metro Share of Metrolink Programming FY 2019-20](#)
[Attachment B - Metrolink Transmittal of the Proposed FY2019-20 Budget](#)
[Attachment C - Metro's Update on Metrolink FY 2019-20](#)
[Attachment D - Metrolink High Priority SOGR Program April 2019 Presentation](#)

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2019-0437](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2019-0438](#)

RECOMMENDATION

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

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

9. **SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT** [2019-0194](#)

RECOMMENDATION

AUTHORIZE 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.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Project Scope](#)

PLANNING AND PROGRAMMING COMMITTEE FORWARDED WITHOUT RECOMMENDATION:

10. **SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES** [2019-0191](#)

RECOMMENDATION

RECEIVE AND FILE report on potential changes in the California High Speed Rail system.

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- Attachments:** [Attachment A-1 - BUR-ANA Shovel-Ready Metrolink Fact Sheet](#)
[Attachment A-2 - AVL Capital Program Metrolink Fact Sheet](#)
[Attachment B - HSR Response Memo to Potential HSR Changes Presentation](#)

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

- 33. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT** [2019-0256](#)

RECOMMENDATION

AUTHORIZE 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.

- 40. SUBJECT: STATUS REPORT ON FINANCIAL FORECAST TO DELIVER TWENTY-EIGHT BY '28** [2019-0224](#)

RECOMMENDATION

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

- Attachments:** [Presentation](#)

- 41. SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT PROJECT SECTION 2** [2019-0203](#)

RECOMMENDATION

CONSIDER:

- 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").

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

- Attachments:** [Attachment A - Staff Report](#)
 [Attachment B-1 - Resolution of Necessity W-3601, 3601D, 3601E](#)
 [Attachment B-2 - Resolution of Necessity W-3605](#)

42. SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT PROJECT SECTION 2 [2019-0204](#)

RECOMMENDATION

CONSIDER:

- 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").

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

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

43. SUBJECT: REGIONAL RAIL ON-CALL SERVICES [2019-0278](#)

RECOMMENDATION

AUTHORIZE 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
- 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

- 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

- 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)

Attachments: [Attachment A-1 - Procurement Summary](#)
 [Attachment A-2 - Procurement Summary](#)
 [Attachment A-3 - Procurement Summary](#)
 [Attachment B-1 - DEOD Summary \(Engineering Design\)](#)
 [Attachment B-2 - DEOD Summary \(Planning Design\)](#)
 [Attachment B-3 - DEOD Summary \(Project Management\)](#)

**44. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID
 TRANSIT (BRT) CORRIDOR**

[2019-0280](#)

RECOMMENDATION

CONSIDER:

- 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

- 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)

Attachments: [Attachment A - Map of North Hollywood to Pasadena BRT Corridor Study Area](#)
[Attachment B - Map of Initial BRT Option 1 - Primary Street Alignment](#)
[Attachment C - Map of Initial BRT Option 2 - Primary Freeway Alignment](#)
[Attachment D - North Hollywood to Pasadena BRT Corridor Project Storyboard](#)
[Attachment E - Alternatives Analysis Executive Summary](#)
[Attachment F - Map of Refined Street-Running Alternative with Route Options Presentation](#)

END OF NON-CONSENT ITEMS

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
 2. Wei Zheng and (Lu Honghai), et al. v. LACMTA, LASC Case No. BC593874
- B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)
Initiation of Litigation (One Case)
- 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

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0440](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2019-0281, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MAY 23, 2019**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 25, 2019.

Metro

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



MINUTES

Thursday, April 25, 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
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Ara Najarian
Mark Ridley-Thomas
Hilda Solis

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER AT: 9:37 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 7, 8, 17, 19, 20, **23, 25, 30, 35, 36 and 37.

Consent Calendar items were approved by one motion except for Item 36 which was held by a Director for discussion and/or separate action.

**Item required 2/3 vote

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

2. SUBJECT: MINUTES 2019-0200

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 28, 2019.

3. SUBJECT: REMARKS BY THE CHAIR 2019-0257

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2019-0258

RECEIVED report by the Chief Executive Officer.

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

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

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

**6. SUBJECT: I-10 EXPRESSLANES EXTENSION FROM I-605 TO LA/SB 2019-0129
COUNTY LINE**

AUTHORIZED AS AMENDED BY ITEM 6.1 the use of toll revenues, in a not-to-exceed amount of \$3.9 million for the upgrade of a 42-strand bundle of single mode fiber optic (SMFO) cable to a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3 of the I-10 High Occupancy Vehicle (HOV) lane project to accommodate for the communications network necessary for conversion to future ExpressLanes. Additional improvements include the installation of 2-inch conduit, pull boxes, cast-in-drilled-hole (CIDH) pile foundations, and modified concrete barrier for median lighting improvements for Segments 2 and 3 for improved lighting. If authorized, the improvements will accommodate for future communications for the I-10 ExpressLanes Extension project, as well as any related Intelligent Transportation System (ITS) efforts, and improved visibility at HOV lane ingress/egress points.

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

6.1. SUBJECT: I-10 EXPRESSLANES EXTENSION 2019-0236

APPROVED REVISED AMENDING Motion by Butts, Fasana, Hahn, and Solis that this item be amended to authorize the use of up to \$4.4 million in ~~I-10 ExpressLanes revenues~~ or South Bay Measure M Multi-year Subregional Program (MSP) Transportation System Mobility Improvement Program (TSMIP) funds to construct the South Bay Smart Net.

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

7. SUBJECT: PROPERTY INSURANCE PROGRAM 2019-0027

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$3.1 million for the 12-month period May 10, 2019 through May 10, 2020.

8. SUBJECT: LEASE AGREEMENT WITH BLUM COURTYARD 2019-0067
ASSOCIATES FOR THE LA METRO SYSTEM SECURITY
AND LAW ENFORCEMENT OFFICE LOCATED AT 1300 W.
OPTICAL DRIVE, AZUSA

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a ten (10)-year lease agreement commencing August 1, 2019 with Blum Courtyard Associates ("Lessor") for the LA Metro System Security and Law Enforcement office located at 1300 W. Optical Drive in Azusa at a rate of \$40,010 per month with escalations of three percent (3%) annually for a total lease value of \$5,268,103 over the term.

12. SUBJECT: TAP SYSTEM SUPPORT SERVICES 2018-0330

AUTHORIZED the Chief Executive Officer to execute a modification to Contract No. OP02461010-MAINT, with Cubic Transportation Systems, Inc. ("Cubic"), for TAP System Support Services of all fare collection equipment, in the amount of \$68,220,642 increasing the total contract value from \$295,351,189, to \$363,571,831 and a contract modification extension of five and a half (5.5) years until December 2024.

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

14. CARRIED OVER TO MAY: SUBJECT: REGIONAL RAIL ON-CALL 2018-0801
SERVICES

AUTHORIZE 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

(Continued on next page)

(Item 14 – continued from previous page)

- 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
- 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
- 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.

**16. SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL
CONVERSION/FEASIBILITY STUDY**

2019-0205

APPROVED AS AMENDED BY ITEM 16.1:

- A. RECEIVING AND FILING the findings and recommendations from the Vermont Transit Corridor Rail Conversion/Feasibility Study;
- B. APPROVING advancement of the two BRT concepts: 1) an end-to-end side-running and 2) a combination side and center-running, previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review;

(Continued on next page)

- C. AUTHORIZING study of a center-running BRT facility or similarly high performing, dedicated BRT facility across the Vermont Transit Corridor study area that is feasible to be delivered per the Measure M expected opening date to supplement the existing 2017 Vermont BRT Technical Study;
- D. DIRECTING the CEO to return to the Board with the findings from the supplemental study prior to initiating the environmental review scoping process; and
- E. DIRECTING broad public, stakeholder and partner engagement to be undertaken as part of the supplemental study and environmental review efforts.

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

**16.1.SUBJECT: VERMONT TRANSIT CORRIDOR - RAIL
CONVERSION/FEASIBILITY STUDY**

2019-0259

APPROVED AMENDING Motion by Garcetti, Dupont-Walker, Hahn, Solis and Butts that the Board direct the CEO to:

- A. Advance technically feasible rail concepts previously identified through the 2017 Vermont Bus Rapid Transit (BRT) Technical Study into environmental review to preserve the ability to deliver rail transit if additional funding materializes;
- B. Include a feasibility study of extending the Vermont Transit Corridor to the South Bay Silver Line Pacific Coast Highway transitway station to ensure regional connectivity via Minimum Operable Segments, including identification of potential maintenance facility sites; and
- C. Report back to the MTA Board in July 2019 with a Public Private Partnership business case approach for each Minimum Operable Segment.

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

**17. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 2019-0091
GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019**

APPROVED ON CONSENT CALENDAR:

- A. the Fiscal Year (FY) 2019 Solicitation for Proposals for Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds, including the following:
 - 1. Allocation process shown in Attachment A;
 - 2. Solicitation funding mark estimated up to \$10,201,958;
 - 3. Application package shown in Attachment B; and
- B. ALLOCATING \$10,867,304 in Section 5310 funds for Access Services as identified by the FY 2019 funding allocation process, for traditional capital projects, to support complementary paratransit service that the Americans with Disabilities Act (ADA) requires.

**18. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID 2019-0148
TRANSIT (BRT) CORRIDOR**

CARRIED OVER TO MAY:

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

19. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS 2018-0788

APPROVED ON CONSENT CALENDAR Nominees for membership on Metro's Service Councils.

20. SUBJECT: PURCHASE OF SAFETY VESTS 2019-0111

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA57367000 to KNS Industrial Supply, the lowest responsive and responsible bidder for Safety Vests. The one-year base contract amount is \$576,350 inclusive of sales tax, and the one-year option amount is \$590,741, inclusive of sales tax, for a total contract amount of \$1,167,091, subject to resolution of protest(s), if any.

23. SUBJECT: VITAL RELAYS FOR THE METRO BLUE LINE

2019-0113

APPROVED ON CONSENT CALENDAR BY 2/3 VOTE:

- A. FINDING that there is only a single source of procurement to obtain Metro Blue Line Train Control Vital Relays to support Rail Wayside System Maintenance. The Board hereby authorizes purchase of the Vital Relays for the sole purpose of duplicating and replacing system equipment already in use; and

- B. AUTHORIZING the Chief Executive Officer to award a 24-month sole source, fixed price Contract Number OP58657000 to Twinco Mfg. Co., Inc. for an amount not to exceed \$2,862,833.53 inclusive of sales tax, subject to resolution of protest(s), if any.

25. SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES

2019-0190

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award the following three-year base term contracts for regions 1 through 4; subject to resolution of protest(s) if any:

- A. A firm fixed unit rate Contract No. OP1246400003367, for Region 1 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Red Line (MRL), Metro Orange Line (MOL) and various bus and rail locations within the geographical area specified as Region 1, for a not-to-exceed amount of \$1,806,189 for the three-year base period, and a not-to-exceed amount of \$1,239,682 for one, two-year option This is a combined not-to-exceed total amount of \$3,045,871, effective June 1, 2019 through May 31, 2024;

- B. A firm fixed unit rate Contract No. OP1246420003367, for Region 2 to Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Gold Line (PGL), Metro Purple Line (MPL), El Monte Bus Way and various bus and rail locations within the geographical area specified as Region 2, for a not-to-exceed amount of \$1,734,912 for the three-year base period, and not-to-exceed amount of \$1,789,600 for one, two-year option. This is a combined not-to-exceed total amount of \$3,524,512, effective June 1, 2019 through May 31, 2024;

(Continued on next page)

(Item 25 – continued from previous page)

- C. A firm fixed unit rate Contract No. OP1246430003367, for Region 3 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Expo Line (Expo) and various bus and rail locations within the geographical area specified as Region 3, for a not-to-exceed amount of \$1,643,856 for the three-year base period, and a not-to-exceed amount of \$1,905,976 for one, two-year option. This is a combined not-to-exceed total amount of \$3,549,832, effective June 1, 2019 through May 31, 2024; and
- D. A firm fixed unit rate Contract No. OP1246440003367, for Region 4 to XInt Tint of Anaheim, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro Blue Line (MBL), Metro Green Line (MGL), Harbor Transit Way (HTW) and various bus and rail locations within the geographical area specified as Region 4, for a not-to-exceed amount of \$4,233,003 for the three-year base period, and a not-to-exceed amount of \$2,944,234 for one, two-year option. This is a combined not-to-exceed total amount of \$7,177,237, effective June 1, 2019 through May 31, 2024.

30. SUBJECT: PROJECT NO. 202808 CMF BUILDING 5 DUST COLLECTION SYSTEM PROJECT 2019-0099

AUTHORIZED ON CONSENT CALENDAR an increase in the life of project (LOP) budget for Project No. 202808 by \$440,000 for Central Maintenance Facility (CMF) Building 5 Dust Collection System project from \$785,000 to \$1,225,000.

31. SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES 2019-0153

AUTHORIZED AS AMENDED:

- A. An increase to the total authorized funding for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), for pending and future Contract Work Orders to provide Program Management Support Services (PMSS) in the amount of \$65,838,110, increasing the authorized funding limit from \$24,970,960 to \$90,809,070, consistent with previous action taken by the Board in June 2017 for the remaining five years of the contract, which includes exercising the option to extend the PMSS contract by two years; and

(Continued on next page)

(Item 31 – continued from previous page)

- B. The Chief Executive Officer or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board approved contract funding amount.

SOLIS AMENDMENT: that the Board amends Agenda Item No. 31 to authorize funding for two years and direct Metro staff to return in April 2021 with the next request for authorization as well as a report on the contractor’s performance.

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

32. WITHDRAWN: SUBJECT: STATE AND FEDERAL REPORT 2019-0044

RECOMMENDATION

RECEIVE AND FILE State and Federal Legislative Report.

33. SUBJECT: STATE LEGISLATION 2019-0048

ADOPTED staff recommended positions:

- A. Senate Bill 43 (Allen) - Carbon Taxes **WORK WITH AUTHOR**
- B. Senate Bill 7 (Portantino) - State Highway Route 710 **SUPPORT**
- C. Assembly Bill 29 (Holden) - State Highway Route 710 **SUPPORT**
- D. Senate Bill 152 (Beall) - Active Transportation Program
OPPOSE UNLESS AMENDED
- E. Assembly Bill 1402 (Petrie-Norris) - Active Transportation Program
OPPOSE UNLESS AMENDED
- F. Assembly Bill 752 (Gabriel) - Public Transit: Transit stations: Lactation rooms **WORK WITH AUTHOR**

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

**33.1 WITHDRAWN: SUBJECT: CALIFORNIA HIGH SPEED RAIL
SOUTHERN CALIFORNIA SEGMENTS**

2019-0264

APPROVE Amending Motion by Solis, Barger, Butts, Krekorian, and Najarian that the Board amend Item No. 33 to add the following directives:

G. DIRECT the CEO to send a letter on behalf of the Board of Directors to the Governor of California and the California High-Speed Rail Authority to request re-evaluation of plans to further invest in the Central Valley high speed rail segments and to consider prioritizing funding to advance critical projects in Los Angeles County that would support the High-Speed Rail Authority's goal of a blended systems/operations model ahead of any State decisions made regarding High-Speed Rail funding on or after May 1, 2019.

H. AMEND the Metro State Legislative Plan to prioritize and secure High-Speed Rail funding for the Los Angeles County region.

**34. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT
UPDATE**

2019-0169

RECEIVED AND FILED status report on the Los Angeles Aerial Rapid Transit Project.

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

35. SUBJECT: LABOR COMPLIANCE MONITORING BENCH

2019-0139

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No. 3 to the Labor Compliance Bench (the Bench) Contract Numbers PS-21307700 A-J, for labor compliance monitoring services, to exercise the fourth and fifth year options, extending the contract term from July 1, 2019 to June 30, 2021, and increasing the total authorized not-to-exceed amount by \$4,000,000 (\$2,000,000 for each option year) from \$19,056,648 to \$23,056,648; and

(Continued on next page)

(Item 35 – continued from previous page)

B. AWARD AND EXECUTE task orders for a not-to-exceed total authorized amount of \$23,056,648.

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

36. SUBJECT: CONGESTION PRICING FEASIBILITY STUDY UPDATE 2019-0210

APPROVED AS AMENDED:

A. RECEIVING AND FILING the response to Motion 32.3 (Congestion Pricing) by Directors Garcetti, Kuehl, Butts, Solis, and Hahn; and

B. Next Steps for Congestion Pricing Feasibility Study, which includes:

- May 2019: Staff will issue Requests for Proposals for 1) Technical Services (includes Equity Analysis) and 2) Communications Plan and Public Engagement Services;
- Summer 2019: Seek Board authorization to award contract; and
- Ongoing: Staff will conduct ongoing dialogue with the Board at key milestones during the project development process. An overview of the anticipated process is provided in Attachment E Project Milestones.

HAHN AMENDMENT

- Include a lane/different pricing model for the zero emission vehicles; and
- Include Board’s ability to appoint the public partnership stakeholder panel and expand the number of the seats.

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

**37. SUBJECT: WEST SANTA ANA BRANCH P3 BUSINESS CASE
FINANCIAL ADVISORY SERVICES**

2019-0176

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Task Order No. PS50315-3049000 with Sperry Capital Inc. to finalize the Business Case for West Santa Ana Branch Light Rail Transit Project ("WSAB" or "the Project") in the amount of \$977,040 increasing the not-to-exceed task order value from \$1,099,970 to \$2,077,010.

**38. SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL
DOCUMENT (PA&ED) FOR SR-91 ACACIA COURT TO
CENTRAL AVENUE IMPROVEMENT PROJECT**

2019-0196

AUTHORIZED the Chief Executive Officer (CEO) to execute a two-year, firm fixed price Contract No. AE57645000 with HNTB Corporation in the amount of \$5,006,899.68 for Architectural and Engineering (A&E) services for the preparation of a Project Approval and Environmental Document (PA&ED) for the SR-91 Acacia Court to Central Avenue Improvement Project (the Project), subject to resolution of protest(s), if any.

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

*Voted under Rule of Necessity

**39. SUBJECT: METRO GOLD LINE INTERSTATE 210 BARRIER
REPLACEMENT**

2019-0197

APPROVED:

A. INCREASING Design Life-of-Project (LOP) Budget for Metro Gold Line Interstate 210 Barrier Replacement, (CP Number 405581) by \$11,463,026, increasing the LOP budget from \$11,078,366 to \$22,541,392; and

B. AUTHORIZING the Chief Executive Officer to execute Contract Modification No. 1 to the On-Call Highway Program Project Delivery Support Services Contract Nos. AE30673000, AE30673001, AE30673002 with AECOM, CH2M Hill, and Parsons Transportation Group, respectively, in the amount not-to exceed \$11,000,000 increasing the total contract value from \$30,000,000 to \$41,000,000.

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

**40. WITHDRAWN: SUBJECT:P2550 LIGHT RAIL VEHICLE STATIC
INVERTER APS/LVPS OVERHAUL**

2019-0209

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract no. MA51966000 to AmePower, the lowest responsive and responsible bidder, for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS) Overhaul. This award is a not-to-exceed amount of \$2,714,220 subject to resolution of protest(s), if any.

41. SUBJECT: I-710 SOUNDWALL PACKAGE 3 PROJECT

2019-0226

APPROVED BY 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) and site improvements within the TCE area from the properties identified as Parcels: CPN-80901 (APN: 7401-023-009); CPN-80914 (APN: 7401-008-010); CPN-80945 (APN: 7312-022-004); CPN-80983 (APN: 7312-008-018); CPN-80982 (APN: 7312-008-017); CPN-81000 (APN: 7311-009-014); CPN-80899 (APN: 7401-023-007).

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

42. SUBJECT: EXPANDING THE YOUTH ON THE MOVE PROGRAM

2019-0265

APPROVED Motion by Solis, Garcetti, Barger, Hahn, Butts and Kuehl that the Board direct the CEO to report back in July 2019 on:

- A. Recommendations to expand eligibility of the Youth on the Move program, including considering expanding the eligible age range from 18 to 21 to 16 to 24 or beyond;
- B. Improved marketing strategies for Youth on the Move, in partnership with the Los Angeles County Department of Children & Family Services (DCFS) and the Los Angeles County Probation Department;

(Continued on next page)

(Item 42 – continued from previous page)

- C. Enhancements to the Youth on the Move application process to ensure it is seamless and low-barrier, in partnership with DCFS and the Probation Department;
- D. Identification of other transportation needs for youth who relevant foster care or probation contact and recommendations on potential partnerships between Metro, DCFS, Probation, and other relevant stakeholders, to address those needs;
- E. Recommendations to ensure students receive support throughout their participation in Youth on the Move, especially during potential changes in their living situations, schools, or case workers; and
- F. Recommendations to reduce the cost of transit for K-12 and College/Vocational students in general.

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

43. SUBJECT: CLOSED SESSION

2019-0261

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Ceon Rayneil Gordon v. LACMTA, LASC Case No. BC633887
APPROVED settlement in the amount of \$3,775,000.

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

- 2. Cutbertha Rincon v. LACMTA, LASC Case No. BC669156
APPROVED settlement in the amount of \$300,000.

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

(Continued on next page)

(Item 43 – continued from previous page)

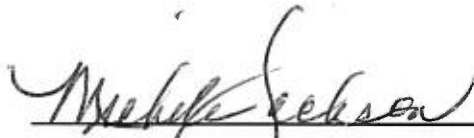
B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)
Significant Exposure to Litigation (One Case)

NO REPORT.

RECEIVED General Public Comment

ADJOURNED at 1:05 p.m.

Prepared by: Deanna Phillips
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary



Board Report

File #: 2019-0183, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2019

**SUBJECT: OPEN STREETS GRANT PROGRAM 2020 MINI-CYCLE FUNDING
RECOMMENDATIONS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- 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.

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation of up to \$2 million;
- Competitive process and program; and
- Technical process to collect data and evaluate the events.

At its September 2018 meeting, the Board approved a third funding cycle of the program. With a focus on regional equity, Directors Hahn, Dupont-Walker and Garcia put forth a motion for staff to create a \$1 million dollar mini-cycle in FY 2020 of Open Street grant applications that is open to all communities and Councils of Governments in Los Angeles County, excluding those that have already received funding from the Cycle Three Grants. In January 2019 The Metro Board approved initiation of a 2020 mini-cycle of the Open Streets Grant Program (Attachment C). Board approval is

necessary to program the funds to five mini-cycle events and reprogram one canceled Cycle Three event toward the next-highest-scored Cycle Three event.

BACKGROUND

Open Street events are one-day occurrences that close public streets to automobile traffic and open them for bicyclists and pedestrians in order to provide opportunities for walking, riding a bike, and riding transit possibly for the first time. In addition the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One, Two and Three Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County.

At the June 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 jurisdictions for Cycle Two. At the September 2019 meeting, the Board awarded \$4 million to 15 additional events. To date 27 events have been awarded funding in Cycles One, Two and Three totaling nearly 170 miles of streets across 29 separate jurisdictions. By December 2020, 13 additional events in 11 jurisdictions covering nearly 72 additional miles of car-free streets are expected to be delivered.

The Cycle Three Paramount and Bellflower Open Streets Neighborhood Connectivity event was cancelled at the request of the City of Paramount due to financial constraints. Staff recommends that the \$242,000 grant award for this cancelled Cycle Three event be reprogrammed to the next-highest-scored Cycle Three event, Beach Streets Downtown.

DISCUSSION

Outreach

Following Board approval, staff conducted extensive outreach, presenting the Open Streets 2020 Mini Cycle program to the Councils of Governments (COG's), and the Technical Advisory Committee. Staff released the Grant Application online on February 4, 2019 and subsequently hosted an Open Streets Grant Program Workshop on February 21, 2019. The workshop featured a detailed presentation on the history and goals of the program, details and guidelines of the current funding cycle, and a walk through of the application, including detailed instructions on how to apply for grant funding. Over 100 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and hosted.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-

jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen score. Separate criteria were added for new and existing applicants. The application evaluation was conducted by a joint internal and external technical team with experience in multi-modal transportation, including representatives from Metro Planning and Operations and the Southern California Association of Governments. The events were evaluated based on their ability to meet the project feasibility and route-setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of five project applications were received on March 8, 2019 with \$1,053,341 of funding requests. Of the five applications received, three were for routes along disadvantaged communities, and one was for a multi-jurisdictional event. All of the five applications submitted received passing scores and are recommended based on funding allocation (Attachment B-1). These recommended events (Attachment B-2) are regionally diverse, connected to transit stations, regional bikeways and major activity centers.

The 2020 Mini-cycle includes one year of Open Street programming, with the first event being proposed for winter/spring 2020 and the final event being proposed for fall/winter 2020. The 1-year timeline will allow for the staging of events within the December 2020 deadline of the Cycle Three funding cycle and ensure that events will maximize attendance and regional participation by not being held on consecutive dates.

Staff will utilize funds from the FY19/20 and FY20/21 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for the events. Operations staff are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing is needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Mini-cycle Evaluation

In coordination with Cycle Three, the 2020 Mini-cycle jurisdictions will be provided with a standardized data collection template developed by the Cycles One and Two Evaluation Study contractor. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72. Post-implementation reports will be included that request plans for new active transportation infrastructure and information on what the jurisdictions will do to increase bicycle and pedestrian mode shares post-event.

Equity Platform

By providing additional scoring points to disadvantaged communities during the competitive application review process, as defined by the CalEnviroScreen, the mini-cycle delivers an aspect of Pillar III of the multi-point approach of the Equity Platform. Metro outreach participation in Open

Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program 2020 Mini-cycle will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

Funding of \$3.26 million is included in the FY20 proposed budget in cost center number 0441, under project number 410077, Open Street Grant Program, to cover anticipated invoices for events (including the 2020 Mini-cycle, Cycle Three, and remaining Cycle Two invoices) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budgeting the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events which SCAG identifies in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Open Streets 2020 Mini-cycle aligns well with Strategic Plan Goal 3, Enhancing Communities and Lives. The program introduces local communities and stakeholders to the value of car-free and car-light mobility and provides opportunities to experience this mobility first hand and possibly for the first time. Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of the 2020 Mini-cycle of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the September 2018 Board Motion 16.1 directing staff to develop the one-time expansion of the program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate

Memorandums of Understanding (MOUs).

Staff will also follow up with grantees on post event implementation, per the 2020 Mini-cycle evaluation requirements (Attachment C), which include enhancement efforts to invest in bicycle and pedestrian infrastructure and promote public transportation mode shift.

ATTACHMENTS

Attachment A - June 2013 Metro Board Motion 72

Attachment B-1 - Open Streets 2020 Mini-cycle Scoring and Funding Recommendations

Attachment B-2 - Open Streets 2020 Mini-cycle Recommended Events (Map)

Attachment C - Open Streets 2020 Mini-cycle Application Package & Guidelines

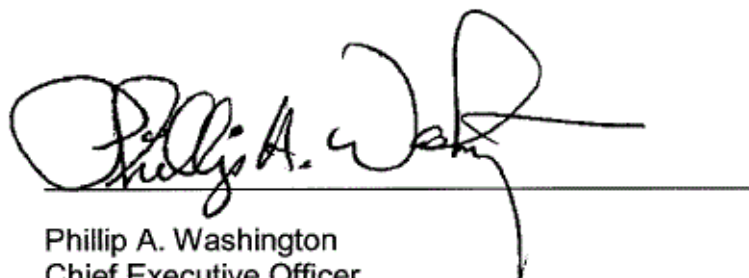
Prepared by: Brett Atencio Thomas, Senior Transportation Planner, Countywide Planning & Development, (213) 922-7535

Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024

Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Holly Rockwell, SEO, Countywide Planning & Development, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovias*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

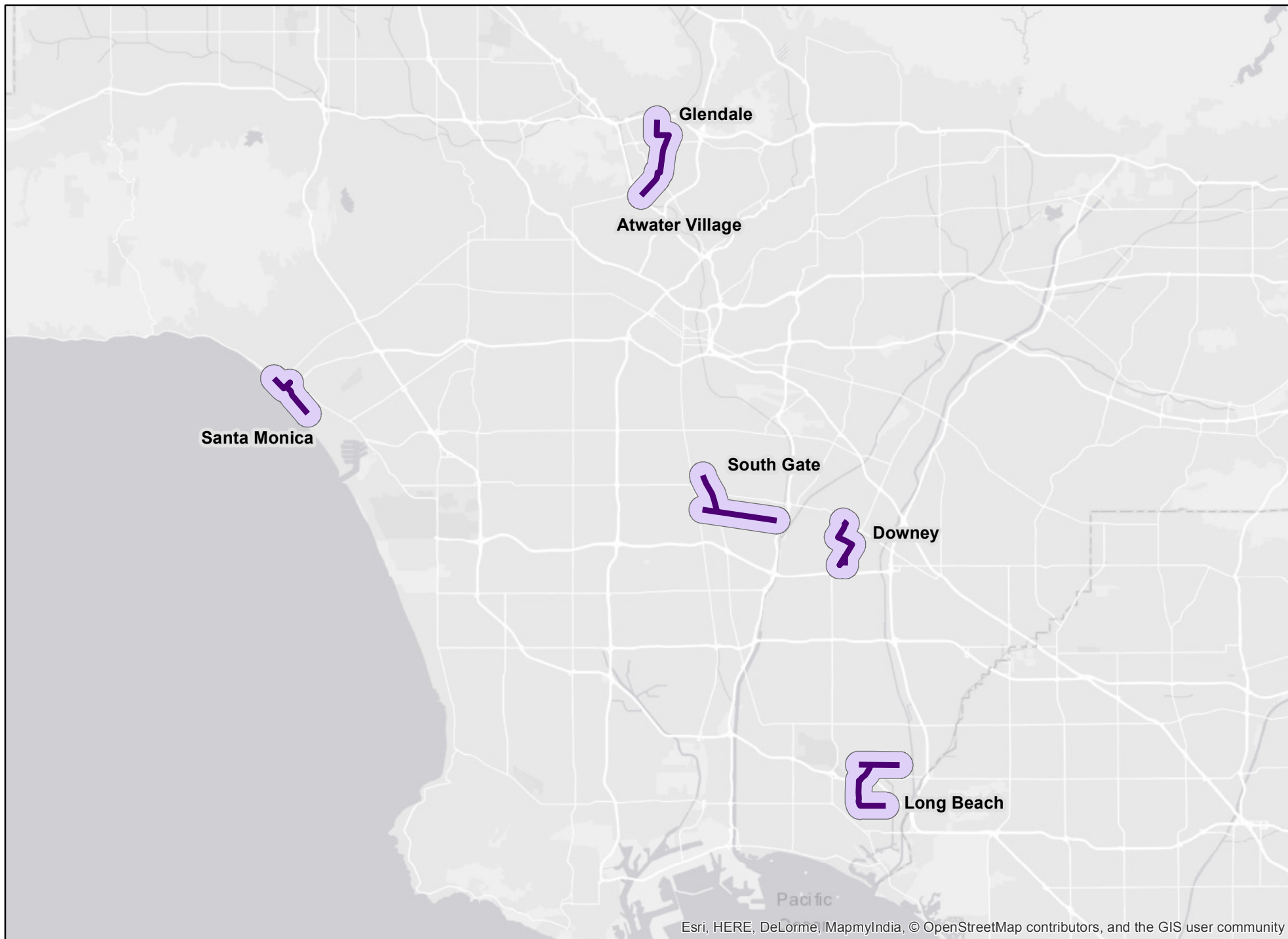
WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

	Date	Title	City	Grant Request	Length in Miles	1st time App	Disadvantaged	Multi-jurisd	Average Score
1	Sunday, June 14, 2020	CicLAvia Glendale Meets Atwater Vilalge	Glendale	\$241,136	3.5		X	X	74.7
2	Sunday, May 17, 2020	Downey Ride and Stride	Downey	\$172,405	5		X		72.0
3	Tuesday, July 21, 2020	South Gate Ride and Walk Open Street Event	South Gate	\$173,800	6.5	X	X		71.7
4	Sunday, September 20, 2020	COAST Open Streets	Santa Monica	\$250,000	2.1				70.7
5	Saturday, March 21, 2020	Beach Streets University	Long Beach	\$216,000	4.1				70.0
Total				\$1,053,341	21.2	20%	60%	20%	71.8

Open Streets Grant Program 2020 Mini-cycle Recommended Events



0 4 8 Miles

— Mini-cycle Recommended Events

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community




Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
 metro.net

Open Streets FY 2020 Mini-cycle Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Eligibility

With a focus on regional equity, FY 2020 Mini-cycle applications are open to the County, and all city and council Councils of Government offices within Los Angeles County excluding those that received funding from the Cycle Three Grants: the cities of South Pasadena, West Hollywood, Culver City, Los Angeles, San Fernando, San Dimas, Long Beach and Paramount; and the San Gabriel Valley Council of Governments. Funding may be distributed to more than one event per city/jurisdiction until the maximum funding allocation is reached. Applicants shall rank applications for 2 or more events in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$1,071,688 available for grants for the Open Streets FY 2020 Mini-cycle. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in July 2019, pending Metro Board approval and events must be staged by June 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

Proposed partnerships and demonstration of potential for event success*	10
Event readiness (Funds will be required to be expended by December 31, 2020)	4
Agency’s existing active transportation programs and policies	4
Community support	4
Matching funds committed	3

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 35 points

Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events)	5
Event cost per mile and value of connections to destinations along the route	5
Proximity and access to commercial and retail corridors	5
Connections to cultural, architectural, historical and/or important destinations in the community	4
Route includes disadvantaged communities*	4
Route is along or intersects with existing bicycle infrastructure**	3
Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths)	3
Topography - The route minimizes hilly terrain***	3
Route length (industry standards recommend a minimum of between 4 and 6 miles in length)	3

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example see San Francisco’s “Wiggle” - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

Route includes multiple jurisdictions	10
Ability to attract participants from surrounding and countywide jurisdictions	5
Accessibility to Metro Rail	5
Connections between multiple central business districts or retail corridors	5
Applicant jurisdiction has not had a previous Open Street event in their community	5

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol-related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post-implementation spreadsheet no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post-implementation report and data collection performance according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes; and economic impact on local retailers. Additional reporting criteria will be added to the Memorandum of Understanding and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72 including providing post-implementation reports that include plans for any new permanent active transportation infrastructure in the community, and/or temporary pop-up pilot infrastructure along the event route for a pilot period after the event is held if feasible, and what other means the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

General and Administrative Conditions Lapsing Policy

Open Streets FY2020 Mini-cycle events must be staged by June 31, 2020 and funds not expended by this date will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post-implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events.

Application

General Information

1. City/Government Agency Name:

2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name
(Example: Sunnytown Sunday Parkways Open Street Event.)
Maximum Allowed: 150 characters.

10. Event Description
(Example: Main Street, Flower Street, Spring Street, 7th Street, 1st Street and Broadway Avenue in downtown Sunnytown will be closed to cars from downtown to mid-town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)
Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):
Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:
Maximum Allowed: 3 digits

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.
Maximum Allowed: 150 characters.

15. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 15

15a. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

16. Does the event include rail grade crossings? (Y/N)

If “YES” for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated month & year of Event (Funds will be available starting in July 2019, pending Metro Board approval. Event must be staged by June 31, 2020) *Maximum Allowed: 6 digits*

19. Does your City’s General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

Demonstration of Event Success

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If “YES” for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If “NO” for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to

transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If “YES” for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

32. Will the route connect multiple cities? Y/N

List all partner cities.

If “YES” to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

34. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

If “YES” to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

Maximum Allowed: 1000 characters

If “YES” to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If “YES” to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine’s Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Regional Significance

42. List all rail stations within a ½ mile radius of the event route.

Maximum Allowed: 250 characters

43. For those rail stations within a ½ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.

Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Open Streets FY 2020 Mini-cycle



Metro

Recommendation

Award and program a total of \$1,053,341 for the FY2020 Mini-cycle of the Open Streets Grant Program (through December 2020) per the September 2018 Metro Board Motion 16.1

Including the following components:

- **AWARDING \$1,053,341 to five new Open Streets events scheduled through December 2020 (Attachment B-1);**
- **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**
- **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.**

Slide 2

GR6

Increase margins to account for printing.

Golez, Rose, 5/6/2019

Cycles One, Two and Three

- Board has awarded \$11.84 million to 44 events.
 - 27 events have been implemented in 29 separate jurisdictions totaling 170 miles of car-free streets.
 - 13 additional events to be held through December 2020.
 - Additional points granted to multi-jurisdictional events and disadvantaged communities.



September 2018 Board Motion

In response to the September 2018 Board Motion 16.1, staff:

- Reported back to the Board in January 2019 with potential strategies and methods to ensure resources are spread across a wider geographical area;
- Created a FY2020 Open Street Grant Program “mini-cycle” application and guidelines package for release to communities that did not receive funding from the Cycle Three Grants; and
- Identified a funding source of up to \$1 million for the “mini-cycle” Open Street event applications.



Metro

Application Outreach

- Following Board approval, staff conducted extensive outreach, presenting the Open Streets 2020 Mini-cycle program to the Councils of Governments (COGs), and the Technical Advisory Committee.
- An Open Streets Applicant Workshop was held at Metro Headquarters.
- Coordination with COGs and other cross-jurisdictional entities offered grant writing assistance for smaller, more resource-challenged cities across the County.

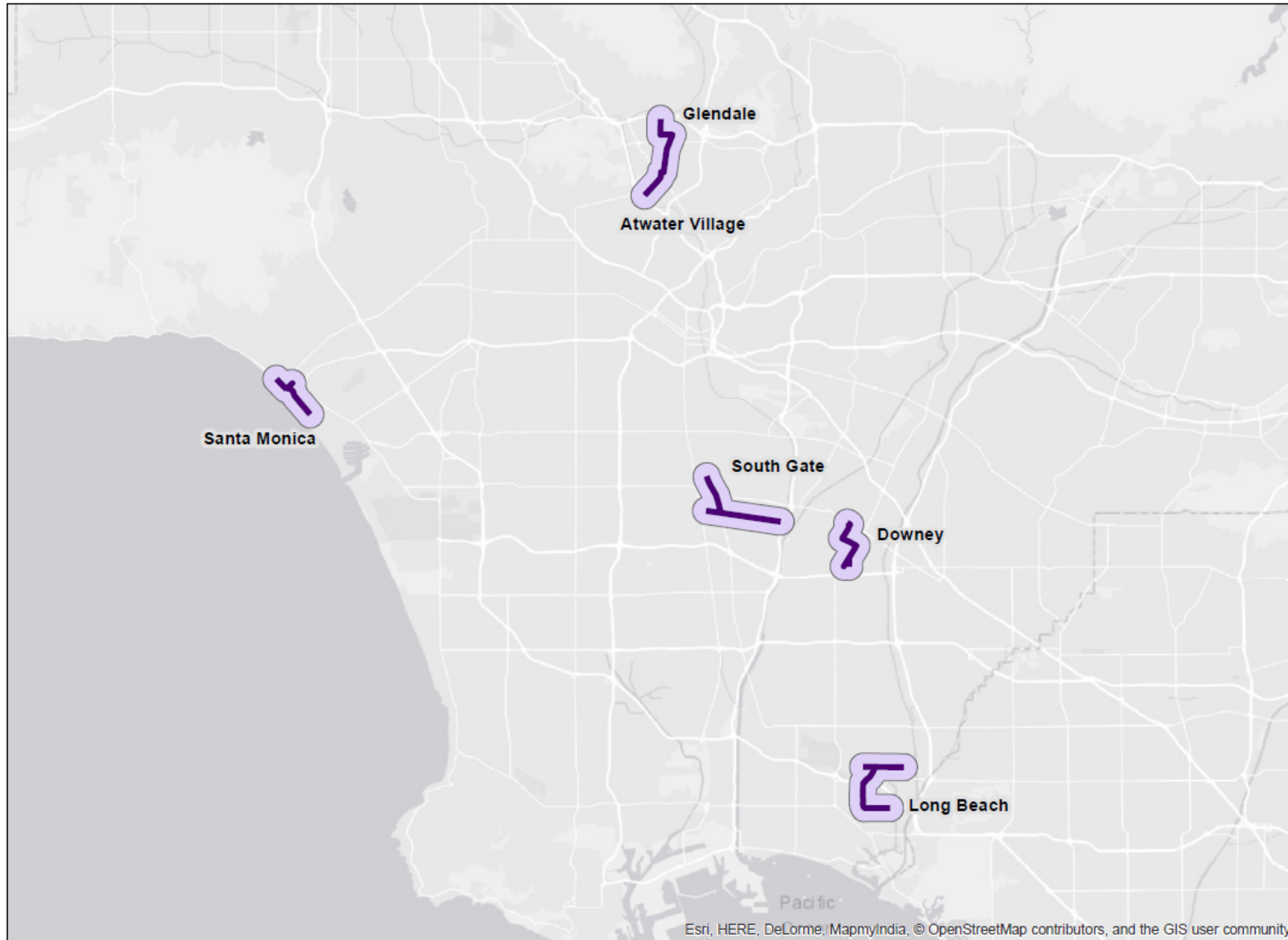


FY2020 Mini-cycle Funding Recommendations

Rank	Date	Title	City	Grant Request	Length in Miles	1st time App	Disadvantaged	Multi-jurisd	Avrg Score
1	6/14/2020	CicLAvia Glendale Meets Atwater Village	Glendale	\$241,136	3.5		X	X	74.7
2	5/17/2020	Downey Ride and Stride	Downey	\$172,405	5		X		72.0
3	7/21/2020	South Gate Ride and Walk Open Street Event	South Gate	\$173,800	6.5	X	X		71.7
4	9/20/2020	COAST Open Streets	Santa Monica	\$250,000	2.1				70.7
5	3/21/2020	Beach Streets University	Long Beach	\$216,000	4.1				70.0

- **\$1,053,341 total funding recommendation**
- **5 events in 6 jurisdictions totaling 21.2 miles**
- **20% first-time applicant**
- **60% disadvantaged communities**
- **20% multi-jurisdictional**

Map of Mini-cycle Recommended Events



0 4 8 Miles

Mini-cycle Recommended Events

7

Mini-cycle Funding

- There is up to \$1,071,688 available for grants for the Open Streets FY 2020 Mini-cycle
- Staff is requesting to reprogram \$242,000 for the cancelled Cycle Three Paramount and Bellflower Neighborhood Connectivity event towards the next-highest-scored Cycle Three event, Beach Streets Downtown



Timeline For Next Steps

Fall 2019 - Execute MOU agreements & work with community relations on event engagement strategy

Spring 2020 – Stage first event





Board Report

File #: 2018-0584, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE MAY 15, 2019

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE 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.

ISSUE

The Project is in response to Metro Board motions 14.1 (Attachment A) and 14.2 (Attachment B), requiring future transit capital projects to integrate FLM improvements into project planning and delivery. The Project consists of two components, and the task order modification is necessary in order to provide: 1) additional community engagement to support FLM Plan development for Purple Line Sections 2 and 3 stations and 2) additional consultant support of FLM Guidelines development, including preparation of training materials.

DISCUSSION

In August 2018, Metro began work on the Project. The first component of the Project, the FLM Plan, will document improvements around four stations (Wilshire/Rodeo, Century City/Constellation, Westwood/UCLA, and Westwood/VA Hospital). As the coordination and engagement process has been unfolding, it has become necessary to add more coordination points with stakeholders such as city staff and other key community organizations, as well as develop interactive and high-quality engagement materials for future community events.

The second component of the Project, the FLM Guidelines, will inform how FLM elements are

integrated into the planning and construction of all future transit capital projects. The task order modification is necessary in order to include additional support to prepare the document and facilitate trainings once the Guidelines are adopted by the Board. Since the project kick-off, it also became clear that added interim drafts will be needed to provide direction to the final Guidelines document.

In addition, an increase in contract modification authority is recommended in order to anticipate future needed services related to the Project.

EQUITY PLATFORM

The Project has involved a diverse range of voices in the decision-making process, in particular through the FLM walk audits that document existing conditions and will generate recommended FLM improvements for the four targeted stations. Development of the FLM plan and the guidelines includes robust internal and external participation.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety standards for Metro. Rather, the planning and implementation of FLM improvements will improve safe access to Metro's transit network.

FINANCIAL IMPACT

There will be no overall financial impacts to the FY19 and FY20 budget. The FY19 and FY20 budget in Cost Center 4340, Project 405310, Countywide First/Last Mile Plan, has sufficient funds available to accommodate the task order modification. The source of funds in FY19 and FY20 is Measure M 2% Active Transportation Project funds which are not eligible for bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The task order modification furthers Strategic Plan Goal #1: High quality mobility options and Strategic Plan Initiative 1.1 "Target infrastructure and service investments toward those with the greatest mobility needs." It accomplishes this by guiding future investment to pedestrian and bicycle infrastructure around high capacity transit.

ALTERNATIVES CONSIDERED

The Board could consider not approving the contract modification. This is not recommended because it would result in a less robust, interactive engagement process and would risk not having sufficient buy in from key stakeholders when plan specifics are finalized.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Task Order No. AE115994000 with IBI Group and continue working with the consultant team to provide additional support and research around the FLM planning for Purple Line Sections 2 and 3 and further develop the Guidelines. The FLM planning work and Guidelines are anticipated to be completed and presented to the Board for consideration in fall 2019.

ATTACHMENTS

Attachment A - File # 2016-0442

Attachment B - File # 2016-0451

Attachment C - Procurement Summary

Attachment D - Task Order Modification/Change Order Log

Attachment E - DEOD Summary

Prepared by: My La, Manager, Transportation Planning, Countywide Planning
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Jacob Lieb, Senior Director, Countywide Planning & Development, 213-922-4132

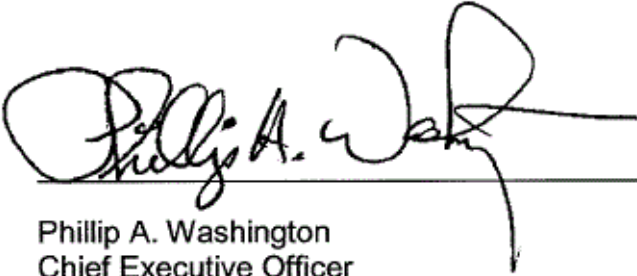
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Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Laurie A. Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Metro

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



Board Report

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE
MAY 18, 2016**

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

Metro

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



Board Report

File #:2016-0451, File Type:Motion / Motion
Response

Agenda Number:

**PLANNING AND PROGRAMMING COMMITTEE MEETING
MAY 18, 2016**

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

PROCUREMENT SUMMARY

PURPLE LINE FIRST/LAST MILE GUIDELINES/AE115994000

1.	Contract Number: Task Order No. AE115994000 (PS4010-3041-BB-XX)		
2.	Contractor: IBI Group		
3.	Mod. Work Description: Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines - Provide additional community engagement for the Purple Line FLM planning and further the development of the FLM Guidelines		
4.	Work Description: Purple Line First/Last Mile Guidelines		
5.	The following data is current as of: 04/04/19		
6.	Contract/TO Completion Status:		Financial Status:
	Award Date:	06/05/18	Awarded Task Order Amount: \$986,246
	Notice to Proceed (NTP):	06/23/18	
	Original Completion Date:	02/28/20	Value of Mods. Issued to Date (including this action): \$118,512
	Current Est. Complete Date:	09/26/20	Total Amount (including this action): \$1,104,758
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: My La		Telephone Number: (213) 922-5634

A. Contract Action Summary

This Board Action is to approve Modification No. 1 to Task Order No. AE115994000 under Contract No. PS4010-3041-BB-XX for Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines to provide additional community engagement for Purple Line FLM planning and further the development of the FLM Guidelines.

This Task Order Modification was processed in accordance with Metro's Acquisition Policy. The task order type is firm fixed price. All other terms and conditions remain in effect.

On June 5, 2018, Task Order No. AE115994000 in the firm fixed price of \$986,246 was issued to IBI Group, a contractor on the Countywide Planning Bench.

Refer to Attachment D – Task Order 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), cost analysis, and technical analysis. All labor and profit rates remain unchanged from the original task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$130,191	\$125,727	\$118,512

ATTACHMENT D

**TASK ORDER MODIFICATION/CHANGE ORDER LOG
PURPLE LINE FIRST/LAST MILE GUIDELINES
TASK ORDER NO. AE115994000 VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Purple Line Sections 2 and 3 First/Last Mile (FLM) Plan and Guidelines - Provide additional community engagement for the Purple Line FLM planning and further the development of the FLM Guidelines.	Pending	Pending	\$118,512
	Task Order Modification Total:			\$118,512
	Original Task Order Amount:		06/05/18	\$986,246
	Total:			\$1,104,758

DEOD SUMMARY

PURPLE LINE FIRST/LAST MILE GUIDELINES/AE115994000

A. Small Business Participation

IBI Group made a 29.28% Small Business Enterprise (SBE) commitment. The project is 14% complete and the current SBE participation is 9.31%, which represents a shortfall of 19.98%. IBI explained that a pending March invoice will increase their SBE participation to 37%. Additionally, SBE subcontractors The Robert Group and Terry A. Hayes Associates are expected to begin work in summer 2019.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that IBI Group is on schedule to meet or exceed its SBE commitment. If IBI Group is not on track to meet its small business commitment, Metro staff will request that IBI Group 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	29.28% SBE	Small Business Participation	9.31% SBE
----------------------------------	-------------------	-------------------------------------	------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Here Design	8.68%	8.64%
2.	The Robert Group	7.12%	0.00%
3.	Terry A. Hayes Associates	9.40%	0.00%
4.	Engineering Solutions Services	4.08%	0.67%
	Total	29.28%	9.31%

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 (LW/SCWRP) is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0222, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - ARROYO VERDUGO
SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

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

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each subregion is required to develop the MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$24,160,402 was forecasted to be available for programming in Fiscal Year (FY) 2017-18 to FY 2021-22, to the Arroyo Verdugo Subregion (Subregion) in two Programs: 1) Modal Connectivity and Complete Streets (expenditure line 62); and 2) Transit (expenditure line 65). The Subregion identified several priority projects that are eligible for the Active Transportation and Highway Efficiency, Noise Mitigation

and Arterial Programs (expenditure lines 71 and 83 - funds scheduled to be available in 2033 and 2048, respectively) and elected to borrow from the Modal Connectivity/Complete Streets and Transit Programs to advance the projects. Board approval is necessary to program the funds to these projects and serve as the basis for Metro to enter into Funding Agreements with the respective implementing agencies.

DISCUSSION

In June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines), with two amendments and five approved motions. Subsequently, the Administrative Procedures for Measure M MSP was signed by the CEO on February 2, 2018.

The Arroyo Verdugo Subregion consists of member agencies from the cities of Burbank, Glendale, La Canada Flintridge, Pasadena, South Pasadena and adjacent unincorporated area of Crescenta Valley/Montrose within Los Angeles County. On April 27, 2018, a Funding Agreement was executed between Metro and the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) for the Planning Activities (Plan development and updates) for the MSP. The AVCJPA along with its consultant led the Plan development process, which included working with the member agencies along with the public participation process. The AVCJPA Governing Board also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

In the last several months, Metro staff worked closely with the AVCJPA and the implementing agencies on project eligibility reviews of the proposed projects. For those proposed projects that are to be programmed in FY 2018-19 and FY 2019-20 (near term - first two programming years), Metro required a detailed project scope of work during staff review for eligibility and program nexus during the Plan development process, i.e. project location and limits, length, project elements, project phase(s), total project expenses and funding requested, project schedule, etc. This level of detail will ensure timeliness of the Project Funding Agreement execution once the Metro Board approves the Plan. For those proposed projects that will have programming funds in FY 2020-21 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work with the Subregion and the implementing agencies on the details through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Guidelines.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all Programs. The AVCJPA along with the cities of Burbank, Glendale, La Canada Flintridge, Pasadena, South Pasadena and adjacent unincorporated area of Crescenta Valley/Montrose within Los Angeles County undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Project expenditures are not expected to occur in FY19. Since these are multi-year projects, Cost Centers 0441 (Planning - Subsidies to Others), 0442 (Highway Subsidies) and the Chief Planning Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Transit, First/Last Mile (Capital) and Highway, Active Transportation, Complete Streets (Capital). These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding Agreements will be executed with those who have funds programmed in FY 2018-19 and FY 2019-20. Staff will continue to work with the AVCJPA and the implementing agencies to identify and implement projects. Annual updates will be provided to the Board.

ATTACHMENTS

Attachment A - Modal Connectivity and Complete Streets Program Project List
Attachment B - Transit Program Project List

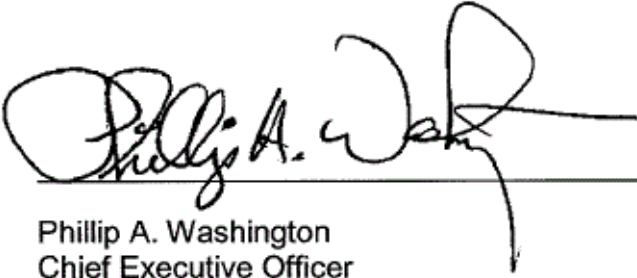
Attachment C - Active Transportation Program Project List

Attachment D - Highway Efficiency, Noise Mitigation and Arterial Program Project List

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



Phillip A. Washington
Chief Executive Officer

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Modal Connectivity and Complete Streets Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	La Canada Flintridge	MM4101.02	Foothill Blvd. Link Bikeway and Pedestrian Greenbelt	Construction	\$ 953,919				\$ 953,919
2	Pasadena	MM4101.03	Avenue 64 Complete Street Project	PS&E Construction	300,000	1,500,000			1,800,000
3	Pasadena	MM4101.04	North Hill Complete Street Project	PS&E Construction		300,000	235,020	600,000	1,135,020
4	South Pasadena	MM4101.05	Fair Oaks, El Centro/Oxley, Meridian, Fremont Bikeway Improvements *	PS&E Construction				69,652	69,652
Total Programming Amount					\$ 1,253,919	\$ 1,800,000	\$ 235,020	\$ 669,652	\$ 3,958,591

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

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Transit Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Burbank	MM4102.01	BurbankBus State of Good Repair - Bus Replacement *	Vehicle Purchase				\$ 1,800,000	\$ 1,800,000
2	Glendale	MM4102.02	Beeline Maintenance Facility	Construction		4,426,000			4,426,000
3	Glendale	MM4102.03	Beeline Replacement Buses *	Vehicle Purchase			832,051		832,051
4	Pasadena	MM4102.04	Purchase Replacement Buses	Vehicle Purchase		700,000			700,000
5	Pasadena	MM4102.05	Pasadena Transit Maintenance Facility *	Construction			1,635,612	1,400,000	3,035,612
Total Programming Amount					\$ -	\$ 5,126,000	\$ 2,467,663	\$ 3,200,000	\$ 10,793,663

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

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Burbank	MM4103.01	Victory Blvd. Connectivity Gap Closure and Transit Enhancements - Between Downtown Burbank Metrolink station and	PS&E ROW Construction	\$ 3,000,000				\$ 3,000,000
2	Glendale	MM4103.02	Victory Boulevard Project - Burbank City Limit to River Walk bikeway entrance in Glendale *	PS&E Construction			4,131,180		4,131,180
Total Programming Amount					\$ 3,000,000	\$ -	\$ 4,131,180	\$ -	\$ 7,131,180

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

**Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency, Noise Mitigation and Arterial Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	South Pasadena	MM5506.01	Columbia St. and Pasadena Ave Turn Lanes, Columbia St. and Orange Grove Ave. Striping	PS&E Construction		\$ 150,000			\$ 150,000
2	South Pasadena	MM5506.02	Garfield Ave. and Monterey Road Signal	PS&E Construction		400,000			400,000
3	South Pasadena	MM5506.03	Garfield Ave. and Oak St. Signal	PS&E Construction		400,000			400,000
4	South Pasadena	MM5506.04	Fremont Ave. and Huntington Dr. Signage *	PS&E Construction				140,000	140,000
5	South Pasadena	MM5506.05	Grevelia St and Fair Oaks Ave. Striping and Signal Timing *	PS&E Construction				50,000	50,000
Total Programming Amount					\$ -	\$ 950,000	\$ -	\$ 190,000	\$ 1,140,000

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



Board Report

File #: 2019-0233, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

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

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each subregion is required to develop the MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$37,627,287 was forecasted to be available for programming in Fiscal Year (FY) 2017-18 to FY 2021-22, to the San Gabriel Subregion (Subregion) in four Programs: 1) Active Transportation (expenditure line 54); and 2) Bus System Improvement (expenditure line 58); 3) First/Last Mile and Complete Streets

Program (expenditure line 59); and 4) Highway Demand Based (expenditure line 60). The Subregion elected to borrow from the Bus System Improvement and Highway Demand Based Programs to fund additional projects eligible for the Active Transportation, First/Last Mile and Complete Streets Programs. The Subregion also identified one priority projects that is eligible for the Highway Efficiency Program (expenditure line 82 - funds scheduled to be available in 2048) and elected to borrow from the Highway Demand Based Program to advance the project. Board approval is necessary to program the funds to these projects and serve as the basis for Metro to enter into Funding Agreements with the respective implementing agencies.

DISCUSSION

In June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines), with two amendments and five approved motions. Subsequently, the Administrative Procedures for Measure M MSP was signed by the CEO on February 2, 2018.

The San Gabriel Subregion consists of 30 cities and unincorporated communities in Los Angeles County Supervisorial Districts 1, 4, and 5. On July 6, 2018, a Funding Agreement was executed between Metro and the San Gabriel Valley Council of Governments (SGVCOG) for the Planning Activities (Plan development and updates) for the MSP. The SGVCOG led the Plan development process, which included working with the member agencies along with the public participation process. The SGVCOG Governing Board also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

In the last several months, Metro staff worked closely with the SGVCOG and the implementing agencies on project eligibility reviews of the proposed projects. For those proposed projects that are to be programmed in FY 2018-19 and FY 2019-20 (near term - first two programming years), Metro required a detailed project scope of work during staff review for eligibility and program nexus during the Plan development process, i.e. project location and limits, length, project elements, project phase (s), total project expenses and funding requested, and project schedule, etc. This level of detail will ensure timeliness of the Project Funding Agreements execution once the Metro Board approves the Plan. For those proposed projects that will have programming funds in FY 2020-21 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work with the Subregion and the implementing agencies on the details through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Guidelines.

Equity Platform

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

constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Project expenditures are not expected to occur in FY19. Since these are multi-year projects, Cost Centers 0441 (Planning - Subsidies to Others), 0442 (Highway Subsidies) and the Chief Planning Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Transit, First/Last Mile (Capital) and Highway, Active Transportation, Complete Streets (Capital). These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding Agreements will be executed with those who have funds programmed in FY 2018-19 and FY 2019-20. Staff will continue to work with the SGVCOG and the implementing agencies to identify and implement projects. Annual updates will be provided to the Board.

ATTACHMENTS

Attachment A - Bus System Improvement Program Project List

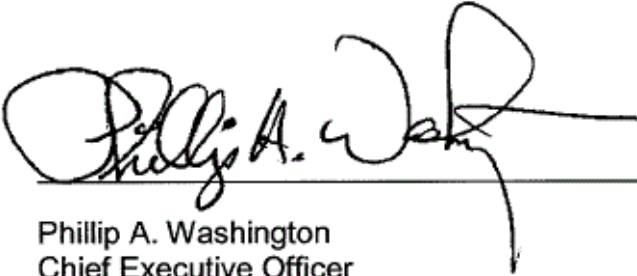
Attachment B - Active Transportation Program Project List

Attachment C - First/Last Mile and Complete Streets Program Project List

Attachment D - Highway Efficiency Program Project List

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



Phillip A. Washington
Chief Executive Officer

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Bus System Improvement Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	Construction	\$ 144,740	\$ 141,576			\$ 286,316
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	Construction	121,096	90,062			211,158
Total Programming Amount					\$ 265,836	\$ 231,638	\$ -	\$ -	\$ 497,474

**San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program**

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices *	Construction				\$ 636,800	\$ 636,800
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		57,470	470,063	54,542	582,075
3	Industry	MM4701.04	City of Industry East-West Bikeway Project *	Construction			1,492,500		1,492,500
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		3,830,750	447,750		4,278,500
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		1,192,869		2,687,131	3,880,000
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway *	PS&E			298,104	1,130,772	1,428,876
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050			388,050
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail *	PS&E Construction			1,436,800	553,200	1,990,000
Total Programming Amount					\$ -	\$ 5,469,139	\$ 4,145,217	\$ 5,062,445	\$ 14,676,801

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

San Gabriel Subregion

Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets Program

	Agency	Project ID No.	Project/Location	Funding Phases	FY 2018-19	FY2019-20	FY2020-21	FY 2021-22	Total Program
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors *	Environmental PS&E Construction			\$ 150,000	\$ 1,591,250	\$ 1,741,250
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975			652,975
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945			686,945
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction		149,250	1,592,000		1,741,250
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project	PS&E Construction		2,985,000			2,985,000
6	Duarte	MM4703.06	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements,	PS&E Construction				1,620,855	1,620,855
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E		323,375	398,000	174,125	895,500
8	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction				895,500	895,500
9	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	PS&E Construction		133,012	189,973	5,348,515	5,671,500
Total Programming Amount					\$ -	\$ 4,930,557	\$ 2,329,973	\$ 9,630,245	\$ 16,890,775

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

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

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

**Board Report**

File #: 2019-0112, **File Type:** Contract**Agenda Number:** 17.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 16, 2019****SUBJECT: METRO GREEN LINE (MGL) TRACK CIRCUITS AND TRAIN-TO-WAYSIDE
COMMUNICATION (TWC) UPGRADE - MODIFICATION NO. 2 FOR TRAIN
CONTROL SIMULATOR LAB****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE 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.

ISSUE

The Metro Green Line (MGL) is presently upgrading the track circuits and TWC which provide train detection and transmit cab signals to maintain safe train speed and safe train separation. The system components require an extensive knowledge of electronics and software to properly maintain the train control system. The simulator lab will be used for providing maintenance troubleshooting and training Wayside personnel to identify and test for train control system failures that affect train movements.

BACKGROUND

In February 2018, the Metro Board authorized the single source award of Contract No. OP43306000 to Ansaldo STS USA, Inc., in the amount of \$18,655,967, for the upgrade of the MGL track circuits and TWC equipment.

In July 2018, Metro executed Modification No. 1, under the contract modification authority (CMA), in the amount of \$35,482, increasing the contract value from \$18,655,967 to \$18,691,449. Modification No. 1 acquired train operations simulation services from Ansaldo STS to evaluate the MGL and Crenshaw Line train speeds, headway times, and turnback for the realignment of both main tracks at the future Airport Metro Connector Station Central Platform and the temporary shoofly which will be in service during construction of the station.

Approval of Modification No. 2 increases the contract value by \$996,221 from \$18,691,449 to \$19,687,670, and will allow for the fabrication of a train control simulator lab to be used for the MGL

and Crenshaw Line.

DISCUSSION

Metro Maintenance and Engineering has been implementing a phased program of upgrading the legacy MGL train control system that has been operational since the start of service in 1995. The first phase of work (replacement of obsolete vital control processors) has been completed. The current phase is to replace obsolete track circuits and TWC equipment. Upon completion of the project, the MGL train control system will be upgraded to the same equipment and configuration as the new Crenshaw Line.

The train control simulator lab will be essential for maintaining the train control system and reducing train service interruption times when railway signal faults occur. The simulator lab will include a shop test set for wayside electronic equipment that allows for onsite troubleshooting and testing of track circuit functionality to identify faulty circuits. Presently, Metro Wayside workforces do not have this capability and must send components back to the Original Equipment Manufacturer (OEM) to diagnose, test, and confirm faulty components as the root cause.

The simulator lab will also be used for training Metro Wayside workforces. It will replicate a subset of the MGL and Crenshaw Line train control equipment and include learning software that will allow trainees to observe and understand all the vital and non-vital functions and operation of the actual train control system.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive impact on safety and Metro's compliance with the OEM's factory replacement standard and specifications. Further, maintaining the rail system in a State of Good Repair (SGR) is essential to providing safe and reliable service to customers.

FINANCIAL IMPACT

Funding for the modification amount of \$922,221 will come from Capital Project (CP) 205107 - Metro Green Line Train Control Track Circuits and TWC Replacement. The Board approved a Life-of-Project (LOP) budget of \$28,851,200 in September 2016. Funding of \$544,579 is included in the FY19 budget in cost center 3960 Transit Systems Engineering, project 205107, account 53102 - acquisition of equipment.

Since this is a multi-year contract, the Project Manager for CP 205107 will ensure that the balance of project funds is budgeted in future fiscal years.

Impact to Budget

The source of funds for this procurement will come from Metro's share of Transportation Development Act (TDA) Article 4 as well as future Federal, State and local funding sources that are eligible for Rail Capital Projects. These funding sources will maximize the use of funds for these activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 1: Provide responsive, accountable, and trustworthy governance within the Metro organization. This project will help maintain safety, service and reliability standards 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 authorize Modification No. 2, but this is not recommended because the train control simulator lab provides vital onsite maintenance troubleshooting of faults with the train control system and helps reduce the interruption time in MGL service as train movements come to a stop until component failures are identified and repairs are completed.

NEXT STEPS

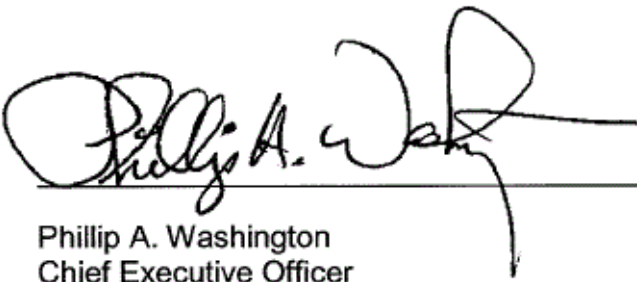
Upon approval of this recommendation, staff will execute Modification No. 2 to Contract No. OP43306000 with Ansaldo STS USA, Inc. to fabricate, deliver and provide factory training for the train control simulator lab.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - Expenditure Plan
- Attachment D - DEOD Summary

Prepared by: Aderemi Omotayo, DEO, Wayside Systems Engineering and Maintenance, (213) 922-3243
Geyner Paz, Senior Administrative Analyst, (213) 617-6251

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

MGL Track Circuits & Train-to-Wayside Communication Upgrade/OP43306000

1.	Contract Number: OP43306000		
2.	Contractor: Ansaldo STS USA, Inc.		
3.	Mod. Work Description: Train Control Simulator Lab		
4.	Contract Work Description: Upgrade of MGL's Track Circuits		
5.	The following data is current as of: April 10, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	March 1, 2018	Contract Award Amount: \$18,655,967
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$35,482
	Original Complete Date:	February 28, 2023	Pending Modifications (including this action): \$996,221
	Current Est. Complete Date:	February 28, 2023	Current Contract Value (with this action): \$19,687,670
7.	Contract Administrator: Victor Zepeda		Telephone Number: (213) 922-1458
8.	Project Manager: Adremi Omotayo		Telephone Number: (213) 922-3243

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued for the design and development of a simulator that will be used to train Metro personnel on the upgrade of the track circuit system on the Green Line, which will also be compatible with the Crenshaw Line.

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

In February 2018, the Board authorized the single source award of Contract No. OP43306000 to Ansaldo STS USA, Inc., in the amount of \$18,655,967, for the upgrade of the MGL track circuits and TWC equipment. In July 2018, Modification No. 1 was approved in the amount of \$35,482, which increased the contract value from \$18,655,987 to \$18,691,449. The period of performance remains unchanged from March 2018 to February 2023 (Refer to Attachment B – Contract Modification/Change Order Log).

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon a cost analysis, ICE, technical analysis, and negotiation.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,205,171	\$1,274,864	\$996,221

CONTRACT MODIFICATION/CHANGE ORDER LOG

MGL Track Circuits & Train-to-Wayside Communication Upgrade/OP43306000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Train Operations Simulation Services	Approved	7/27/18	\$35,482
2	Simulator Lab	Pending	Pending	\$996,221
	Modification Total:			\$1,031,703
	Original Contract:			\$18,655,967
	Total:			\$19,687,670

Project 205107 Expenditure Plan

Metro Green Line Train Control Track Circuits and TWC Replacement

Non-Labor Item	Past ITD	Current FY 2019	Future FY 2020	Future FY 2021	Future FY 2022	Contingency FY 2023	Total
OP43306001 - Track Circuits and TWC Upgrade (Ansaldo STS USA)	\$ 932,798	\$ 500,000	\$ 4,000,000	\$ 7,000,000	\$ 6,223,169		\$ 18,655,967
OP43306001 - Modification No. 2 - Train Control Simulator Lab (Ansaldo STS USA)			\$ 996,221				\$ 996,221
PS32017000 - Solicitation Audit of RFP No. OP43306001 Track Circuits and TWC Upgrade Contract Award (BCA Watson Rice LLP)	\$ 12,690						\$ 12,690
PS54830-MOW-TO9 - Train Control Engineering Support Services (Gannett Fleming)		\$ 281,149	\$ 281,148	\$ 250,000	\$ 200,000		\$ 1,012,297
PS54830-MOW-TO4 - Project Scheduling Services (Gannett Fleming)		\$ 18,000	\$ 8,000	\$ 8,000	\$ 8,000		\$ 42,000
Project Management Support Services		\$ 126,746	\$ 126,745	\$ 125,000	\$ 125,000		\$ 503,491
Project Contingency						\$ 1,206,934	\$ 1,206,934
	\$ 945,488	\$ 925,895	\$ 5,412,114	\$ 7,383,000	\$ 6,556,169	\$ 1,206,934	\$ 22,429,600
Metro Labor	\$ 7,215	\$ 42,560	\$ 2,332,130	\$ 2,401,595	\$ 1,638,100		\$ 6,421,600
Yearly Cash Flow Forecast	\$ 952,703	\$ 968,455	\$ 7,744,244	\$ 9,784,595	\$ 8,194,269	\$ 1,206,934	\$ 28,851,200

DEOD SUMMARY

**METRO GREEN LINE (MGL) TRACK CIRCUITS AND TRAIN-TO-WAYSIDE
COMMUNICATION (TWC) UPGRADE / CONTRACT NUMBER OP-4330-6000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this non-competitive, sole-source procurement. It was determined that the AF-900 First Generation Track Circuits and Train-to-Wayside (TWC) Modems are proprietary equipment. As such, there are no apparent subcontracting opportunities. Ansaldo will be providing the services with its own workforce.

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.

**Board Report**

File #: 2019-0242, **File Type:** Contract**Agenda Number:** 26.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
MAY 16, 2019****SUBJECT: CONTRACT MODIFICATION - LA COUNTY DEPARTMENT OF HEALTH SERVICES
C3 HOMELESS OUTREACH TEAMS****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE 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.

ISSUE

In light of the broader LA County and nationwide homeless crisis Metro deploys eight C3 homeless outreach teams system wide, seven days a week on rail, bus and at Union Station. Addressing homeless on the Metro system remains an ever present need and therefore, the requests is to extend the C3 outreach for two years through May 2021.

DISCUSSION**LA County Homeless Crisis**

Metro has been impacted by LA County's homeless crisis. According to the 2018 Greater Los Angeles Homeless Count, 53,000 people in LA County are homeless and seventy-five percent of those homeless individuals are without shelter. Due to the lack of available shelter space and 24-hour operating shelters County-wide, homeless individuals have taken to Metro's system and properties for alternative shelter.

History

In spring 2016, Metro created the Metro Homeless Task Force to address the displaced persons that have turned to Metro system and property for alternative shelter. Out of the Task Force, Metro created the Metro Transit Homeless Action Plan which was presented to the Metro Board of Directors in February 2017. The Action Plan's goals are to enhance the customer experience, maintain a safe and secure system, and provide coordinated outreach. Components of the plan include Metro's coordination with County and City Measure H and Measure HHH. The plan also called for the hiring

of two C3 teams (County, City, Community) through the County Department of Health Services as indicated by Metro’s Board of Directors. The C3 teams are to provide coordinated and responsive outreach to the homeless and to ultimately get them in housing resources.

Metro’s C3 Teams

Metro’s C3 Homeless Outreach teams’ twelve-month pilot program began on May 22, 2017 with initial homeless outreach on the Red Line. In FY19 Metro expanded the C3 teams from two to eight teams to cover rail, night owl bus and Union Station.

Since the launch of Metro’s C3 Homeless Outreach teams in May 22, 2017, Metro’s C3 teams have provided substantial homeless outreach through March 31, 2019-- with 4,798 total unduplicated homeless contacts, 1,137 of whom have been linked to permanent housing solutions with a total of 88 homeless persons permanently housed.

C3 Homeless Outreach March 1, 2019 through March 31, 2019:

Performance Measure	March Number Served	May 2017 to March 2019 Number Served
Contacts with unduplicated individuals	220	4,798
Unduplicated individuals engaged	57	2,658
Unduplicated individuals provided services (obtaining vital documents, follow-up activities, transportation, CES packet, clinical assessment, etc.) or successful referral (supportive services, benefits linkage etc.)	111	1,942
Unduplicated individuals engaged who are successfully linked to an interim housing resource	47	742
Unduplicated individuals engaged who are linked to a permanent housing resource	4	307
Unduplicated individuals engaged who are	5	88

With Metro System Security and Law Enforcement personnel as the lead, Metro’s C3 teams coordinate with LAPD’s Homeless Outreach and Protective Engagement (HOPE) Teams, LASD’s Mental Evaluation Teams (MET), Long Beach PD, and Metro’s Transit Security Officers, in an effort to engage the homeless and provide placement into services. This coordination maintains Health Insurance Portability and Accountability Act (HIPAA) compliance while providing coordinated and responsive homeless outreach.

FINANCIAL IMPACT

Funding is included in the FY20 Proposed budget in Cost Center 2610, Account 50316, Project 306001. Funding for this project will come from federal, state, and local sources including sales taxes and fares that are eligible for bus and rail capital and operating projects. The Project Manager is responsible for including the cost in future budget years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program described supports Goal #2 and #4 of Metro's Strategic Goals. Goal #2, Deliver outstanding trip experiences for all users of the transportation system; and Goal #4, Transform Los Angeles County through regional collaboration and national leadership

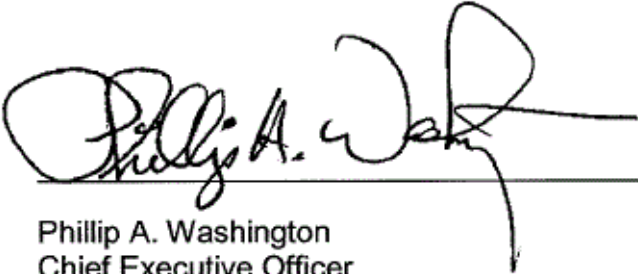
ALTERNATIVES CONSIDERED

The alternative would be to cancel the C3 outreach on our system and allow all outreach to homeless be through law enforcement, however, that path forward is not recommended as there are individuals who are homeless who prefer to not work with law enforcement and would otherwise reject receiving housing if the social service component was not integrated into Metro's homeless engagement.

NEXT STEPS

Upon Board approval of the requested Metro will enter into a two year contract with the LA County Department of Health Services.

Prepared by: Jennifer E. Loew, Transit Security Special Project Manager, System Security and Law Enforcement, (213) 922-3646
Reviewed by: Alex Z. Wiggins, Chief, System Security & Law Enforcement (213) 922-4433
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer



Metro C3 Homeless Outreach Teams Contract Modification

Operations, Safety and Customer Experience Committee

May 2019



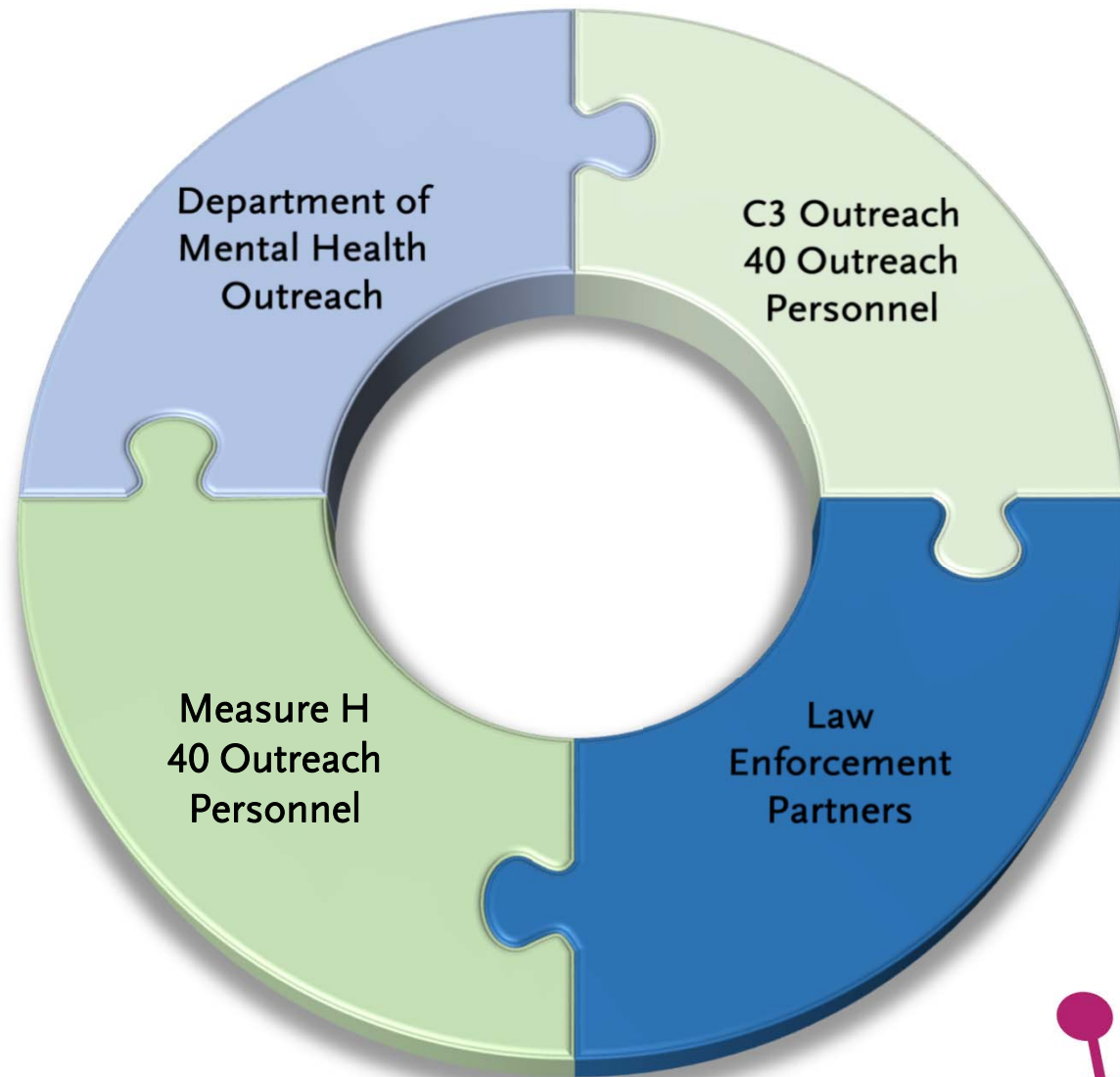
Metro Provides Excellence in Service and Support.



Los Angeles County Homeless Crisis Impact on Metro's Transit System & Properties



Metro Homeless Outreach Components



Metro C3 Homeless Outreach Formation & Success

Transit Homeless Action Plan

- 2 C3 Team Pilot Program
- Red Line Only, M-F
- \$1.2 M Annually
- 19 People Permanently Housed

2016

Homeless Task Force

- CEO Initiated
- County and Agency Stakeholders
- Identify Agency Plan to Address Homelessness on Transit



Metro

2017

2018

C3 Team Expansion

- 1 year contract
- 8 Teams
- 24/7 Deployment
- Entire System: AM, PM Rail; PM Bus; Union Station
- \$5 M Annually
- 88 People Permanently Housed

2019

C3 Contract Modification

- 2 Year Contract Extension
- 8 Teams
- 24/7 Flexible Deployment
- Entire System: Rail, Bus, Union Station, Encampments
- \$5 M Annually, 2 Year Contract





Changing Lives Through Transit Homeless Engagement

Public Interest Story

Public Interest Story

- ✓ 37 year old male identified as “M”
- ✓ 2 years homeless
- ✓ History of becoming easily irritated
- ✓ Accepted help after multiple PATH outreach attempts
- ✓ Housed at La Kretz Villas





Board Report

File #: 2019-0156, File Type: Contract

Agenda Number: 28.

CONSTRUCTION COMMITTEE MAY 16, 2019

SUBJECT: SMALL BUSINESS BONDING ASSISTANCE PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- 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

(REQUIRES 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.

ISSUE

Metro responded to the small business community's request to implement a bonding assistance program that would provide support in obtaining the required bonding for construction companies seeking to participate on Metro construction contracts. The City of Los Angeles also identified bonding as a barrier for small contractors and implemented a citywide bonding assistance program. Metro piggy-backed on the City's contract to implement a Contractor Development and Bonding Assistance Program (CDBAP) for 1-year which was scheduled to end February 28, 2019.

Metro staff again participated in the City's RFP process in November 2018, and is seeking to renew its memorandum of understanding (MOU) with the City, and issue a new contract with Merriwether and Williams (MWIS) to administer Metro's Contractor Development and Bonding Assistance program (CDBAP) for a total of 3 years. As part of this contract, MWIS will subcontract with a certified Small Business Enterprise (SBE) and a Disabled Veteran Business Enterprise (DVBE). MWIS has committed to a 19.06% SBE and 4.33% DVBE commitment.

BACKGROUND

Previously, Metro staff participated in the City's request for proposal (RFP) process in November of 2017 for its Citywide Bonding Assistance Program, and partnered with the City via an MOU to provide contractor development and bonding assistance to contractors interested in construction contracts. The RFP panel selected Merriwether & Williams Insurance Services as the broker for this process, with whom Metro entered into a separate contract to implement its program. The CDBAP Pilot program, which Metro implemented for one year, provided training, business development, education and bonding assistance to many small businesses from March 1, 2018 to February 28, 2019. The contract was extended through April 2019 to allow for renegotiation and renewal of the CDBAP.

Government agencies are required to obtain, from their prime contractors, performance and payment bonds on public works contracts over \$25,000. Payment bonds are required by Public Contracts Code Section 7103 and shall be equal to 100% of the contract price. Public Contract Code Section 6825 requires a design-build entity to provide payment and performance bonds for the project and in no case shall the payment bond be less than the amount of the performance bond. FTA Circular 4220.1f states the Common Grant Rules require performance and payment bonds in the amount of 100% of the contract price for construction contracts. Therefore, Metro construction contracts require its prime contractors to provide Payment and Performance bonds in the amount of 100% of the contract price in the form and format provided by Metro.

Public Contract Code section 4108 states it is the responsibility of each subcontractor submitting bids to a prime contractor to be prepared to submit a faithful performance and payment bond, if so requested by the prime contractor. It should be noted that this same Section requires the prime contractor to state in its written or published request for bids if the expense of the bond(s) is to be borne by the subcontractor.

METRO'S PILOT PROGRAM SUMMARY

Metro established a \$4,000,000 program line of credit with Bank of America, and a \$250,000 maximum or 40% (whichever is lower) per bond transaction cap dollar amount for contractors needing bonding assistance. The City of Los Angeles' program has the same established limits. Metro assembled a bonding Task Force consisting of the Diversity & Economic Opportunity Department, Risk Management, Treasury, Vendor/Contract Management and Project Construction Management.

Merriwether and Williams Insurance Services (MWIS) administered Metro's one-year pilot CDBAP

program from March 1, 2018 through April 30, 2019. MWIS provided bonding education and business development services to contractors through classes held at Metro and at MWIS offices. MWIS participated in outreach events throughout the county to engage with and educate small businesses on Metro’s contractor development and bonding program, and provided technical assistance on preparing businesses to become bondable. A business’ ability to secure a bond demonstrates the financial stability of the business. Therefore, training and business development is a critical component of Metro’s CDBAP program. Some of the services provided by MWIS during the pilot program period are listed below.

Tasks Performed by Merriwether & Williams	Number of times
Conducted assessments or completed work plans for small businesses	123
Conducted enrollment meetings or contractor consultations	57
Referred contractors to resource providers or prime contractors for contracting opportunities	108
Attended or participated in Metro pre-bid conferences	46
Consulted small business owners on bonding/contractor development services	99
Process bond requests	4
Bonds issued	1
Referred small businesses to Metro certification, pre-qualification or vendor portal	59
Provided contract monitoring, project support or contract review for small businesses	22
Completed profiles for small businesses	114
Participated in sponsored events to promote or present Metro’s contractor development and bonding assistance program	318
Participated in Council District workshops to promote the program	11
Referred or encouraged small businesses to pursue contracting opportunities	1549

Over the past year, MWIS met with Metro staff bi-weekly to discuss outreach activities, ensuring small businesses were aware of Metro’s CDBAP program and providing staff with updates on the training and resources that were provided to small businesses. MWIS presented “Bonding101” workshops in several Metro Board Supervisorial districts, at small business events, and other construction outreach events where businesses could potentially require bonding assistance. MWIS presented or hosted informational tables about the CDBAP program at Metro pre-bid meetings, Transportation Business Advisory Council meetings, Meet the Primes, Meet the Buyers and other outreach events.

Although Metro processed 4 bond requests and issued one bond during the pilot period, in comparison, the City implemented their program for three years before issuing their first bond. Metro

staff is encouraged that a bond was issued in the first year and anticipates more bonds will be issued as the CDBAP program gains exposure.

There were five agencies participating in this bonding program during the pilot period. The participating agencies include Los Angeles World Airports, Department of Water and Power, the Port of Los Angeles, SCM Public Works and Metro. It should be noted that the County of Los Angeles has joined this new consortium and is committed to participate in this new agreement.

DISCUSSION

Findings

The bonding program is a definite benefit to DBE, SBE, DVBE and minority owned businesses. In addition to providing bond support, the CDBAP program provides business assessment, business development planning, marketing, financial and proposal writing support for businesses seeking construction contracts. MWIS has worked with 114 businesses during the pilot year at Metro and learned that there are barriers to issuing bonds other than financial resources.

Contract opportunities: Businesses only need assistance with bonding after they have already secured a construction contract opportunity. If a contractor does not have a construction contract opportunity, they have no need for bonding, thus there is no need for Metro's CDBAP program. Staff has worked to ensure MWIS is present at every event possible where potential contracting opportunities are available to increase the exposure of the CDBAP program. Staff and MWIS have worked to present the CDBAP program to prime contractors so they may provide this resource to their subcontractors.

Program Exposure: The bonding assistance outreach events conducted by MWIS and Metro staff revealed that many businesses are not yet aware of Metro's CDBAP program. Staff is working on promoting the CDBAP program to ensure small businesses are aware that the program exists so more businesses may take advantage of the program. Staff recently launched its revamped Metro CDBAP website which includes links to contractors who are attending or who have completed MWIS' contractor development and bonding assistance training program. The website also includes highlights of the bond that was issued to G&F Concrete Cutting, Inc., and the groundbreaking ceremony of the Rosa Parks Station project. The prime contractor who provided the contracting opportunity to G&F Concrete Cutting, Inc. is also spotlighted, and staff intends to highlight other success stories on the CDBAP website.

Set-Aside Program: Metro's successful small business Set-Aside Program was recently revised which may create a greater need for the CDBAP program. Previously, three responsible bids were required to execute an award to a small business on a set-aside solicitation. The revised requirements will allow a contract award to be executed if one responsible bid is received from a small business responding to a set aside solicitation. The set-aside program may generate more construction contracting opportunities that may require bonding assistance.

Staff also believes that more time is needed to promote and implement Metro's CDBAP program. Staff will continue to work with MWIS and the small business community to identify barriers to

securing bonding and developing remedies to eliminate any hindrances.

Metro staff is requesting to continue the bonding program for 3 years. Metro staff is also considering conducting more outreach with internal staff for this program compared to the pilot year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro's Strategic Goal 5.5: Metro will expand opportunities for businesses and external organizations to work with us. The CDBAP program expands Metro's capability to contract with construction companies on our projects, and also expands small businesses' ability to qualify for larger construction contract opportunities that have increased bonding requirements.

FINANCIAL IMPACT

Staff is requesting to renew the CDBAP program at a not-to-exceed cost of \$2,491,870 for three years. This includes \$2,197,870 for the MWIS contract and \$294,000 for Bank of America services. This cost represents nearly a 40% annual reduction compared to the budget approved for Metro's CDBAP pilot program.

The funding amount is based on the anticipated level of services. Funding for these services is included in the proposed FY20 budget for the various Metro projects. Costs of the program will be paid by the projects for which the contractors are providing services. The project managers and Chief Vendor/Contract Management Officer will be accountable for budgeting the costs in future years.

Impact to Budget

The projects utilizing this program are funded with multiple sources of funds: federal and state grants, federal loans, bonds and local sales taxes, some of which are eligible for bus and rail operations and capital improvements.

ALTERNATIVES CONSIDERED

The Metro Board could choose to not renew the CDBAP program, however, that would not provide small businesses the bonding support they might need to perform on Metro construction projects.

NEXT STEPS

- Upon Board approval, staff will execute a Contract with MWIS for a 3 year term for bonding assistance services.
- Execute a no cost Memorandum of Understanding with the City of Los Angeles for a 3 year term.

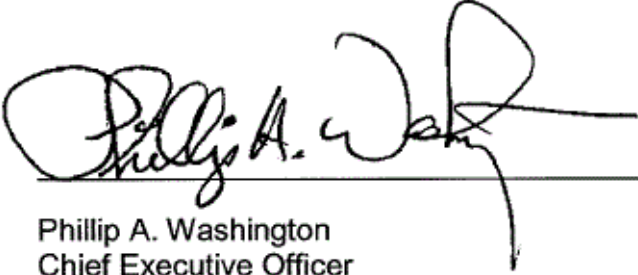
- Report program activity and performance to the Board after 12 months

ATTACHMENTS

Attachment A - Board Resolution to Authorize Line of Credit

Prepared by: Keith A. Compton, Director DEOD, (213) 922-2406
Tashai Smith, DEO DEOD, (213) 922-2128

Reviewed by: Debra Avila, Chief Vendor/Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

BOARD RESOLUTION

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
AUTHORIZING ENTERING A LINE OF CREDIT FACILITY TO SUPPORT THE BONDING ASSISTANCE PROGRAM

WHEREAS, this Board of Directors deems it desirable and in the best interest of the agency to enter into a Line of Credit with a financial institution to support the Bonding Assistance Program, and

WHEREAS, this Board of Directors has broad authority to establish such Line of Credit indebtedness, and

WHEREAS, the Line of Credit to support the Bonding Assistance Program has a strong transportation and public purpose

NOW, THEREFORE, BE IT RESOLVED, that this agency establish an annually renewable Line of Credit (LOC) up to \$4,000,000.

RESOLVED FURTHER that the Chief Executive Officer, Chief Financial Officer, or Treasurer of this agency are hereby authorized, directed and empowered to execute, for and on behalf of this agency and in its name, any and all documents required in connection with the Line of Credit, including but not limited to any agreements and notes with such changes, thereto as the person executing same shall approve, such approval to be conclusively evidenced by the execution and delivery thereof.

RESOLVED, that the officers of this agency are, and each acting alone is, hereby authorized to do and perform any and all such acts, including execution of any and all documents and certificates, as such officers shall deem necessary or advisable, to carry out the purposes and intent of the foregoing resolutions.

RESOLVED FURTHER, that any actions taken by such officers prior to the date of the foregoing resolutions adopted hereby that are within the authority conferred thereby are hereby ratified, confirmed and approved as the acts and deeds of this agency.



Board Report

File #: 2019-0187, File Type: Contract

Agenda Number: 30.

CONSTRUCTION COMMITTEE MAY 16, 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

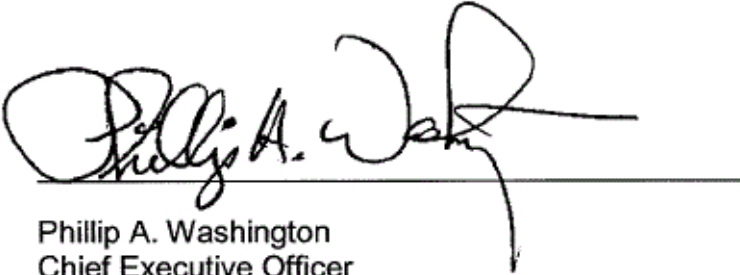
Upon Board approval, staff will issue a contract modification, and issue or modify task orders, as needed.

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 58% complete. MARRS is exceeding its SBE commitment with a current SBE participation of 76.71%. 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	72.68%
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	4.03%
6.	Safework, Inc.	N/A	0%
7.	Wagner Engineering, Inc	N/A	0%
Total		75%	76.71%

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.

**Board Report**

File #: 2019-0195, **File Type:** Contract**Agenda Number:** 31.

**CONSTRUCTION COMMITTEE
MAY 16, 2019****SUBJECT: PATSAOURAS BUS PLAZA STATION PROJECT****ACTION: APPROVE LIFE-OF-PROJECT BUDGET INCREASE****RECOMMENDATION**

INCREASE 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.

ISSUE

The Patsaouras Bus Plaza Station Project (PBPS) Life of Project (LOP) budget requires an increase of \$11,120,000 in order to pay for project staff and consultants during a 384 calendar day construction suspension due to archaeological and Native American issues and compensate the construction contractor for a negotiated settlement regarding such delays and completion of project construction.

BACKGROUND

The PBPS project is among the most complex design, construction and construction management activities undertaken by Metro. It is being built in a small, congested area with ongoing street, freeway and transit operations. This was exacerbated by the fact that PBPS scope, schedule, cost and quality were strongly influenced by historical and archeological discoveries to the extent not experienced in recent memory on a Metro project. Monthly reporting to the Board indicated the potential for impact to the LOP budget and project schedule, which are now being submitted to the Board for approval.

DISCUSSION

As with the design project environment, construction uncertainty and complexity shaped the PBPS project environment leading to significant time and cost overruns due to discovering thirty-seven (37) archaeological features, including numerous human and Native American remains, within the project site (see Attachment A). Some important discoveries are not only within the confines of the PBPS project site but also part of an extension of a significant adjacent archaeological site at Metropolitan

Water District and Union Station (CA-LAN-1575/H). Examples of PBPS discoveries include:

- Masonry foundation that might have been associated with the Aliso Mill, (1830s to 1850s)
- Historic period ground surface exposed, likely from the Spanish-Mexican period (predating the 1850s)
- A segment of one of the Los Angeles Zanja branches from the Spanish-Mexican Period, late 1700s or early 1800s
- Foundations of the Los Angeles Cracker Company, late 19th century
- Foundation of the University Medical College and associated artifacts from the 1880s and 1890s
- Two locations of Human Remains (one location of Native American remains; one location of historic period non-Native American remains associated with University Medical College)

This resulted in a work stoppage of construction at 60% completion status on April 24, 2018, triggered by the various federal, State and Native American consulting party's interests, priorities and objectives responsible for the investigation, evaluation and treatment of these discoveries. Consulting Parties concerns leading to the suspension of construction work included:

- Proximity of construction to discoveries of human remains
- Construction moving ahead without an evaluation/treatment plan
- Manner in which the consultation and notification process was being carried out, including inconsistencies in the notification process
- Considering discoveries as individual resources rather than considering features holistically as part of site CA-LAN-1575/H

This constructive suspension of work by the various stakeholders was simply to investigate, evaluate and protect the discovered archaeological resources and human remains; however, the PBPS project did not have the space for construction to work around. Additionally, there were limited contingency resources to support the consulting parties order to stop work, and contractual time constraints resulting in a Letter of Suspension on August 2, 2018 to the contractor directing suspension of work in accordance with the C0970 Contract, General Condition 39 - Suspension, as was previously communicated to the Board on August 6, 2018 (see Attachment B). This directive subjected Metro to schedule delays, cost overruns, rework and disputes. Therefore, the PBPS project team engaged in proactive conflict management to minimize the negative schedule and budget effects on the project.

The differing site/changed conditions resulting in Metro's action to suspend construction work was the

sole proximate cause of the delay, which at that time was uncertain, but assumed construction would resume January 7, 2019. This delay extended the contract period of performance by a minimum of 258 calendar days and Metro requested that certain contractor staff remain during the suspension period to complete construction related submittals, entitling the contractor to an adjustment to increase the contract time and price.

Per the contract, suspending construction work results in an excusable, compensable delay and entitles the contractor to field and home office overhead costs, not including profit. During settlement negotiations, the contractor provided sufficient evidence to Metro's Vendor Contract Management satisfaction per the contract:

- contractor and subcontractor wage rates
- construction escalation incurred
- global construction contractor and subcontractor impacts and inefficiencies
- construction field, as well as extended home office (as a percentage of costs), overhead directly related to the suspension in the amount of \$9,314 per day

At the time Metro suspended contract work, there were outstanding contractual conflicts, including a preconstruction delay request and thirty-eight (38) construction changes and claims (see Attachments C and D). The PBPS project team initiated a global settlement negotiation and partnered with the contractor to solve all open conflicts rather than at Substantial Completion, focusing on project success for solutions to reach the following negotiated settlement, as shown below.

Metro/Contractor Negotiated Settlement Summary

Contractor's Position - \$7,486,406

Settled - \$5,375,000

Difference - <\$2,111,407>

As a result of the extensive settlement negotiations, Metro and the contractor reached a tentative global settlement agreement in the amount of \$5,375,000, subject to Board approval. Also, it is important to note that Metro maintained a good working relationship with the contractor and the contractor's cooperative position to reach a negotiated settlement that was 28% less than their original request.

Concurrently, the PBPS project team worked with the Federal Transit Administration to complete the investigation, evaluation and treatment of the discovered cultural resource features and human remains. Additional investigation of Feature 27 in early March 2019 resulted in discovering a new

Feature (36), a segment of two parallel stone masonry walls of the Zanja Madre. Although the consulting parties agreed to an expedited process, the investigation, evaluation and treatment extended one-hundred and twenty-six (126) calendar days beyond the original schedule moving construction resumption from early January 2019 to the anticipated date of May 13, 2019.

PBPS Section 106 Process Timeline

April 24, 2018	Order to Stop Construction Work
June 5, 2018	Programmatic Agreement Initiated
November 7, 2018	Programmatic Agreement Approved
November 12, 2018	Archaeological Testing and Treatment Begin
April 12, 2019	Archaeological Testing and Treatment End
May 10, 2019	Forecasted Consulting Parties Concurrence
May 13, 2019	Forecasted Construction Suspension Lifted

Accordingly, this request also includes a project cost/LOP budget increase in the amount of \$5,745,000 to support the completion of the project:

- \$3,875,000 for Metro overhead charges, construction and professional services costs on the project by an additional 729 calendar days (384 calendar days during the suspension and 345 calendar days to complete construction)
- \$870,000 for potential contractor's Request for Change on the additional 87 calendar days delay related to archaeological Features 27 and 36 beyond the negotiated settlement agreement presumed construction resumption date of February 15th, yet to be negotiated
- \$1,000,000 for construction project contingency based on remaining construction expense cost (10%)

The suspension of construction clearly shifted the burden and Metro's position regarding the compensable delay in the settlement negotiation. The PBPS project team worked with the contractor to not only reach a better understanding of their concerns, but their interests in settling to enable Metro to develop mutually beneficial solutions. Based on objective criteria, staff reached a settlement negotiation that was clearly better off than Metro's best alternative to a negotiated agreement. During the extensive negotiation effort, the PBPS project team worked to improve Metro's outcome throughout the settlement negotiations.

Lessons Learned

During construction, the PBPS project team implemented Lessons Learned from past projects, including the following:

- Encouraging the contractor to file change notices and schedule delays to identify potential claims and disputes as early as possible and then focus on an issues resolution in a timely manner.
- Engaging on timely delay notices and acted aggressively to resolve any time extension and delay damages as soon as they occurred.

The PBPS project team also identified the following new Lessons Learned from the PBPS project:

- Establishing and prioritizing an adequate risk factor and probability of occurrence in the Risk Management Plan/Risk Register for subsurface conditions, including cultural resources and human remains.
- Performing detailed cultural resource investigations and entering into a Programmatic Agreement with the appropriate consulting parties prior to construction.
- Obtaining a Cooperative Agreement with Caltrans developed specifically for the Design/Build project delivery method in Caltrans right-of-way prior to the award of a contract.
- Applying the appropriate delivery method for each project by evaluating permitting and regulatory status, land site control, owner priorities, Geotechnical and subsurface analysis, degree of risk and potential for changes.
- Developing an index of issues from Change Orders on previous Metro projects and reviewing during new capital project's design and engineering phases to reduce the need for rework during their construction.
- Evaluating risk transfer in Metro Design/Build bid specifications relative to "Project Definition Documents" and assigning risk to the party best able to control and manage the risk.
- Using independent bidding constructability, operability and claims prevention reviews before issuing bidding documents.
- Reviewing contract document's terms, specifications and conditions for each project and ensuring the proper administration of the contract's terms, specifications and conditions.
- Revising Metro's Contract General Conditions to require a contractor to not only prove any delay to the critical path and extended duration was not their responsibility but that there was

also no concurrent delay during the same period.

These Lessons Learned are not an exhaustive list of factors nor “silver bullets” guaranteeing a project’s success; however, staff believes that when properly implemented by a project team, they will reduce a project’s risk exposure and increase the potential for a project’s success.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro’s construction projects.

FINANCIAL IMPACT

Funding for this project is currently in Cost Center 8510 (Construction Contracts/Procurement), Project 202317 - Patsaouras Plaza Busway Station. If the recommendation is approved, the LOP budget for this project would increase from \$39,793,000 to \$50,913,000. Approximately \$2,600,000 remains of the \$6,500,000 FY19 annual budget in Cost Center 8510. If the settlement is executed in FY19, the annual budget will have to be increased by \$2,780,000 to fund the \$5,375,000 settlement payment and pay for construction work performed through the end of June 2019. Since the construction contract and professional services contracts needed to support the PBPS project are multi-year contracts, the Project Manager and the Chief Program Management Officer will be responsible for budgeting in future fiscal years.

Impact to Budget

Construction will resume in May 2019 and the project should complete in May 2020. As a result, funding will be expended in fiscal years FY19 and FY20, and close-out will be in FY21. Project 202317 has been funded with five funding sources: a Bus Livability Section 5309 grant, Federal Section 5307 (CRD) funds, Prop C 40%, Prop C 25% Highway, and an escrow account for the Ramirez Flyover. Four of the five sources have been spent (see Attachment E), Prop C 25% will be used to fund the additional costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By supporting the recommendation to increase the LOP budget of the PBPS Project, the Board is supporting Metro’s Strategic Plan Goal 2, “*Deliver outstanding trip experiences for all users of the transportation system.*” The PBPS Project is in line with Goal 2 by improving the transit user experience. The primary objectives of the PBPS Project were to:

- improve safety and security - such that the transit journey on the existing Express Lanes feels safe and secure for all riders
- improve efficiency - by providing a more direct path between the Express Lanes and Union

Station

- improve accessibility - as PBPS Project has an unobstructed path and boarding area for customers of all abilities and the variety of ways in which they travel

ALTERNATIVES CONSIDERED

The Board has the option to reject the LOP increase, which will result in leaving insufficient funds to complete the project. Staff does not recommend this option as it would dismiss the extensive collaborative, negotiated settlement process with the contractor conducted in good faith and definitely evolve the conflict into a legal dispute requiring third-party intervention and resolution. More importantly, rejection of this request will further delay PBPS project's Substantial Completion.

NEXT STEPS

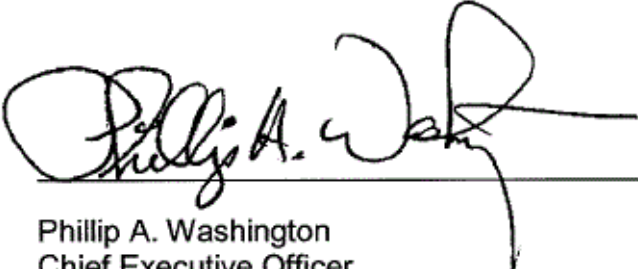
In accordance with the negotiated settlement, Metro will issue a Notice-to-Proceed letter directing the contractor to resume construction and complete Substantial Completion in 345 calendar days with the remaining April 2019 Progress Billing expense balance. Barring the unforeseen, the forecast values for the completion of construction work appear to be achievable with the LOP budget increase presented.

ATTACHMENTS

- Attachment A - PBPS Archaeological Feature Locations Map
- Attachment B - August 2018 Board Box regarding *PBPS Archaeological and Native American Issues*
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - LOP Budget and Funding Plan

Prepared by: Manuel Gurrola, Director, Engineering, (213) 922-8889
Timothy Lindholm, Executive Officer, (213) 922-7297
Bryan Pennington, Senior Executive Officer, (213) 922-7449

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

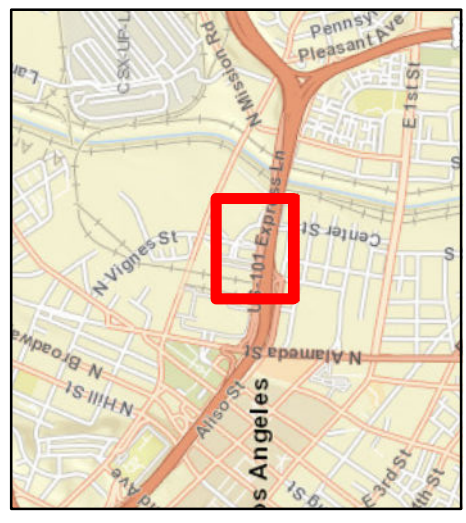


Phillip A. Washington
Chief Executive Officer

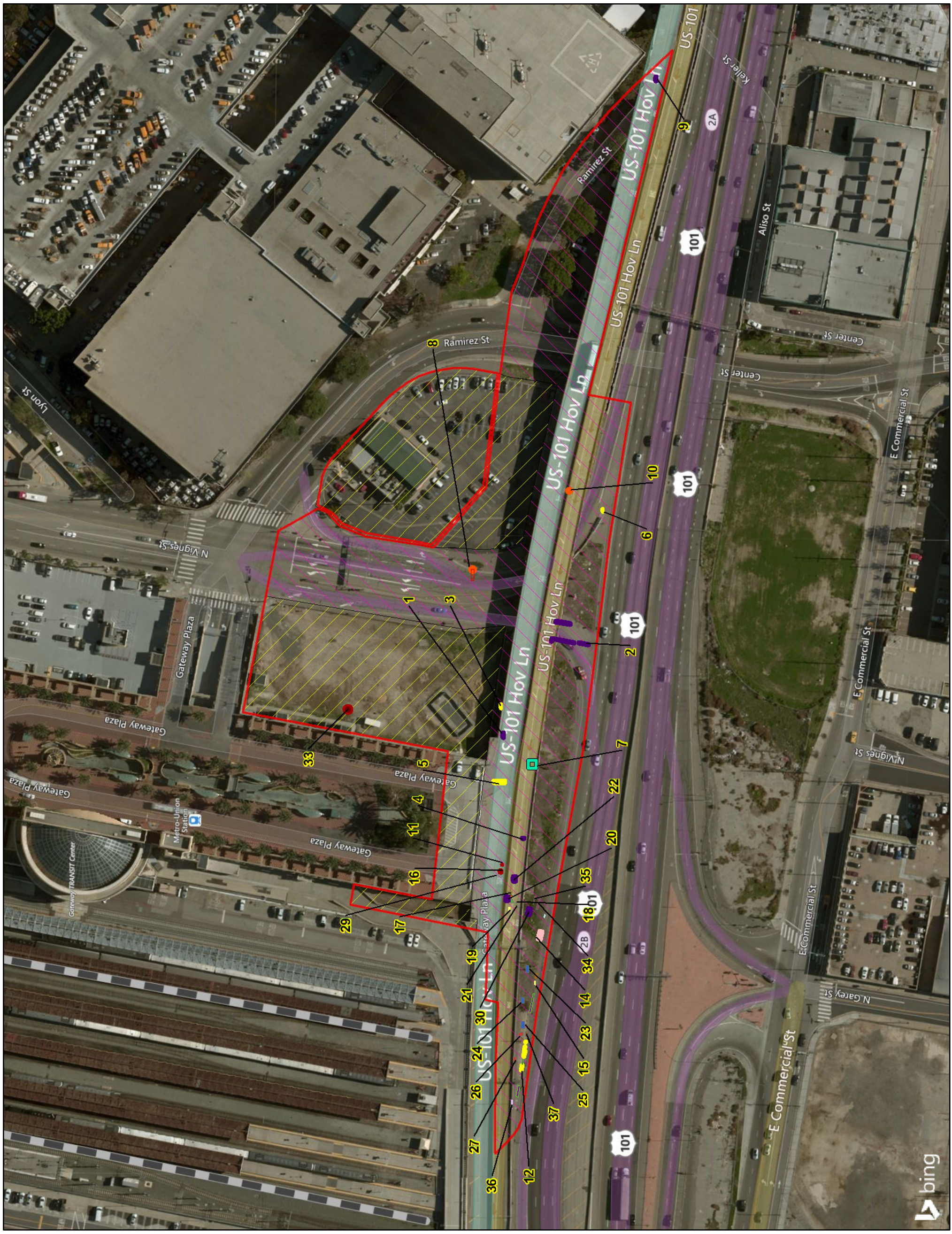
Union Station / Patsaouras Plaza
El Monte Busway Station Project
Feature Locations
3/25/2019

Legend

- Area of Potential Effects
- Land Ownership**
- Caltrans
- LACMTA
- Features**
- Basement Floor
- Bedrock Outcrop
- Cobble / Bitumen
- Cut
- Debris / slumping wall
- Demo Debris
- Footings
- Foundations
- Loose stone
- Manhole
- Masonry Zanja Channel
- Pipe
- Pit - Human Remains
- Pit in Basement Floor
- Refuse Pit
- Stone / Adobe Structure
- Structural Remains
- Vault
- Wall



Date: 3/25/2019



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

August 6, 2018

TO: BOARD OF DIRECTORS

THROUGH: PHILIP WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD CLARKE *RFC*
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: PATSAOURAS BUS PLAZA STATION ARCHAEOLOGICAL AND
NATIVE AMERICAN ISSUES

ISSUE

This report is to update the Metro Board of Directors on the status of the Patsaouras Bus Plaza Station (PBPS) project. As previously reported to the Board, the project has discovered numerous archaeological features and Native American remains within the project site. It is becoming clear during daily conference calls with Federal Transit Administration (FTA) and the consultants that the current Section 106 process will take additional time delaying construction beyond what was originally anticipated by the project team. As of August 6th, project construction has ceased for 104 calendar days due to these issues, subjecting Metro to overhead costs of \$4,000 per calendar day, at a minimum. The PBPS project is approximately 60% complete as of this writing.

DISCUSSION

Metro performed extensive initial Section 106 consultation in the planning stages with the consulting parties and was commended by the State Office of Historic Preservation (SHPO) in 2012 in their concurrence of the *Cultural Resources Mitigation and Discovery Plan* (CRMDP). However, recent unexpected archaeological and Native American remains discoveries caused the consulting parties to question the adequacy of the CRMDP due to:

- 1) The number of archaeological features and human remains encountered;

- 2) The consulting parties, primarily SHPO and the American Council for Historic Preservation (ACHP), raised concerns about the potential discovery of a historic site and recommended work stop;
- 3) The consulting parties felt that the CRMDP was insufficient to guide the evaluation and treatment of the potential site in accordance with Section 106.

As background, the PBPS project site has been extensively disturbed in the past by the Southern California Gas Company's Manufactured Gas Plant, Caltrans 101 freeway, El Monte Busway Bridge, the Metro Red Line, and Patsaouras Plaza, among others. The previous construction activities mentioned have disturbed or removed intact sediments and the probability of cultural resources being preserved was considered low. The historical disturbance was not only extensive, but intensive within the PBPS site and made discovery of any cultural resources likely to be from previously disturbed contexts and to consist of single isolated items.

It was determined that Metro would discover cultural resources known to occur in the area immediately adjacent to the project, including Native American and both Prehistoric and Historic Period resources. Any impact from this project would be confined to the project foundation locations. Metro included mitigation that any discovery would be protected and the find reported to the FTA. So far, Metro has discovered 13 archaeological features, human remains and Native American remains. Several key actions from other agencies have now severely impacted the project:

- On April 24, the Native American monitor stopped work on micropiles for the pedestrian overcrossing due to the vicinity of Native American remains.
- On May 11, Caltrans taped a major portion of the site off as an "Environmental Sensitive Area" due to concerns expressed by the Native American monitor.
- On May 16, the SHPO and ACHP requested to the FTA that all ground level work be halted until the consulting parties were reengaged and Section 106 (Protection of Historic Properties) process was completed.
- On May 22, the contractor demobilized all field workers from the project site as no more construction work was possible.
- On June 5, the consulting parties recommended entering into a Programmatic Agreement (PA), amending the 2012 CRMDP and preparing an *Archaeological Identification, Evaluation and Treatment Plan* (AIETP) in order to restart construction.
- On July 25, FTA opined that the nature of the PBPS site was unique and considered it one of the most archaeological resource rich sites in Los Angeles County requiring oversight by specialized government agencies and Native American tribes.
- As of August 1, the PA, CRMDP and AIETP are still in draft form and being reviewed by the consulting parties.

Currently, Metro halted construction to consult with parties and formulate new plans and agreements to fulfill the requirements of Section 106 in order to move the project forward. These agreements, consultations, plans, and studies are currently in process,

and it is expected that after investigations, approvals, and reports are complete, construction can re-start in approximately January 2019. In order to avoid further delays and incur further price increases, Metro staff prepared a Technical Memorandum to continue *Construction Activities in Areas of Low Sensitivity for Historic Resources and Activities Not Requiring Excavation*. Based on this, SHPO and ACHP approved Metro proceeding with very limited construction work within non-sensitive areas. This work is not on the critical path for the project, but was started July 16th and expected to be completed by August 31st. After that, there is no possibility of construction proceeding until the plans and investigations referenced above are complete and approved.

The PBPS project LOP budget will be impacted to pay for the archaeological and Native American issues described above and will require an increase. At this time, the additional fee Metro will incur due to this work stoppage is unclear as the length of the delay is unknown. Discussions with the contractor are ongoing. Currently, increased costs are being absorbed by the remaining contingency budget.

NEXT STEPS

Metro suspended the PBPS contractor on August 3rd with a construction resumption date of January 7, 2019. Metro staff will, however, make every reasonable effort to resume construction as soon as possible. Upon completion of the requirements laid out in the Programmatic Agreement, Revised CRMDP and AIETP, Metro staff will tabulate all of the additional direct and indirect costs related to all of the archaeological and Native American issues, including claims related to such by the contractor, to determine the full impact to the PBPS LOP budget. Once the delay to the project is determined, costs for this issue will be negotiated and quantified.

Once we have determined the full extent of these impacts to the schedule and budget, currently expected be on or before December 2018, staff will present to the Board a request for additional LOP budget to cover costs for these issues.

PROCUREMENT SUMMARY

PATSAOURAS BUSWAY PLAZA STATION/CONTRACT C0970

1.	Contract Number: C0970		
2.	Contractor: OHL USA, Inc.		
3.	Mod. Work Description: Settlement negotiated to cover all cost associated with the work stoppage triggered by archaeological findings within the project site		
4.	Contract Work Description: Patsaouras Busway Plaza Station		
5.	The following data is current as of: April 12, 2019		
3	Contract Completion Status:		
6.			
	Bids/Proposals Opened:	4	% Completion \$s: 74%
	Contract Awarded:	2/26/2014	% Completion time: TBD%
	NTP:	3/31/2014	Original Contract Days: 900
	Original Complete Date:	9/16/2016	Change Order Days: 441
	Current Est. Complete Date:	5/24/2020	Suspended Days: 384
	Total Revised Days:		825
7.	Financial Status:		
	Contract Award:	\$19,832,000.00	
	Total Contract Modifications Approved:	\$5,895,819.35	
	Current Contract Value:	\$25,727,819.35	
	Contract Administrator: Helen Gates-Bryant	Telephone Number: 213-922-1269	
8.	Project Manager: Manuel Gurrola	Telephone Number: 213-922-8889	

A. Contract Action Summary

This Board Action is to approve an increase in the Life of Project Budget (LOP) to provide for a Settlement Agreement and other pending Modifications/Changes for the Patsaouras Busway Plaza Station Project.

The Settlement Agreement has been negotiated in accordance with Metro's Acquisition Policy. The contract type is Firm Fixed Price. The award of the Patsaouras Busway Plaza Station (PBPS) was presented to and approved by the Metro Board on January 16, 2014. The PBPS project is a component of the overall Los Angeles Congestion Relief Demonstration (CRD) Project to enhance and expand transit service and create High Occupancy Toll lanes in the I-10 and I-110 freeway corridors. During preliminary engineering it was found that the PBPS would have significant positive impact for Metro patrons and service delivery on the Silver Line system. The PBPS will relocate the patron boarding island currently situated at the corner of North Alameda to the east side of Patsaouas Plaza and will provide a direct connection to Patsaouras Plaza and Union Station for buses running on the EI

Monte Busway. The project includes widening of the existing Caltrans Los Angeles River Busway Bridge and Overhead, providing new vertical and horizontal pedestrian circulation elements (Pedestrian Ramp/Walkway, Pedestrian Overcrossing, elevators, and stairs) and closing all vehicular traffic access between the El Monte Busway and Union Station at Patsaouras Plaza.

The contract was awarded February 26, 2014, to OHL USA, Inc., in the amount of \$19,832,000.00

Refer to Attachment D, Contract Modification/Change Order Log for modifications to date.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon thorough fact-finding, clarifications, cost analysis, price analysis, technical evaluation, and negotiations

Item No.	Changes	Proposal amount	Metro ICE	Negotiated or NTE amount
TBD	Settlement Agreement	\$7,486,406.00	\$4,767,987.96	\$5,375,000.00

**CONTRACT MODIFICATION/CHANGE LOG
PATSAOURAS BUSWAY PLAZA STATION - C0970**

Mod. No.	Description	Status	Contract Value (A)	Mod/CO Value (B)
N/A	Initial Award		\$19,832,000.00	
1	Modify Volume 1: GE Section 01310 – DB, Cost/Schedule Integration System. Appendix A: Schedule Template Guideline	Approved		No Cost
2	Update SP-27 and Section 01200	Approved		No Cost
3	Revised Contract Compliance Manual	Approved		No Cost
4	Development of Supplemental Fact Sheet and PSR/PR	Approved		\$93,450.42
5	Emergency Power to Lightings Fixtures	Approved		\$79,424.00
6	Replace base contract light fixtures with LED fixtures	Approved		\$8,876.65
7	Changes to Electrical Power Source	Approved		\$173,151.00
8	Ramirez Street Realignment Study	Approved		\$60,900.00
9	Reconfigure to 2-Lanes West (Construction)	Approved		\$614,968.07
10	Issues Associated with Construction Costs	Approved		3,505,769.89
11	Reconfigure to 2 Lanes West (Design)	Approved		\$51,570.05
12	Issues Associated with New Design	Approved		\$188,925.60
13	Addition of Tactile Pathway into Patsaouras	Approved		\$57,000.00
14	Protection of Bus Platform	Approved		\$190,000.00
15	New Design Proposed Revised SD Alignment	Approved		\$31,732.68
16	Compensable Delays	Approved		\$547,999.99
17	Denny's Signage	Approved		\$2,846.00
18	Obstructions at Bent 9LT & Bent 8LT	Approved		\$95,217.00
19	Obstructions at Bent 5 Pedestrian Bridge	Approved		\$7,203.00
20	Obstructions at Bent 6	Approved		\$7,620.00

	Pedestrian Bridge			
21	Obstructions at Bent 4 Pedestrian Bridge	Approved		\$9,197.00
22	Additional Obstructions at Bent 4 Pedestrian Bridge	Approved		\$70,952.00
23	Additional Drainage Protection	Approved		\$4,016.00
24	60" Steel Line Relocation	Approved		\$95,000.00
	Subtotal Approved Modifications			\$5,895,819.35
25	Additional Removal at Retaining Wall	Pending		\$45,234.00
26	Concrete Slab & Steel Pipe at SD	Pending		\$11,154.00
27	Frame 2 and 3 FW Certification	Pending		\$17,047.00
28	Falsework Requirements for Frame 1 & 2 L	Pending		\$1,414.00
29	Bent 4, 6, 7, L Obstructions *& Differing Site Conditional B5R	Pending		\$141,545.00
30	Settlement Agreement	Pending		\$5,375,000.00
	Subtotal Pending			\$5,591,394.00
	Subtotal – Pending and Approved Modifications			\$11,487,213.35
	Subtotal Claims			\$0.00
	Total Modifications and Pending Changes/Modifications and Possible Claims			\$11,487,213.35
Total Contract Value (including Approved Modifications)			\$25,727,819.35	
Total Approved Mods and Pending Modifications (including this change)				\$11,487,213.35
Approved Modifications				\$5,895,819.35
Pending Modifications				\$5,591,394.00

ATTACHMENT E - LOP FUNDING AND EXPENDITURE PLAN

Use of Funds	Inception – March 2019	Remaining FY19	FY20	FY21+	Total
Design Consultant through award of C0970	1,250,000	-	-	-	1,250,000
Construction Contract	18,342,000	7,375,000	5,778,000	-	31,495,000
Design Support During Construction	96,000	-	-	-	96,000
Construction Management	2,584,000	350,000	300,000	27,000	3,261,000
Environmental	3,629,000	669,000	482,000	-	4,780,000
Other Professional Services	217,000	42,000	24,000		283,000
Special Conditions (3rd Party)	1,117,000	350,000	350,000	100,000	1,917,000
Agency Costs: Project Control, Procurement, Safety, Communications, etc.	4,782,000	600,000	1,194,000	255,000	6,831,000
Contingency	-			1,000,000	1,000,000
Total	32,017,000	9,386,000	8,128,000	1,382,000	50,913,000
Source of Funds	Inception – March 2019	Remaining FY19	FY20	FY21+	Total
Federal - Bus Livability Section 5309	9,679,000	-	-	-	9,679,000
Federal - Section 5307 (CRD)	1,200,000	-	-	-	1,200,000
Prop C 40%	300,000	-	-	-	300,000
Prop C 25%	17,623,000	9,386,000	8,128,000	1,382,000	36,519,000
Ramirez Flyover (Union Station Escrow)	3,215,000	-	-	-	3,215,000
Total	32,017,000	9,386,000	8,128,000	1,382,000	50,913,000



File #: 2019-0221, File Type: Contract

Agenda Number: 32.

**CONSTRUCTION COMMITTEE
MAY 16, 2019**

SUBJECT: AIRPORT METRO CONNECTOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE 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.

ISSUE

During the internal review of the 30% Design Documents for the Airport Metro Connector Project (AMC) and coordination with Los Angeles World Airport's (LAWA) Automated People Mover Project (APM), it was determined that the following additional design work was required:

- Design and Documentation of a Temporary Shoofly

Analysis of constructing a new Rail Station on the Crenshaw Line identified multiple concerns in regards to service interruptions required to build a new ground up light rail station during public rail operations. Constructing the entire rail platform, two above grade pedestrian mezzanine crossings and roofing, would require multiple service interruptions, single tracking, and in many cases, complete shutdown of the Crenshaw Line for extended periods to allow for this construction. As the AMC Work would occur shortly after the scheduled opening of the Crenshaw Line, these disruptions and adjustments to the newly opened rail service would be untenable, costly and inefficient. To mitigate these concerns, the installation of a temporary Shoofly was determined by the Project Team and Metro Operations as the most prudent option to maintain full

service as much as possible to the Crenshaw Line while allowing for full access to the future AMC Rail Station area for uninterrupted and more efficient construction. As this work is completely new scope, both the design work and construction support will be additional scope to the different phases of the original contract per the following:

- Additional Services to Original Contract for Design Development Section (Phase II): The design and documentation of Shoofly from conception through the coordination and production of 100% Construction Documents
- Additional Services to Original Contract for Design Support during Construction: Design support by the design consultant during construction and integration to the Crenshaw Line for the new Shoofly

- Site Work

With the addition of the Shoofly, the site work is now required to take place before the construction of the Shoofly, much sooner than originally scheduled. In coordination with both the new Shoofly installation and the intersecting LAWA APM work, the AMC Station project site work components - demolition, environmental remediation, site grubbing and rough grading - requires separation from the original project documents into the development of its own separate design documents to allow for the now-required early construction of the site work. Both the design coordination and construction support for this site work will be additional scope to the different phases of the original contract per the following:

- Additional Services to Original Contract for Design Development Section (Phase II): Additional design documentation of Site Work from 30% documents with the creation of new and separate 100% Construction Documents
- Additional Services to Original Contract for Design Support during Construction: Design support by the design consultant during construction of the Site Work

- Redesign of Rail Platform

The direction to install the Shoofly provided an opportunity for a more detailed analysis for the rail station platforms at the AMC. The original design, required to fit within the Crenshaw Line alignment, landed on a three platform design - one platform outside of each rail and a central one in between. While the three platform design presented interesting opportunities for passenger circulation, there were numerous shortcomings - narrow platforms and vertical circulation

elements, unclear wayfinding, and code implications. In addition, each individual platform required its own canopies, rail communications equipment and other amenities such as map cases and benches, tripling the amount of platform amenities and more importantly, multiplying the amount of maintenance required. With rail service now designed to be diverted to the Shoofly, the platform area was re-analyzed for passenger use and maintenance and operational efficiencies. A design schematic exercise presented a large single central platform which greatly reduced construction and equipment requirements as well as creating a more straightforward customer experience. This exercise proved to save the project over \$10,000,000 in project costs and exponential maintenance costs for the foreseeable future. This design work was required to start from conception and then fully integrated into the main AMC Station set at 60%.

- Additional Design Revisions

With the overall design intent complete at 30%, several 3rd Party agencies expressed concern for the overall appearance and integration of the design with the future APM Station. In an effort to provide a more significant presence of the station, the design team was directed to re-develop key structural components and exterior façade and roofing systems to meet these concerns. This design work was required to start from conception and then fully integrated into the main AMC Station set at 60%.

BACKGROUND

The main purpose of the additional design work is to create solutions that would allow for timely and uninterrupted construction of the final AMC Station project - which will have a Rail Station component - while minimizing potential stoppages to the operations of the Crenshaw Line. However, by the time a final option of a temporary shoofly was confirmed, schedule limitations of various components outside of the AMC Station Project required expedited design and coordination work of the Site Work and Shoofly. There were three specific components that determined the immediate direction to perform this work:

- Restricted project design timeline - As noted above, during the 30% review with various Metro departments, it was determined that the construction of the new Rail Station at AMC would be logistically difficult and disruptive to the Crenshaw Line service without an alternative service option. The first order of work required a thorough review of options for this alternative service in coordination with the Operations Department and Crenshaw project team.

The redesign of the of the central platform and the additional design revisions noted above were also restricted by the same time restrictions, as this work will need to be completed to allow for procurement and mobilization of the project construction by the time the Shoofly is operational.

- LAWA APM (Los Angeles World Airport's Automated People Mover) - From its inception, the

AMC Station Project has faced critical coordination and schedule integration with the LAWA APM as this rail system will be constructed and eventually, operated within the AMC Station area. By the time Metro made the decision to pursue the Shoofly, the two agencies had already determined that working concurrently on the same site would be unsafe, more costly and inefficient. With the new Shoofly scope, additional coordination was required with LAWA while mitigating delays to both their design and final construction schedules. As the LAWA APM project is also time and cost sensitive, timely direction to proceed was required to minimize Metro's exposure to delays and claims this coordination required.

- Crenshaw Line Coordination - The last component was synchronization with the Crenshaw/LAX Line and Southwest Yard. Initial coordination with the Crenshaw Line team showed potential scheduling conflicts as the original schedule for the Shoofly work coincided with critical testing dates for the main line. With this understanding, both the Project Team and Metro Operations worked to mitigate potential shutdowns and related bus bridging to the Crenshaw Line during the construction and eventual tie-in of the Shoofly. The best method determined was to expedite the completion of the Shoofly design documents to allow for an early start of the Shoofly construction to provide schedule flexibility and slot the Shoofly work into the Crenshaw Line and Southwest Yard at the most reasonable and least disruptive times.

Understanding these conditions, which did not allow for a lengthy procurement process for the design and production of documents, Gruen Associates was directed to proceed immediately with the design work for the Shoofly, Site Work, Platform reconfiguration, and Design upgrades to maintain critical coordination and schedule. This Board action would allow this additional work to be ratified into the contract as additional scope. The design consultant's familiarity with all aspects of the project provided immeasurable time and cost savings and allowed for the design work to coincide and eventually integrate into the main body of the design work on schedule.

DISCUSSION

Direction to Proceed with the Site Work and Shoofly Design

In order to provide these design services and meet critical milestone schedule points, staff seeks a contract modification to augment the design and engineering services with Gruen Associates. Based on the revised construction schedule and design support needs during bidding and construction, staff is recommending the additional services through FY21.

DETERMINATION OF SAFETY IMPACT

The installation of a Shoofly will ensure that the Crenshaw Line service will maintain safe and uninterrupted passage throughout the adjacent construction of the AMC Rail Station. In addition, with full and uninterrupted access to the Crenshaw Line Right-of-Way, the construction means and methods will follow more typical industry standards, requiring less complicated and safer construction

equipment and procedures next to - instead of within - an operating rail line. This Board action will have no impact on established safety standards.

FINANCIAL IMPACT

This project is funded on a fiscal year basis under Project number 860303 Airport Metro Connector Project (AMC), cost center 8510, under various accounts including Professional/Technical Services and ROW acquisitions. The project is authorized to expend up to a cumulative amount of \$116.0 million through the FY19 period. Approval of the recommendations will add funding to the existing design consultant contract through FY21. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

Through FY19, the sources of funds for the recommended actions are Measure M 35% and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). There is no impact to Operations eligible funding. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action directly supports the Project which is consistent with Metro's Strategic Plan Goals. The Strategic Plan goal is to enhance communities and lives through mobility and access to opportunity. By increasing capacity at the station, better integrating rail service to the APM, and creating a more intuitive and efficient passenger experience, the Project seeks to better connect residents to a wider range of regional employment, educational, and cultural opportunities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the contract modifications. This alternative is not recommended as the current design would greatly affect Crenshaw Line Operations shortly after its opening with service interruptions, single tracking and shut downs along with severely extended and costly construction delays to coordinate with these rail service stoppages. In addition, not proceeding with these modifications would further complicate coordination with the APM Project along with unnecessary maintenance service and associated costs for future multiple AMC Station components.

Similarly, not authorizing the Contract Modification for Gruen Associates is also not recommended since rejecting this modification would result in an inadequate design and engineering support during the construction of a very complex project with an aggressive design and construction schedule.

NEXT STEPS

Upon Board approval, staff will execute Modification No. PS298340011486 with Gruen Associates, for additional design, design development, production of documents and construction support for the additional scope of the Shoofly, Site Work, Central Rail Platform and Station Design Revisions.

ATTACHMENTS

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

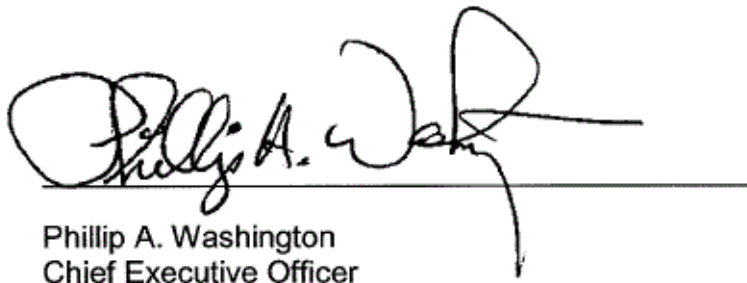
Prepared by:

Paul Whang, Director, Engineering, Program Management, (213) 922-4705;

Tim Lindholm, Executive Officer, Capital Projects Program Management, (213) 922 -7297

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051;
Richard Clarke, Chief Program Management Officer, Transit Project Delivery, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY
AIRPORT METRO CONNECTOR/96TH STREET TRANSIT STATION - CONTRACT
NO. PS298340011486

1.	Contract Number: PS298340011486		
2.	Contractor: Gruen Associates		
3.	Mod. Work Description: Design (Phase II) and construction support (Phase III) modifications for Site Work, New Shoofly, Rail Platform Revisions and Design Adjustments for the Airport Metro Connector Project (AMC)		
4.	Contract Work Description: Airport Metro Connector/96th Street Transit Station Design		
5.	The following data is current as of: April 29, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/7/2015	Contract Award Amount: \$17,789,897.00
	Notice to Proceed (NTP):	8/7/2015	Total of Modifications Approved: \$ 165,044.00
	Original Complete Date:	8/7/2022	Pending Modifications (including this action): \$9,064,031.93
	Current Est. Complete Date:	8/7/2022	Current Contract Value (with this action): \$27,018,972.93
7.	Contract Administrator: Deneise Glover		Telephone Number: 213-922-7302
8.	Project Manager: Paul Whang		Telephone Number: 213-922-4705

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 for additional design work to create solutions that would allow for timely and uninterrupted construction of the final AMC Station project – which will have a Rail Station component – while minimizing potential stoppages to the operations of the Crenshaw Line. However, by the time a final option of a temporary shoofly was confirmed, schedule limitations of various components outside of the AMC Station Project required expedited design and coordination work of the Site Work and Shoofly.

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

On August 7, 2015, Contract No. PS298340011486 was awarded to Gruen Associates, the lowest responsive and responsible bidder, in the amount of

\$17,789,897, for the conceptual engineering and design of the Airport Metro Connector 96th Street Transit Station.

Attachment B – Contract Modification/Change Order Log that shows five (5) modifications that have been issued to date to add work and pending modifications and amounts for changes that are currently in review or process.

B. Cost/Price Analysis

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

The amount below includes the following Modifications which have been negotiated and a Metro ICE prepared:

- Design and Documentation of Temporary Shoofly - Addition to Phase 2 SOW;
- Bid and Construction Support Services of Shoofly - Addition to Phase 3 SOW;
- Design and Documentation of Preliminary Site Work – Addition to Phase 2 SOW; and Construction Support Services of Preliminary Site Work.

Item No.	Changes	Proposal amount	Metro ICE	Negotiated or NTE amount
	MOD 6	\$2,064,031.93	\$2,017,168.35	\$2,064,031.93

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

**AIRPORT METRO CONNECTOR/96TH STREET TRANSIT STATION - CONTRACT
NO. PS298340011486**

Mod. no.	Description	Status	Cost		
			Contract Value	Mods.	Board Approved CMA
N/A	Initial Award		\$17,789,897.00		\$3,557,979.00
1	Adjust Retention per direction from OCEO	Approved	No Cost	\$	\$
2	Add DBE Subcontractor	Approved	\$	\$165,044.00	\$3,392,935.00
3	Reallocation of fees to meet DBE Commitment	Approved	No Cost	\$	\$
4	Reallocation of fees to meet DBE Commitment	Approved	No Cost		
5	Add DBE Subcontractor	Approved	No Cost		
	Subtotal Approved Modifications			\$165,044.00	
6	Design and Documentation of Temporary Shoofly – Addition to Phase 2 SOW	Pending		\$924,629.89	
6	Bid and Construction Support Services of Shoofly – Addition to Phase 3 SOW	Pending		\$329,128.43	
6	Design and Documentation of Preliminary Site Work – Addition to Phase 2 SOW	Pending		\$719,340.76	
6	Construction Support Services of Preliminary Site Work – Addition to Phase 2 SOW	Pending		\$90,932.85	
	Subtotal Pending Modifications			\$2,064,031.93	
TBD	Design and Documentation of Central Platform Design Revisions – Addition to Phase 2 SOW	Pending		\$2,000,000.00	
TBD	Design and Documentation of Station Design Revisions – Addition to Phase 2 SOW	Pending		\$2,500,000.00	
TBE	Design and Documentation of Station Utilities and Design Revisions	Pending		\$2,500,000.00	
	Subtotal			\$7,000,000.00	
	Additional CMA Request – This Action	Pending			\$3,607,065.00

Subtotal – Approved Modifications	\$	\$ 165,044.00	\$
Subtotal – Pending Changes/Modifications	\$	\$9,064,031.93	\$
Subtotal Totals: Mods. + Pending Changes/Modifications	\$	\$9,229,075.93	\$
Subtotal – Pending Claims	\$	\$0.00	\$
Total: Mods + Pending Changes/Mods + Possible Claims	\$	\$9,229,075.93	\$
Total Contact Value (including Approved Modifications)	\$17,954,941.00	\$	\$
Total Approved Modifications and Pending Modifications (including this change)	\$	\$9,229,075.93	\$
Total Board Approved CMA (including this action)	\$	\$	\$7,000,000.00

DEOD SUMMARY

**AIRPORT METRO CONNECTOR/96th STREET
TRANSIT STATION - CONTRACT NO. PS298340011486**

A. Small Business Participation

Gruen Associates (Gruen) made a 22.71% Disadvantaged Business Enterprise (DBE) commitment. The project is 70% complete and the current DBE participation is 18.45%, which represents a 4.25% shortfall. According to Gruen, the shortfall is primarily due to way the project is structured. Phases 1 and 2 were lower in total DBE participation than Phase 3, which is where the highest DBE percent is scheduled to be performed. Gruen expects to meet or exceed their 22.71% DBE commitment by the end of the project.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that Gruen is on schedule to meet or exceed its DBE commitment. Metro staff will request that Gruen submit an updated mitigation plan if Gruen is not on track to meet its small business commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	DBE 22.71%	Small Business Participation	DBE 18.45%
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	DBE Subcontractors	Ethnicity	% Commitment	Current Participation¹
1.	JC Engineering	Hispanic	2.70%	2.98%
2.	Innovative Engineering Group	Asian Pacific	7.90%	4.34%
3.	BA, Inc	African American	3.20%	4.05%
4.	D R Consultants & Designers	Hispanic	2.20%	2.13%
5.	FLP & Associates	Asian Pacific	1.21%	1.92%
6.	Bobby Knox Architects	African American	0.40%	0.28%
7.	Diaz Yourman Associates	Hispanic	0.70%	0.76%
8.	Coast Survey	Hispanic	0.40%	0.54%
9.	SKA Design	Hispanic	0.40%	0.49%
10.	The Robert Group	African American	1.70%	0.06%
11.	Soteria	Hispanic	1.70%	0.57%
12.	Land Econ Group	Asian Pacific	0.20%	0.33%
	Total Commitment		22.71%	18.45%

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 (LW/SCWRP) is not applicable to this modification.

C. Prevailing Wage Applicability

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

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 #: 2019-0275, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 35.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
MAY 16, 2019

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended positions:

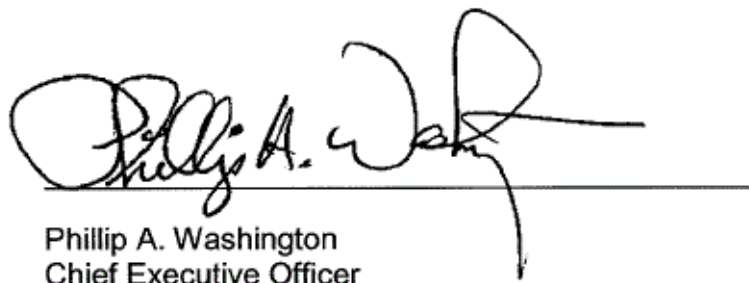
- A. Senate Bill 498 (Hurtado) - Trade Corridors Improvement Fund: Grant Program: Short-Line Railroads **OPPOSE**
- B. Assembly Constitutional Amendment 1 (Aguiar-Curry) - Local Government Financing: Affordable Housing And Public Infrastructure: Voter Approval **SUPPORT**

ATTACHMENTS

- Attachment A - SB 498 (Hurtado) Legislative Analysis
- Attachment B - ACA 1 (Aguiar-Curry) Legislative Analysis

Prepared by: Desarae Jones, State Affairs Administrator, (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: SENATE BILL 498
AS AMENDED APRIL 22, 2019

AUTHOR: SENATOR MELISSA HURTADO (D- SANGER)

SUBJECT: TRADE CORRIDORS IMPROVEMENT FUND: GRANT
PROGRAM: SHORT-LINE RAILROADS

STATUS: SENATE APPROPRIATIONS COMMITTEE
HEARING SCHEDULED: MAY 6, 2019

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board of Directors adopt an OPPOSE position on Senate Bill 498 (Hurtado).

ISSUE

This bill was amended on April 22, 2019 to authorize the California Transportation Commission (CTC) to establish a State-funded grant program using Trade Corridor Improvement Funds for short-line rail infrastructure improvements.

Specifically the bill would:

- Make findings and declarations regarding the California State Rail Plan and short-line rail operators;
- Require CTC to establish a short-rail line grant program. Specifies the program is to be funded by project savings generated from prior TCIF allocations;
- Authorize the grant program to be implemented from fiscal year 2020/21 to 2021/22;
- Provide that the grant program will fund short-line rail improvement projects such as rail reconstruction, maintenance, upgrade, and replacement;
- Require CTC to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by CTC to select grant projects;
- Prohibit using grant funds for operational purposes; and
- Require grant recipients to meet various funding and matching requirements, as specified.

DISCUSSION

SB 498 (Hurtado) would reallocate goods movement funds away from projects in Los Angeles County. Under the current framework of the TCIF program project savings are

to stay within the region in which they are generated. This bill would eliminate that practice, which dates back to Proposition 1B which was passed in 2006. The immediate impact of this bill would be to divert approximately \$20 million away from two Alameda Corridor East projects and reallocate the funds to projects elsewhere in California.

TCIF Background

The Trade Corridors Improvement Fund was approved via Proposition 1B in 2006. Prop 1B allocated \$2 billion to fund the TCIF. The California Transportation Commission (CTC) is charged with allocating the funding for projects throughout the state to support freight improvements along the state's federally designated Trade Corridors of National Significance and other high volume trade corridors. The CTC currently sets the program guidelines and administers the TCIF program. There is currently \$12 million in overall cost savings that would be made available to support this newly established grant program.

Los Angeles County is home to the State's busiest port complex and some of the nation's most heavily traversed freight corridors. The County's freight infrastructure funding needs are in the billions – and every dollar invested in goods movement has a sustained and critical impact on the state, and the nation. With over 44 percent of the nation's freight originating in Los Angeles County – this region demonstrates a critical and immediate need for sustained funding. Proposition 1B represents the State's commitment to funding transportation infrastructure and SB 498 (Hurtado) runs counter to the goals outlined in the TCIF program. Reallocating funds away from this region will only exacerbate the impacts of freight movement in our region by reducing air quality and increasing congestion.

Staff therefore recommends that the Board adopt an OPPOSE position on the measure SB 498 (Hurtado).

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 would be to eliminate approximately \$20 million from two Alameda Corridor East projects.

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. A support or neutral position would be inconsistent with Metro's Board approved 2019 State

Legislative Program Goal #7 to actively work with State, Regional and local transportation interests to enhance transportation and infrastructure funding and programs statewide.

NEXT STEPS

Should the Board decide to adopt an OPPOSE position on this legislation; staff will communicate the Board's position to the author and committees and work to oppose the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

ATTACHMENT B

BILL: ASSEMBLY CONSTITUTIONAL AMENDMENT
AS AMENDED MARCH 18, 2019
REVISED MAY 16, 2019

AUTHOR: ASSEMBLYMEMBER CECILIA AGUIAR-CURRY (D-WINTERS)

SUBJECT: LOCAL GOVERNMENT FINANCING: AFFORDABLE HOUSING
AND PUBLIC INFRASTRUCTURE: VOTER APPROVAL

STATUS: ASSEMBLY APPROPRIATIONS COMMITTEE
APPROVED 11-7

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Constitutional Amendment 1 (Aguiar-Curry).

ISSUE

This bill was amended on March 18, 2019 to amend the California State Constitution to include provisions related to voter thresholds and general obligation bonds.

Specifically the bill:

- Lowers the necessary vote threshold from a two-thirds majority to a 55 percent majority to approve local (city, county and special district) general obligation (GO) bonds and certain special taxes for affordable housing, public infrastructure and permanent supportive housing projects.
- Provides requirements for voter protections, public noticing and fiscal accountability by requiring a local proposition involving general obligation Bonds or a special tax include all of the following:
 - A requirement that the proceeds from the bonds or taxes be used only for the purposes specified in the ACA, and not for employee salaries or other operating expenses.
 - A list of specific projects to be funded and a certification that the city, county or special district has evaluated alternative funding sources.
 - A requirement that the city, county or special district conduct both an annual performance audit and an independent financial audit that is then posted and easily accessible to the public.
 - A requirement that the city, county or special district appoint a citizens' oversight committee to ensure that the proceeds of the bonds or special tax are expended only for the purposes described in the measure approved by the voters.

DISCUSSION

ACA 1 was introduced by Assemblymember Aguiar-Curry and has a number of co-authors, including members of the Los Angeles County Assembly delegation. The bill was amended in the Assembly on March 18, 2019, and the Assembly Appropriations Committee made additional revisions on May 16, 2019. The measure would make various changes in voting thresholds for various local government funding measures. There is a specific provision that would lower the vote threshold for local sales taxes for special taxes including those related to transportation. ACA 1 will facilitate the ability of various local governments to raise needed revenue and finance important infrastructure projects.

Metro has supported similar measures in the past to reduce the vote threshold specifically for special transportation related sales taxes. ACA 1 includes a provision reducing the threshold specifically for these taxes. A number of counties have gone to the ballot and receive over a majority support for such taxes but have fallen short of the two-thirds threshold. Additionally, a number of counties with existing measures will need to go to the ballot in the future to reauthorize their measures.

For these reasons, staff recommends that the Board adopt a SUPPORT position on the measure ACA 1.

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. Potential sales tax measures that would increase funding for public infrastructure projects would have a direct, positive benefit to Metro's programs, projects and budget.

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 an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2019 State Legislative Program Goal #7 to actively work with State, Regional and local transportation interests to enhance transportation and infrastructure funding and programs statewide.

NEXT STEPS

Should the Board decide to adopt a SUPPORT 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 #: 2019-0198, File Type: Budget

Agenda Number: 37.

**BUDGET PUBLIC HEARING
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 15, 2019**

SUBJECT: FISCAL YEAR 2020 (FY20) BUDGET

ACTION: ADOPT THE FY20 BUDGET

RECOMMENDATION

CONSIDER:

- 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;
 - 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.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which is authorized on a life-of-project basis.

Since February 2019, staff has provided monthly updates of the budget development status by program to the Board. Meanwhile, an extensive public outreach process was launched to communicate the budget proposal and to collect public comment as the budget development was in progress. On May 1, 2019, copies of the FY20 proposed budget in its entirety were made available to the public both electronically at www.metro.net <<http://www.metro.net>>, and in printed copies through the Records Management Center (RMC) at RMC@metro.net <<mailto:RMC@metro.net>> and on the plaza level of the Gateway building. The public hearing is scheduled for May 15, 2019. As of April 11, 2019, advanced public notification of this hearing was issued through advertisements posted in over eleven news publications, in different languages.

DISCUSSION

The proposed FY20 budget is balanced at \$7.2 billion, an increase of \$586.7 million or 8.9%, from the \$6.6 billion FY19 budget. This annual budget aligns resources in a fiscally responsible manner to achieve the following Metro Vision 2028 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 Los Angeles County through regional collaboration and national leadership.
- Provide responsive, accountable, and trustworthy governance within the LA Metro organization.

Metro Vision 2028 is Metro's big picture plan to improve mobility in Los Angeles County. The FY20 budget reflects these efforts through the plans, programs and services included in this budget.

In FY20, Metro is poised to lead the ongoing transformation of Los Angeles County, with a bold plan to push the region to new heights. This year, we will continue our rapid progress toward achieving the Metro Vision 2028, with multiple transit expansion projects in various stages of planning, groundbreaking, and construction. We are also focused on the transformation of our existing lines and facilities, as we move to integrating an electric bus fleet and complete the major rehabilitation efforts on the Blue Line, our oldest rail line.

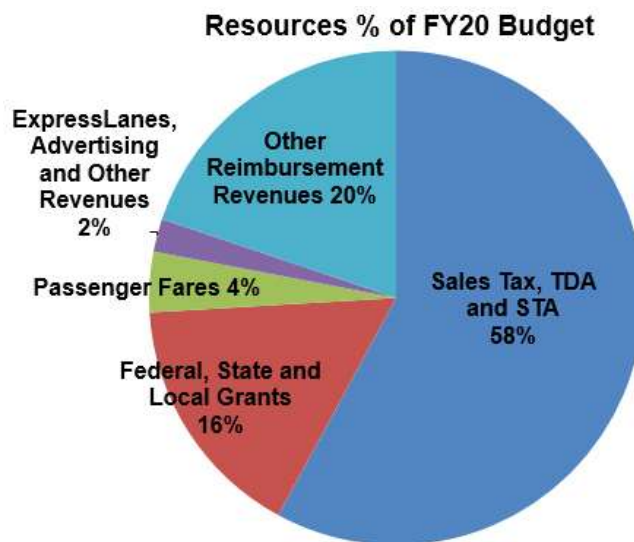
Resources Summary

The FY20 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery for the coming fiscal year. Revenue projections take into account the current economic conditions, historical sales tax growth cycles, multiple accepted forecasting sources and recent transit system usage.

The total FY20 proposed budget planned resources is \$586.7 million or 8.9% greater than FY19.

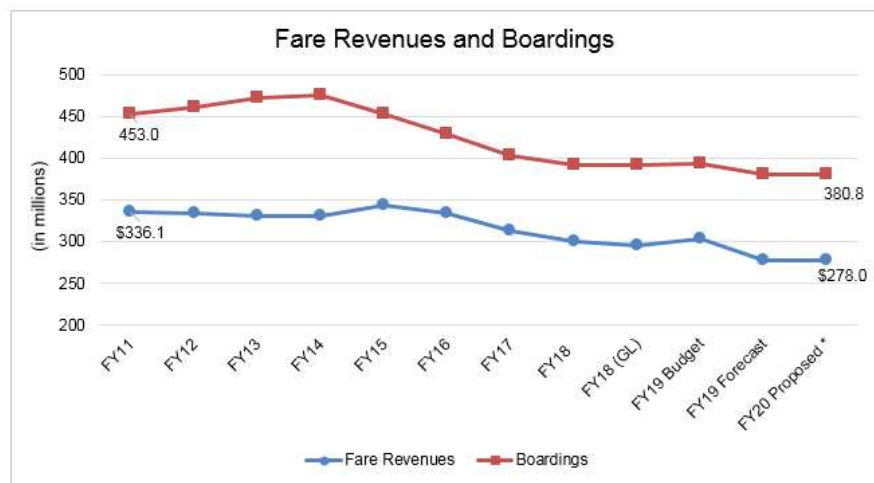
	FY19 Budget	FY20 Proposed	\$ Change	% Change
Resources (\$ in millions)				
1 Sales Tax, TDA and STA	\$ 3,980.2	\$ 4,174.4	\$ 194.2	4.9%
2 Federal, State and Local Grants	967.9	1,163.0	195.2	20.2%
3 Passenger Fares	302.6	284.5	(18.1)	-6.0%
4 ExpressLanes, Advertising and Other Revenues	157.0	155.2	(1.8)	-1.1%
5 Other Reimbursement Revenues ⁽¹⁾	1,212.6	1,429.8	217.2	17.9%
Total Resources	\$ 6,620.2	\$ 7,206.9	\$ 586.7	8.9%

⁽¹⁾ Includes Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdown and prior year commitment



- Local Sales Tax, including TDA, and STA, is the largest source of revenue at 58%. FY20 is estimated to increase \$194.2 million or 4.9% compared to FY19:
 - TDA, Propositions A, C, and Measures R and M sales tax is projected to increase by \$130.5 million or 3.4%.
 - STA and State Senate Bill 1 (SB1) increase by \$63.7 million or 35.0% based on State Controllers’ Office (SCO) estimates.

- Federal, State and Local Grants increase by \$195.2 million or 20.2%, reflecting related capital expense activity.
- Passenger Fare revenues decrease by \$18.1 million or 6.0% as the result of continued ridership decline. FY20 systemwide boardings are projected to be 380.8 million, based on FY19 Year to Date actual boardings. The chart below shows the historical Fare Revenues and Boardings from FY11 to FY20 Proposed.



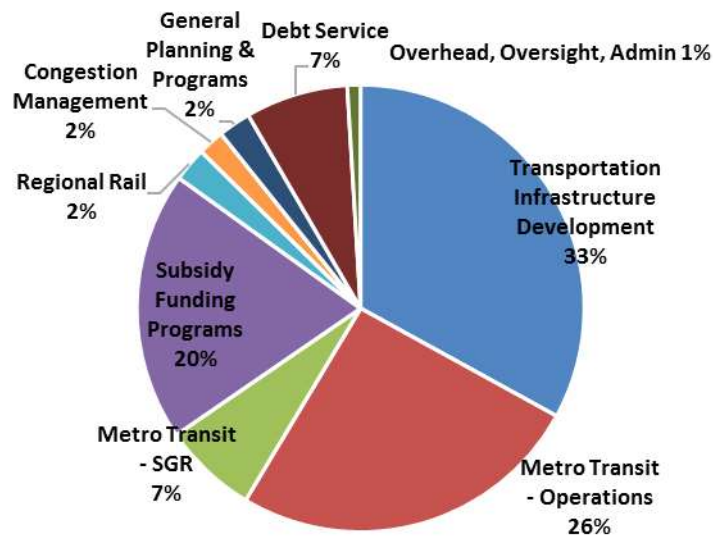
*Fare revenues do not include \$6.6 M revenues from TAP card sales.

- ExpressLanes, Advertising, and Other Revenues are decreasing \$1.8 million or 1.1% in total, primarily due to lowered toll violation fines.
- Other Reimbursement Revenues is \$217.2 million or 17.9% higher in total based on timing of project schedules. The total includes \$688.5 million capital project carryover in sales taxes and other revenues received and unspent in prior years. It also includes \$481.3 million bond proceeds and \$260.0 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns which are backed by future expected sales tax revenues.

Expenditure Summary

The total budget increase from FY19 to FY20 is \$586.7 million or 8.9%, which is higher than the projected cost inflation of 2.28% Consumer Price Index (CPI), primarily due to the expansion of Transit and Highway infrastructure as well as keeping the existing system in a state of good repair.

Expenditures by Program Type (\$ in Millions)		FY19 Budget	FY20 Proposed	\$ Change	% Change
1	Transportation Infrastructure Development	\$ 2,003.3	\$ 2,378.4	\$ 375.1	18.7%
2	Metro Transit - Operations, Maintenance and Regional Operating Services	1,773.9	1,844.4	70.5	4.0%
3	Metro Transit - SGR & Other Asset Improvements	534.2	492.0	(42.2)	-7.9%
4	Subsidy Funding Programs	1,330.6	1,404.7	74.1	5.6%
5	Regional Rail	179.3	178.2	(1.1)	-0.6%
6	Congestion Management	128.3	135.8	7.5	5.8%
7	General Planning & Programs	181.9	169.9	(12.1)	-6.6%
8	Debt Service	417.1	534.7	117.6	28.2%
9	Oversight & Administration	71.5	68.8	(2.7)	-3.8%
10	Total Expenditures	\$ 6,620.2	\$ 7,206.9	\$ 586.7	8.9%



- Transportation Infrastructure Development is one of the key strategies to realize Metro Vision 2028. In FY20, an additional \$375.1 million, or 18.7% increase over FY19 will be dedicated to the expansion efforts; making it the largest share of the FY20 Proposed Annual Budget at 33%.
 - The expansion includes the planning and construction of the voter approved Measure R and M projects such as Westside Purple Line Extensions 1-3, Regional Connector, Gold Line Foothill Extension projects, and the completion of Crenshaw Line.
 - Highway projects will continue to support several Measure M and R Caltrans projects.
 - For Regional Rail, budget will proceed to support Metrolink.

- Metro Transit - Operations and Maintenance represents 26% of the budget, as one of the core Metro missions. Metro operates Bus and Rail transit systems as well as coordinates fare collection and customer information for the regional operators. The table below shows the budget by Bus, Rail, and Regional.

(\$ in Millions)	FY19 Budget	FY20 Budget	\$ Change	% Change
Bus	\$ 1,225.4	\$ 1,288.5	\$ 63.0	5.1%
Rail	\$ 541.7	\$ 537.0	\$ (4.7)	-0.9%
Regional	\$ 6.8	\$ 18.9	\$ 12.1	178.8%
Total	\$ 1,773.9	\$ 1,844.4	\$ 70.5	4.0%

For Regional, the increase is due to higher volumes of customer information calls for Regional Operators and the new regional Farebox replacement project.

The Proposed Budget is the direct result of the planned Bus and Rail service level with projected cost inflation. In FY20, Metro Transit program is requesting a \$70.5 million, or 4.0% increase from FY19.

Metro Bus Operations and Maintenance

Before the NextGen Bus Study is complete by the end of the year, FY20 proposed Bus Service level is higher than FY19 Revenue Service Hours (RSH). Metro's proposed budget for the upcoming 2019 -2020 fiscal year was released last week. As part of the normal review process, Metro CEO Phil Washington added bus service hours to the number that was posted online- from 7,019,376 to 7,094,376. The added Bus service hours are for the busy 910 Silver Line and the popular 460 Bus between downtown L.A. and Anaheim, flexibility to add bus service for special events (Dodgers games, USC football, etc.), BRT electrification, bus shuttles during the ongoing work to modernize the Blue Line, and the extra day in 2020 (Feb. 29), which is a Leap Year.

FY20 budget reflects a cost increase of 5.1% due to the higher than anticipated cost increases in Parts/Supplies, Fuel and Contract/Professional Services reflected in the table below.

Bus Operations and Maintenance Expenditures by Type:

Operations (\$ in millions)	FY19 Budget	FY20 Proposed	\$ Change	% Change	% of Total
Labor & Fringe	\$ 919.9	\$ 955.2	\$ 35.2	3.8%	74.1%
Parts & Supplies	67.7	81.2	13.5	20.0%	6.3%
Fuel	27.4	31.1	3.7	13.4%	2.4%
Other Operating Expenses	44.0	35.1	(8.9)	-20.3%	2.7%
Contract / Professional Service	95.7	114.8	19.1	20.0%	8.9%
Purchased Transportation	70.6	71.1	0.5	0.6%	5.5%
Total Operations	\$ 1,225.4	\$ 1,288.5	\$ 63.0	5.1%	100.0%

The total Bus Operations and Maintenance budget is \$1.29 billion, a \$63.0 million or 5.1% increase from FY19. Labor and Fringe Benefits make up 74.1% of the total Bus budget, with the remainder of the categories at 25.9%. Labor and Fringe Benefit costs increased by 3.8%, mainly due to negotiated wage increases for the Represented staff and the proposed Non-Represented wage increases. Parts & Supplies usage is higher in FY20 to carry out maintenance campaigns such as re-tanking CNG buses to operate existing fleet longer before Board directed fleet electrification can be implemented. CNG fuel rate increases much higher because of the supply issues in the Pacific Region of the United States. Staff is looking into activating CNG price hedging program in the coming months. Contract/Professional Services increases are attributed to improved cleaning frequency needs at the operating facilities and transit centers.

Metro Rail Operations and Maintenance

Rail Revenue Vehicle Service Hour (RVSH) levels begins at the FY19 scheduling baseline and reflects adjustments based on current demand. Proposed Rail RVSH is 1,134,953, 68,278 below the FY19 scheduling baseline; representing an adjustment of 5.7%.

Rail Service Level Profile		RVSH
1	FY19 Scheduling Base	1,203,231
2	FY20 Adjustments	
3	Additional Service Deployment	12,467
4	Special Events	14,041
5	Other (Additional Day of Service for Leap Year & Other Minor Adjustments)	12,442
6	Off-peak Vehicle Deployments	(43,458)
7	Weekday Headway Change from 6 min & 7 min to 8 min Peak, 12 min Base	(36,506)
8	Weekend 20 min to 12 min beginning at 10 am, not 8 am	(18,985)
9	Service Impact of SGR Improvements	(8,279)
10	FY20 Proposed Budget	1,134,953
11	Change From FY19 Scheduling Base	(68,278)
12	% Change	-5.7%

- Weekday peak hour frequencies for the Blue, Expo and Gold Lines would have trains running every eight minutes instead of the current every six minutes (Blue and Expo) or seven minutes (Gold). Average wait time increase of 60 seconds for Blue and Expo and 30 seconds for Gold. However, the capacity remains relatively unchanged due to keeping all Blue, Expo and Gold Line trains operating three cars for every train instead of the current mix of two-car and three-car trains. The peak service adjustment will improve on-time performance and reduce delays.
- On the Blue Line, every train would run every eight minutes during peak hours between 7th/Metro and Downtown Long Beach, instead of running every six minutes between 7th/Metro and Willow and every 12 minutes between Willow and Downtown Long Beach. Long Beach customers will experience significant improvements traveling between Downtown Los Angeles and Long Beach.
- Weekday mid-day frequencies on the Blue, Expo, Gold would remain every 12 minutes with two-car trains - which better meets the current demand. Operations will monitor the crowd level and add three car trains if needed.
- Weekend service on the Blue, Expo and Gold Lines would have trains running every 12 minutes between 10 a.m. and 8 p.m. and every 20 minutes outside those hours. Trains on these lines currently begin moving toward 12-minute service between 8 a.m. and 9 a.m. on weekends. This reflects current demand and gives Metro more time to do single-tracking maintenance work.
- Green Line service remains the same but extra hours have been added for the

Crenshaw/LAX Line opening toward the end of the fiscal year.

With the RVSH service adjustment, the total Rail Operations and Maintenance budget is \$0.54 billion, a \$4.7 million or 0.9% decrease from FY19. The table below identifies the changes.

Rail Operations and Maintenance Expenditures by Type:

Operations (\$ in millions)	FY19 Budget	FY20 Proposed	\$ Change	% Change	% of Total
Labor & Fringe	\$ 286.5	\$ 287.5	\$ 1.0	0.4%	53.5%
Parts & Supplies	23.2	23.2	0.0	0.2%	4.3%
Propulsion Power	39.1	37.4	(1.7)	-4.3%	7.0%
Other Operating Expenses	20.8	18.4	(2.4)	-11.7%	3.4%
Contract / Professional Service	172.1	170.4	(1.6)	-1.0%	31.7%
Total Operations	\$ 541.7	\$ 537.0	\$ (4.7)	-0.9%	100.0%

Labor and Fringe Benefits make up 53.5% of the total budget, with the remainder of the categories at 46.5%. Labor and Fringe Benefits costs are nominally increasing because of the negotiated wage increases for Represented staff and offset by a staffing adjustment due to the 68,278 RVSH decrease. The FTE reduction is coming from vacancies and attritions and will not impact current employees. Reductions in Propulsion Power, Contract / Professional Services, and Other Operating Expenses are driven by the decreased RVSH budgeted.

- Metro Transit - State of Good Repair (SGR) & Other Asset Improvements budget is planned at \$492.0 million, a decrease of 7.9%. SGR program budget is allocated to maintain Metro’s Bus, Rail, and critical information systems. The \$492.0 million estimate is based on planned project activities; reflecting the cash flow required to complete FY20 milestones and deliverables such as electrical Bus Acquisition, charging station infrastructure, Midlife Refurbishments, Rail Acquisitions, and New Blue.
- Subsidy Funding Programs increases by \$74.1 million, or 5.6%, primarily due to growth in sales tax revenues.
- Regional Rail decreases by \$1.1 million, or 0.6% with continuing operating and capital support of the Metrolink commuter rail system and the Metro managed Regional Rail.
- Congestion Management is increasing by \$7.5 million, or 5.8%, primarily due to a service provider contract renewal rate change along with increased Planning Studies for I-105 and I-405.
- General Planning & Programs decreases by \$12.1 million or 6.6% due to cash flow

adjustments for Phase II ACE Grade Separation, Planning Studies for Measure R and M projects, Active Transportation Programs, Parking, and Union Station projects.

- Debt Service increases by \$117.6 million, or 28.2% primarily due to the TIFIA loan repayments and Prop C Series 2019-A/B bonds. In FY20, Crenshaw/LAX, Westside Purple Line Section 2 and the light rail vehicle procurement is anticipated to utilize debt proceeds.
- Oversight & Administration is decreasing by \$2.7 million or 3.8%, due to continued efforts to exercise fiscal responsibility in the support departments.

Full-Time Equivalent (FTE) Summary

The FY20 Proposed budget requests an authorization of 10,219 total FTEs. Represented FTEs are budgeted at 8,482 and Non-Represented FTEs are budgeted at 1,737. The FY20 Proposed budget includes an additional 45 Non-Represented FTEs and a decrease of 66 Represented FTEs. This is a net decrease of 21 FTEs through reduction of vacancies and attrition.

Total Non-Represented FTEs increase of 45 is primarily due to Metro Transit-Operations and Support, Metro Transit-State of Good Repair, MM/MR Support and Oversight, in addition to new initiatives and studies such as Vision 2028 Strategic Plan, Congestion Pricing, TNC, and Micro Transit. Metro departments support the overall agency goals and programs. The table below summarizes the requested Non-Represented FTEs by department.

	<i>Non-Represented FTEs by Department</i>	FY19 Budget	FY20 Proposed	FTE Change
1	Board of Directors			
2	County Counsel	3	3	0
3	Ethics Office	6	6	0
4	Inspector General	21	21	0
5	Office Of Board Secretary	10	10	0
6	Board of Directors	40	40	0
7	Chief Executive Office	2	4	2
8	Chief Policy Office	6	7	1
9	Communications	146	149	3
10	Congestion Reduction	26	28	2
11	Finance and Budget	160	163	3
12	Human Capital & Development	106	106	0
13	Information Technology	102	107	5
14	Management Audit Services	26	27	1
15	Office of Civil Rights	15	16	1
16	Office of Extraordinary Innovation	12	17	5
17	Operations	303	311	8
18	Planning and Development	164	164	0
19	Program Management	281	291	10
20	Risk/Safety and Asset Management	105	105	0
21	System Security and Law Enforcement	20	22	2
22	Vendor/Contract Management	178	180	2
23	Non-Represented Total	1,692	1,737	45

Total Represented FTEs decrease of 66 is mostly due to service level assumptions and SGR Project Phase; the increase of 13 FTEs is for the 10 FTEs in Communications for the new customer care centers at The Bloc and Willowbrook/Rosa Parks station and for 3 FTEs in Human Capital & Development for property maintenance at East Portal. A summary of the requested Represented FTEs is shown in the table below.

	<i>Represented FTEs by Department</i>	FY19 Budget	FY20 Proposed	FTE Change
24	Communications	185	195	10
25	Human Capital & Development	116	119	3
26	Finance and Budget	69	69	0
27	Information Technology	51	51	0
28	Operations	7,771	7,692	(79)
29	Risk/Safety and Asset Management	2	2	0
30	System Security and Law Enforcement	189	189	0
31	Vendor/Contract Management	165	165	0
32	Represented Total	8,548	8,482	(66)

Labor Expense Summary

The proposed budget also requests a 4% Non-Represented (merit based) salary increase in line with the pre-negotiated Collective Bargaining Agreements with the Represented Union groups. The labor cost increase reflects the rising wage inflation and living wage standard, while attempting to keep up with the labor market contraction. Health/welfare benefits for represented employees are based on Collective Bargaining Agreements. Non-represented medical/dental benefits reflect the carrier contract rates previously approved by the Board.

Metro Non-Represented Salary Paygrade Bands Alignment

As the broader market continues to gain real wage increases, Metro proposes to also shift Non-Represented salary paygrade bands upward by 2% to stay externally competitive. External market data collected shows a median 2% increase for the Greater Los Angeles Area as well as for Government and Broader Public Sector companies in 2019. Salary structure alignments to the external market have not been done since 2016 and is recommended in 2019.

The Non-Represented salary paygrade bands adjustment of 2% does not change the individual Non-Represented employee wage automatically. The individual pay increase is linked to performance and calculated independently based on merit.

Life of Project (LOP) Budgets

Capital projects with LOP budget increases greater than \$1 million, and any new projects with LOP budgets in excess of \$5 million must be approved by the Board as separate Board actions.

Attachment A includes a detailed listing of new capital projects for FY20 with LOP in excess of \$5 million. These projects are included in the proposed FY20 budget.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date in order to reimburse expenditures incurred prior to the bond issuance. See Attachment B for anticipated expenditures in the budget related to proceeds from future bond issuance.

Public Outreach

The mobility needs of the county are vast, varied and unique for each individual resident. Soliciting meaningful input from the public and stakeholders is helpful in developing the budget. The comprehensive outreach program for FY20 included many opportunities to provide feedback using different methods, through online tools, by email and telephone, in addition to many in-person public meetings. These meetings include Metro Service Councils, Citizens Advisory Council (CAC), Technical Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets & Freeways Subcommittee, and Policy Advisory Committee (PAC). A summary of public outreach efforts and comments received is shown in Attachment C.

Budget public outreach discussion can be very broad at times and does not replace additional program-specific outreach venues that occur throughout Metro. Specific venues are designed to share and discuss key initiatives, solicit public participation, and allow our customers to have several opportunities to share their direct views with project managers. This valuable feedback helps influence and shape Metro programs and budgets.

FINANCIAL IMPACT

The proposed FY20 budget (provided in a separate transmittal) at \$7.2 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from the state and federal governments and to administer regional transportation funding to local cities and municipal operators.

NEXT STEPS

Upon Board authorization and adoption of the FY20 budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and be programmed to fund regional transit/transportation partnering agencies, cities and recipients.

Monitoring the FY20 budget performance will be a year-round ongoing effort. As part of the performance management process, Metro will monitor progress throughout the year relative to the Agency goals using measurements such as budget variance, Key Performance Indicators (KPIs) target achievement, Project Milestone achievement and cost savings and new revenue generation through the risk allocation matrix (RAM). This reinforces Metro's commitment to strategic monitoring

of performance and the improvement of accountability. In addition, continuous improvements will be implemented to the process and regular updates will be reported to the Board.

ATTACHMENTS

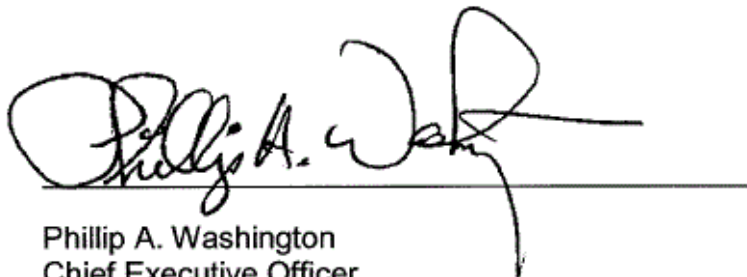
Attachment A - FY20 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY20

Attachment C - FY20 Public Outreach

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Chief Executive Officer

FY20 New Capital Projects

Transportation Infrastructure Development

1	PROJECT: Regional Connector Pre-Revenue Service
	PROJECT OWNER: Operations - Rail Integration
	LOP: TBD FY20: \$250,000
	SCOPE: The Regional Connector Pre-revenue Service will prepare Metro for the operation of the Regional Connector line. The early part of this project will address any ancillary upgrades needed on the existing systems, signals and tracks for smoother integration with Regional Connector. Closer to the revenue service date this project will focus on training and testing the system reliability and integrity of infrastructure and new rail cars.
	JUSTIFICATION: Upgrades to existing structures are crucial for seamless integration with new infrastructure built using newer technology. Significant testing is crucial for seamless system integration of multiple types of rail cars with new systems. The training and systems testing will ensure staff and infrastructure are able to handle a multitude of revenue operating situations prior to opening day. This project will be annual funds checked until such a time when the project cost is better identified. At that time, staff will approach the Board for LOP budget approval.
	ELIGIBLE FUNDING SOURCE: Measure R 35%
2	PROJECT: Expo Closeout
	PROJECT OWNER: Program Management - Transit
	LOP: \$17,500,000 FY20: \$3,000,000
	SCOPE: Expo punch list items and other closeout efforts will be captured in this project.
	JUSTIFICATION: Expo Phase 1 to Culver City went into service in 2012 and Phase 2 from Culver City to Santa Monica going into service in 2016. The projects associated with Expo needs to close to fulfill Grant report and Accounting audit requirements. The remaining punch list items need to be captured in a separate closeout project to reflect the true cost of the asset.
	ELIGIBLE FUNDING SOURCE: Measure R 35%

State of Good Repair Projects

3 PROJECT: Fuel Storage Tanks FY20 - FY22
PROJECT OWNER: Operations - Bus Maintenance
LOP: \$23,433,000 FY20: \$3,375,238
SCOPE: Acquire, install and upgrade agency-wide storage tanks and appurtenances to meet state environmental regulatory requirements. Defective and deficient tanks, specifically underground diesel fuel storage tanks, previously identified will be replaced or upgraded. Existing tanks nearing their life cycle containing liquids other than diesel must also be replaced or upgraded in compliance with ever-changing and new regulatory requirements set forth by several regulatory agencies (RWQCB, AQMD, DTSC and city/county fire departments). New equipment and aboveground storage tanks will be acquired and installed to replace defective non-diesel tanks and appurtenances.
JUSTIFICATION: Non-compliant and retiring underground storage tanks and appurtenances need to be replaced in order to avoid any fines and penalties to comply with ever-changing and new, more stringent regulatory requirements regarding the operation, maintenance and monitoring issued by several regulatory agencies (US EPA, CAL EPA, SWQCB, CUPA, and APSA.)
ELIGIBLE FUNDING SOURCE: TDA Article 4

4 PROJECT: MRLA 650 Component Overhauls
PROJECT OWNER: Rail Fleet Services
LOP: \$8,120,000 FY20: \$998,123
SCOPE: 1. Overhaul 37 units of Low Voltage Power Supply (LVPS) plus spares for Option Fleet (74 cars) only. 2. Replace seat inserts and convert the mounting to Velcro for 104 cars 3. Overhaul Semi Permanent Draw Bar for Option and Base Buy Fleet (37 Units) 4. Overhaul Friction Brake Equipment for Option and Base Buy Fleet (52 sets) 5. Overhaul AC Traction Motors and DC Traction Motors 6. Renovate car interior which includes redesign Front and Rear End Door, Repaint all seat frames
JUSTIFICATION: The existing A650 fleet went through a component overhaul program and a major system replacement program. However there are certain systems still requiring overhaul in order to maintain the "State of Good Repairs" which are not included in the previous scopes. The aim is to continue to service the public for another 15 years.
ELIGIBLE FUNDING SOURCE: PA 35% Cash/Bond Proceed

5 PROJECT: FY20 Non-Revenue Vehicle Replacement
PROJECT OWNER: Operations - Central Maintenance
LOP: \$8,800,000 FY20: \$1,152,218
SCOPE: This project is for the replacement of Non-Revenue Vehicles and Equipment scheduled for FY20. This includes: trucks, vans, sedans, carts, forklifts, generators, floor scrubbers, compressors, tractors, trailers, tow motors and other vehicles and equipment. (Agency-wide, Includes all department vehicles and equipment)
JUSTIFICATION: Metro owns and operates a fleet of over 2,100 vehicles and pieces of equipment that are used to support the Metro mission of Planning, Designing, Constructing, Administering, and Operating the Los Angeles County's largest transportation system. The funding requested for this project is required to purchase replacement vehicles to support this mission. The vehicles identified for replacement have exceeded their useful life in age, mileage or are in poor operating condition, and are now scheduled for retirement. Further, the cost of repair, downtime, on street safety, and the impact to support departments ability to respond to repair/service activities reduces operational effectiveness.
ELIGIBLE FUNDING SOURCE: TDA Article 4

6 PROJECT: P2550 Light Rail Vehicle Mid-Life Overhaul
PROJECT OWNER: Operations - Rail Facilities Maintenance
LOP: \$16,000,000 FY20: \$420,081
SCOPE: The P2550 Component Overhaul is recommended by the manufacturer (AnsaldoBreda) to ensure the safe and reliable operation of the rail vehicle. The manufacturer's recommendations have been reviewed by Metro's Vehicle Engineering team and Rail Fleet Services to determine what components are prudent and necessary at this point in the vehicles life to overhaul. The following components have been determined to require overhaul: Coupler, Passenger Doors, Propulsion, High Speed circuit Breaker, Auxiliary Power Inverter, Battery, Trucks, friction Brakes, Automatic Train Protection, and Train to Wayside Communications.
JUSTIFICATION: The primary goal of this LRV car overhaul program is to maintain this fleet in a State of Good Repair. The current P2550 LRVs require repair, upgrades, and/or replacement of components, appointments, and subsystems to maintain fleet safety, reliability, availability, performance, and passenger comfort. Based on the current average annual mileage of 70k miles per vehicle, the fleet will reach the next scheduled recommended overhauls in 2019, 2023, and 2031. As the 1800k overhaul (2023) corresponds most closely with the fleet mid-life (2022), the focus of this specification development is to address the 1200k overhaul and include elements from both the 600k & 1800k overhauls, as applicable. The need for midlife overhaul is evident due to the fleet's decreased reliability and availability, the observed wear and tear, the increased maintenance demands, and the increased challenges with repairing and replacing obsolescent parts and obtaining supplier support. As a result, it has become more difficult and expensive to maintain the fleet. The function and performance of these systems may be further impacted if there is deferment of the recommended and scheduled midlife overhauls.
ELIGIBLE FUNDING SOURCE: PA 35% Cash/Bond Proceed

7 PROJECT: Rail Facility Improvements

PROJECT OWNER: Operations - Rail Fleet Maintenance

LOP: \$24,400,000

FY20: \$1,123,000

SCOPE: The proposed Project is to improve, modernize, and expand the capacity of the maintenance and transportation functions at rail divisions and facilities. Division 11 began operation in the late 1980s; and both Division 20 and Division 22 in the early 1990s. The scope of the project entails renovation and upgrade activities typically required of facilities that are over twenty years old and functioning at operational levels. In addition, this project includes new equipment needed to efficiently service vehicles at the newer shops such as Division 14 and 21.

Intended projects under this CP Workbook include, but are not limited to, the capital improvements listed as follows:

- 1) Tire Press Machines for Divisions 11, 14, 16, and 24,
- 2) Division 11 Improvements such as pavement replacement, addition of new crane, improvement of the kitchen and lunch rooms, upgrading the existing car wash, remodeling and increasing size of restrooms, and addition of non-revenue electrical vehicle charging stations,
- 3) Location 60 – Roofing & HVAC,
- 4) Division 21 – Upgrade of washing equipment to include reverse osmosis, blowers, and equipment upgrades,
- 5) Division 22 – Paving replacement/rehabilitation,
- 6) LRV shops – OCS separation from main shops into north and south bays,
- 7) All shops – Maintenance equipment replacements as required for equipment beyond it's useful life or in need of repair/upgrade,
- 8) Stationary Emergency Generators

JUSTIFICATION: The divisions proposed for this project are aging at operating at capacity. All of the Divisions are over 25 years old. Significant projects need to be completed in order to bring the rail maintenance facilities into a State of Good Repair (SGR). These proposed improvements will increase the life of these facilities at least an additional 25 years. For preparation of this CP workbook, staff met with the Office of the Chief Operations Officer.

ELIGIBLE FUNDING SOURCE: PA 35% Cash/Bond Proceed

8 PROJECT: Bus Division Improvements - IV

PROJECT OWNER: Operations - Bus Maintenance

LOP: \$28,000,000

FY20: \$10,000

SCOPE: The proposed Project is to improve, modernize, and expand the capacity of the maintenance and transportation functions at various Bus Divisions. The scope of the project entails renovation and upgrade activities typically required of facilities that are over 25 years old and functioning at high operational levels. Intended projects under this CP Workbook include, but are not limited to, the capital improvements listed below: a) Roof replacement at Div 2, 5 & 7, b) HVAC replacement at Div 2, 5 & 7, c) Installation of new hoists, d) Bus Washer improvements (Divs 3, 5, 7, 9, 10, 15, and 18), e) Emergency Generators (CMF Buildings 1, 2, 3, 4, and 5), f) Brake Testers at Division 18, g) emergency generators for CNG systems at 2, 3, and 15, h) convert CMF Building 3 to a body shop and 20 ton pull-pots in Bldg 5, i) new chassis washer at Division 3, j) awnings over recycling bins at various divisions, k) additional CCTV, l) parking and division access control, m) improvements to yard lighting at Divisions 3 and 8, n) wastewater/drainage improvements at Division 3, o) extension of awnings over apron at Division 8, p) flooring refurbishment at Division 8, q) air conditioning replacement at Division 8, r) shop floor improvements at Division 8, s) conversion of D9 dyno room into storage or exercise room, t) Division 4 improvements including new fencing, extended shop apron awnings, and flooring improvements, u) Division 2 improvements including new perimeter fencing, shop ventilation improvements, chassis wash and hoist installation, repair of the fuel station roof, and remodeling of restrooms, v) replace Central Electronics shop trailers at Divisions 5 and 18, w) Division 18 maintenance annex building, new dyno, detailed cleaning area, fueling island improvements, steam cleaning bay improvements, and shop floor improvements, and x) Division 9 new ERS building to replace trailer, interior tenant improvements, and improvements to fuel island lighting.

JUSTIFICATION: Metro owns and operates eleven active bus-operating divisions, located throughout Los Angeles County, which maintain and dispatch a fleet of around 2,300 CNG buses. In addition, Metro operates a 30-acre central maintenance facility in Downtown Los Angeles called the Central Maintenance Facility (CMF). The divisions proposed for this project are all located within areas of Los Angeles County with high ridership; and are aging, at capacity, and overcrowded. Most of the Divisions operate and maintain numbers of buses well above the original design capacity, and with the exception of Division 13, all of the divisions are over 25 years old (one is over 100 years old). Although these divisions have been selectively modernized and improved over the last 10 years, significant projects remain to be completed over the next 10 years in order to bring the bus maintenance facilities into a State of Good Repair (SGR). These proposed improvements will increase the life of these facilities at least an additional 25 years. For preparation of this CP workbook, staff solicited projects from the Office of the Chief Operating Officer, Bus Operations and Facilities Maintenance.

ELIGIBLE FUNDING SOURCE: TDA Article 4

9 PROJECT: Elevator & Escalator Modernization

PROJECT OWNER: Facilities Maintenance

LOP: 126,692,000

FY20: \$1,282,553

SCOPE: At various locations throughout Metro's system plus the USG building, install new or modernize up to 117 of Metro's 199 Elevators and Replace up to 81 of Metro's 148 Escalators that have exceeded their useful life. Modernization of the equipment includes upgrades to outdated control systems, motors and electronics. The project includes canopy installation for outdoor escalators as per state law and three (3) years of maintenance for all units once accepted by Metro. This is a multi phase, 25-year program. As per state law, any new outdoor escalator must have a canopy to protect it against the elements. Operations staff foresees that one contractor will be able to design and then perform the necessary installation for both elevators and escalators.

JUSTIFICATION: The majority of Metro's elevators and escalators are over 20 years old and have reached or surpassed their life expectancy. As a result, components and replacement parts have been a challenge to find since the majority of the original parts are obsolete. This project will replace elevators and escalators at various critical and high risk areas where elevator maintenance and down time cause the most customer inconvenience. Systemwide, replacing current units will result in better performance and reliability, as well as provide safer and better quality service to our patrons and employees. Vertical transportation systems provide a vital link for transportation services to Metro patrons.

ELIGIBLE FUNDING SOURCE: TDA Article 4

Other Asset Improvement Projects

10	PROJECT: Payroll System Replacement
	PROJECT OWNER: Finance and Budget
	LOP: \$22,857,000 FY20: \$56,000
	SCOPE: Metro payroll system replacement
	JUSTIFICATION: Metro's current Payroll System is approaching end of technical life. It was custom developed for Metro by a small development group which is closing down and is developed in a programming language, Visual Basic 6, which is no longer supported by Microsoft. Implementation of a modern payroll system will reduce overall business risk to Metro through a more flexible, expandable technology that is easier to maintain. It will reduce workarounds which must be performed with the current system and allow staff to quickly respond to new Federal, state and collective bargaining requirements. In addition, Metro can take advantage of vendor IT expertise to maintain an upgradeable system that supports changing requirements.
	ELIGIBLE FUNDING SOURCE: TDA Article 4

11	PROJECT: Rail Operations Center/Bus Operations Center
	PROJECT OWNER: Program Management
	LOP: TBD FY20: \$2,022,976
	SCOPE: Design and construction of a new rail operations center (ROC), bus operations center (BOC) and a back-up ROC and BOC.
	JUSTIFICATION: Construct a new ROC and BOC (Phase 2) within the Emergency Security Operations Center (Phase 1) to centralize Emergency, Security, Rail and Bus operations within the same location for a more efficient coordination and management of the transit system, and to meet the demands of Metro's expanding transit system beginning with WPLE Section 1. In addition, Phase 2 includes an option to convert the existing ROC into a back-up ROC and BOC to provide continuity of rail and bus operations in the event that the new ROC/BOC location is unusable.
	ELIGIBLE FUNDING SOURCE: Proposition C 40%

ATTACHMENT B

REIMBURSEMENT RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2020

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines including the Crenshaw/LAX Transit Corridor project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage related to Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY20 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, which bond issues will have four separate security sources, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, or grant revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$200.0 million for Proposition C, \$200.0 million for Measure R and \$200.0 million for Measure M.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned),

but in no event later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a " declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$200.0 million for Proposition C, \$200.0 million for Measure R and \$200.0 million for Measure M; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

ATTACHMENT C

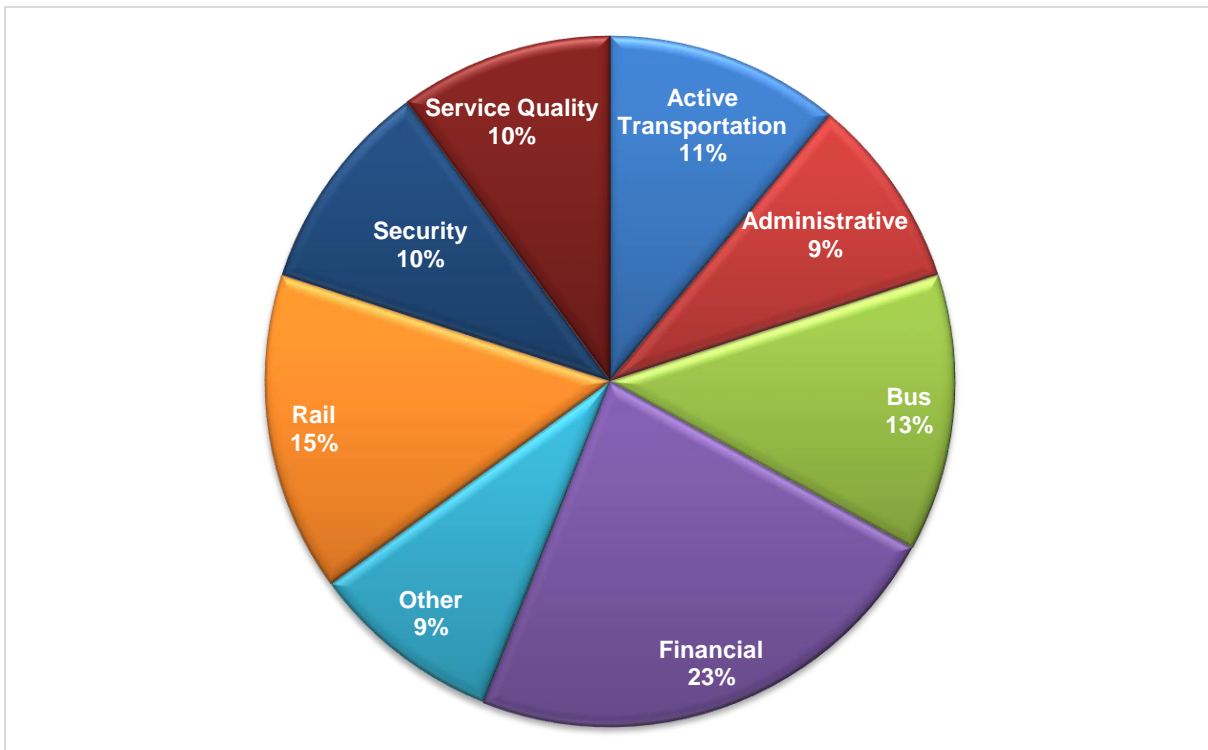
FY20 PUBLIC OUTREACH

Summary of FY20 Proposed Budget Public Outreach Efforts and Comments Received

Events	Participation
Workshops and Meetings	Covering all Service Councils and key stakeholders throughout LA County
Telephone Town Hall	4,977
Interactive Budget Tool	1,677 (as of April 30, 2019)
Web Page Visits	5,353 (as of April 17, 2019)
All Comments (Email/mail)	796

Comments received from the public during Metro’s FY20 budget outreach process are summarized below. This summary includes comments received through April 17, 2019. Due to the large volume of comments received, not all can be included in this summary. However, the summary presented is a fair representation of the types of comments received across all outreach efforts. Comments received during the workshops and meetings have been addressed; while the written, email, and budget survey comments will be forwarded to relevant departments for consideration in the development of their programs.

A recap of the comments received during the budget outreach process is shown in the table below. As evidenced by the range of subjects in the summary, the public provided input and suggestions on virtually every Metro function. In addition, the perspectives on each issue varied greatly by respondents.



Key Topics	Synopsis of Comments
Active Transportation	<ul style="list-style-type: none"> • Create more safety programs for pedestrians, designated sidewalks, diagonal crosswalks and separate walkways • Fix the streets and sidewalks. There are holes • Bike lanes should be just for bikes and not pedestrians • Stop wasting money on bike share and add dedicated bike lanes • Need first/last mile transportation for new rail lines • Add a dedicated east-west path for bikes and pedestrians
Transit Service	<ul style="list-style-type: none"> • Improve connections between bus lines • Make riding buses and trains easier and more reliable • Expand all rail lines, especially the Expo line • Consolidate bus lines so you can add more frequent service on fewer lines • Add rail lines along freeways to access longer distances • Run rail more often 20-minute wait time is too slow • Building more BRT Lanes is a better use of funds than building more rail • Increase all transit options along I-405
Maintenance	<ul style="list-style-type: none"> • Please increase maintenance on the Blue line to cut down delays • More maintenance on bus/rail vehicles to increase service reliability • Maintain the cleanliness of bus/rail • Replace cloth seats, homeless people make them smell
ExpressLanes	<ul style="list-style-type: none"> • ExpressLanes is unfair to lower income families and incentivizes more cars leading to worse congestion • Make all express lanes dedicated bus/light rail lines • Do not add more ExpressLanes as it only enables more cars on the road • Need to fix holes on fast track lanes • Add express lanes to the I-10 and 405, very congested freeways
Fares	<ul style="list-style-type: none"> • Increase fares on bus/rail if it means improved safety/security • A smart phone application to pay the fare would be convenient and encourage transit use • Raise taxes and make public transit free • Make it easier to navigate public transportation by using one method of payment for the Los Angeles area • Add options for large companies to buy preloaded fares • Do not make transit service free; it will become a haven for transients and unsafe riders and deter riders beneficial to Metro • Do a better job of enforcing fare evasion; implement strategies like NYC – taller turnstiles to stop fare evasion and prevent access to platform without payment
New Rail	<ul style="list-style-type: none"> • Provide direct service to LAX without having to take a shuttle • Connect Red Line to Crenshaw Line • San Fernando Valley needs a subway • All light rail lines should be elevated to avoid getting stuck in traffic • The Sepulveda Pass project should be heavy rail • Extend the Red Line further north to areas like Sylmar • Use AI/Machine Learning to better optimize routes and services for Metro Rail • Please consider light rail options in San Fernando Valley • Build new rail lines that are faster than driving • Develop a light rail from Long Beach to San Fernando Valley
Regional Operators	<ul style="list-style-type: none"> • Make later departures from Union Station on Metrolink • Metrolink should open doors a few minutes before departures • Be able to use Metrolink pass on more than one line • Run DASH buses on nights and weekends • Foothill transit needs better management • Roads throughout LA worse than most 3rd world countries • Metrolink service horribly unreliable and inconsistent
Outreach	<ul style="list-style-type: none"> • More info on how to participate in community decision-making process • Continue outreach to educate the public to increase transit ridership • Great illustration on Budget Tool of public works involves trade-offs

Key Topics	Synopsis of Comments
	<ul style="list-style-type: none"> • Language in survey is too advanced and technical for most people • Budget Tool: Too much focus on capital projects; focus on addressing practical questions to increase ridership – safety, security, reliability, reach • Budget Tool: budget and financial impact scenarios a waste of time and doesn't address the real issues plaguing Metro's system • Budget Tool: simplify questions/answers – too much information over our heads
Parking	<ul style="list-style-type: none"> • Don't charge for parking at parking lots • Security at lots just stand around and talk • Add more parking places so more people can ride Metro • Lack of parking around Metro Stations deters Metro use • Offer low income waivers for parking • Implement permit parking in all stations • Would rather have additional parking at stations instead of more rail stops
Positive Feedback	<ul style="list-style-type: none"> • Metro is doing a great job • Metro has come a long way • Metro is open to feedback, and that is great • Thank you for all the hard work and services you provide to the LA County area • The bus system is convenient and easy to use • We're a one car family and have no intention of buying a second due to all the great Metro projects underway
Safety & Security	<ul style="list-style-type: none"> • More police officers on all bus lines • Need more security on trains and parking lots • Improve rail station safety • Better enforcement on existing ridership rules • Loss of ridership due to safety/security concerns • Increase security presence and make it safe for small children • Policing Metro stations to allow safe bicycle parking • Police at stations say hands are tied – cannot cite fare evaders
Streets & Highways	<ul style="list-style-type: none"> • Add more lanes on all freeways • Add more expanding freeways, toll ways and roadways • Stop funding expensive and inefficient rail and improve road and freeway options
Accessibility/Rideshare	<ul style="list-style-type: none"> • Add more routes throughout the city for disabled passengers • Add more wheelchair access • Keep people with disabilities in mind when creating programs or considering budget expenditures • Increase first/last mile strategy with ride sharing services like Lyft/Uber
Advertising	<ul style="list-style-type: none"> • Use unused space for advertising and generating revenues • Increase ad rates/revenue and promote Metro as safe and reliable • Metro's branding and PR materials are great • Use marketing money to educate the public and promote transit use instead of driving • More advertising of public transit along heavily congested streets and highways like I-405

Workshops & Meetings

- Metro Service Councils
- Citizens Advisory Council
- Technical Advisory Committee
- Bus Operations Subcommittee
- Local Transit Systems Subcommittee
- Streets & Freeways Subcommittee
- Policy Advisory Committee (PAC)

Interactive Budget Tool

The interactive Online Budgeting Tool engaged the public by asking a series of questions on transportation priorities to develop a customized Metro budget. Respondents were able to see the budgetary impact for their choices interactively and include narrative comments to further express their feedback and concerns. The budget tool allowed Metro to receive comments from a larger portion of the general public, including those who are not Metro riders.

The Online Budget Tool focused on five key areas: Transportation Priorities, Bus & Rail Service, Active Transportation, Streets & Highways, and Transit Expansion.

Below are general results of the survey:

- 25% of respondents prioritized Transportation Expansion Projects (New Bus & Rail)
- 41% of respondents favored Bike Lanes as most desirable improvement project
- 32% of the respondents were willing to increase fares (service unchanged) to balance the budget

When asked about which freeway they would like to see ExpressLanes expanded to, 38% of respondents selected: Do not expand ExpressLanes.

The results of this survey helps Metro get a snapshot on the public's ranking of their transportation priorities. Comments and feedback are being gathered and evaluated to help shape Metro's priorities.

FY20 Proposed Budget

Finance, Budget & Audit Committee
May 15th, 2019



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May Board Report FY20 Budget Adoption

- 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; and
 - 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; and
 - 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; and
 - 4. APPROVING** the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5 million presented in Attachment A; and
- 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; and
- 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

Next Steps



- Final Board Adoption expected on May 23th
 - Board Adoption is legally required before Fiscal Year starts
- Metro will ensure revenue resources are available for funding by July 1st
- Performance Monitoring
 - Report back to the board regularly regarding financial performance throughout FY20



Metro

FY20 Proposed Budget

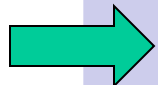
Budget Public Hearing
May 15th, 2019



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FY20 Budget Process and Schedule

Month	Topic	Outreach Actions
March	<ul style="list-style-type: none"> Budget Kick-Off Sales Tax Forecast, Cost Inflation Estimate New Infrastructure Planning and Construction 	<ul style="list-style-type: none"> Stakeholder Outreach Plan Online Interactive Budget Tool
April	<ul style="list-style-type: none"> State of Good Repair (SGR) Subsidy to Regional Partners Debt Service Expense 	<ul style="list-style-type: none"> Telephone Town Hall Outreach to Committees / Subcommittees and Service Councils
May	<ul style="list-style-type: none"> FY20 Budget Adoption (Planned) <ul style="list-style-type: none"> Consolidated Agency-wide Expenses and FTEs Budget Proposal to deliver Metro programs Final Board Adoption on May 23, 2019 	<ul style="list-style-type: none"> Public Hearing on May 15, 2019 Summary of Public Comment and Stakeholder Review
June	<ul style="list-style-type: none"> Prep Funds Availability for Metro Programs & Regional Allocations 	<ul style="list-style-type: none"> Production of Adopted Budget document



Budget Highlights

Transportation Infrastructure Development Milestones

- The Metro Crenshaw/LAX Line will be completed in FY20
- The New Blue Line will be opening in FY20

Electric Bus Integration and Zero Emission

- Delivery of 40 sixty-foot Electric/Zero Emission Buses (ZEB). Testing will commence on the Orange Line, with placement of electric charging equipment and infrastructure.
- Delivery of 207 forty-foot buses and 65 sixty-foot near zero emission CNG buses

NextGen Bus Study

- Starting in FY20, the NextGen will provide an actionable blue print for action and for public input

Light Rail Vehicle (LRV) Procurement

- Completed in FY20, with the delivery of the remaining 95 LRV cars from the already 140 delivered for a total of 235 LRVs

Highway Projects

- I-5 North: Magnolia to SR-134 project (Segment 4) in the cities of Burbank and Glendale is 2.8 miles long and includes all pertinent components for construction to improve local traffic congestion

Planning Studies

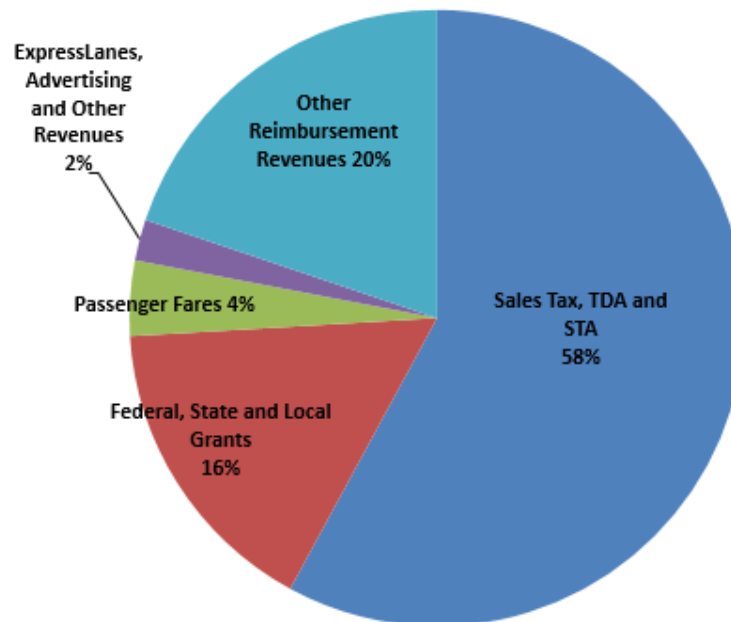
- Planning Studies for projects such as East San Fernando Valley Transit Corridors and West Santa Ana Corridors will take place

Resources Summary

Resources (\$ in millions)		FY19 Budget	FY20 Proposed	\$ Change	% Change
1	Sales Tax, TDA and STA	\$ 3,980.2	\$ 4,174.4	\$ 194.2	4.9%
2	Federal, State and Local Grants	967.9	1,163.0	195.2	20.2%
3	Passenger Fares	302.6	284.5	(18.1)	-6.0%
4	ExpressLanes, Advertising and Other Revenues	157.0	155.2	(1.8)	-1.1%
5	Other Reimbursement Revenues ⁽¹⁾	1,212.6	1,429.8	217.2	17.9%
Total Resources		\$ 6,620.2	\$ 7,206.9	586.7	8.9%

⁽¹⁾ Includes Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdown and prior year commitment

Resources % of FY20 Budget

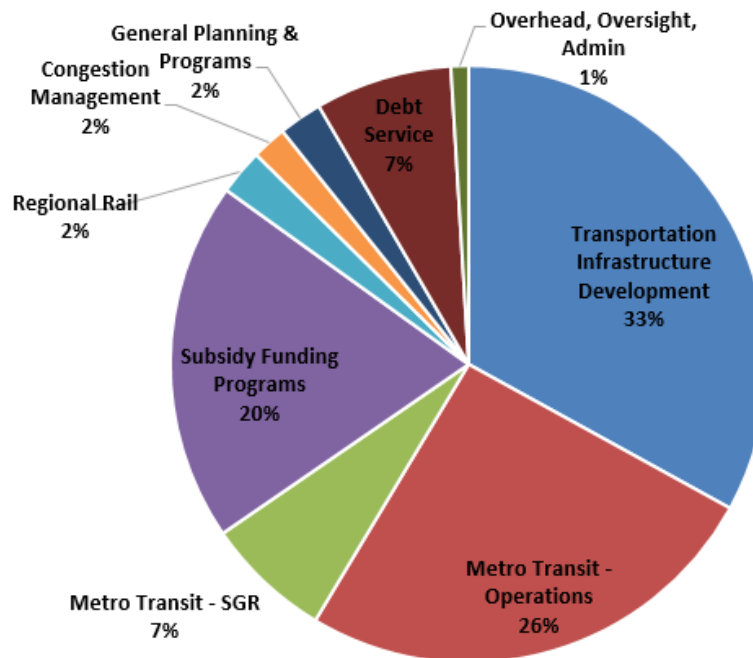


Total FY20 Resources = \$7,206.9 Million

Expense Summary

Expenditures by Program Type (\$ in Millions)		FY19 Budget	FY20 Proposed	FY19 - FY20 \$ Change	FY19 - FY20 % Change
1	Transportation Infrastructure Development	\$ 2,003.3	\$ 2,378.4	\$ 375.1	18.7%
2	Metro Transit - Operations, Maintenance and Regional Operating Services	1,773.9	1,844.4	70.5	4.0%
3	Metro Transit - SGR & Other Asset Improvements	534.2	492.0	(42.2)	-7.9%
4	Subsidy Funding Programs	1,330.6	1,404.7	74.1	5.6%
5	Regional Rail	179.3	178.2	(1.1)	-0.6%
6	Congestion Management	128.3	135.8	7.5	5.8%
7	General Planning & Programs	181.9	169.9	(12.1)	-6.6%
8	Debt Service	417.1	534.7	117.6	28.2%
9	Oversight & Administration	71.5	68.8	(2.7)	-3.8%
10	Total Budget	\$ 6,620.2	\$ 7,206.9	\$ 586.7	8.9%

Expenditures % of FY20 Budget



FY20 Proposed Budget FTEs

	FY19 Budget	FY20 Proposed	Change
1 Non-Represented FTEs Total	1,692	1,737	45
2 Represented FTEs Total	8,548	8,482	(66)
3 <i>Customer Care and Property Maintenance</i>		13	
4 <i>Adjustment for Service Level and SGR</i>		(79)	
5 Total FTEs	10,240	10,219	(21)

- Non-Represented FTEs: Keep transit system in state of good repair while continuing Measure M and Measure R projects, building support and oversight. Additional FTEs are planned for new initiatives and studies such as electrification of Bus Fleet, Congestion Pricing, TNC, and Micro Transit.
- Represented FTEs decrease of 66 is due to:
 - Increase of 13 FTEs is for the new customer care centers at The Bloc and Willowbrook/Rosa Parks and for property maintenance at East Portal
 - Decrease of 79 FTEs related to service level proposed and SGR Project Phase through attrition and reduction of vacancies.
- With the Proposed Budget increasing by \$587 million and the planned FTEs at 10,219 for FY20, the resulting budget dollar per capita as a productivity indicator is going up.

FY20 Proposed Budget Bus Service Level Profile

	FY19 Scheduled	FY20 Proposed	FY20 Amended
Bus Service Level	7,014,606	7,019,376	7,094,376

- As part of the normal review process after release of the Proposed Budget Book for public comment, Metro CEO Phil Washington added bus service hours from 7,019,376 to 7,094,376
 - Service would be added to the busy 910 Silver Line and the popular 460 Bus between downtown L.A. and Anaheim
 - The budget gives Metro the flexibility to add bus service for special events (Dodgers games, USC football, etc.) and for bus shuttles during the ongoing work to modernize the Blue Line
 - The changes include bus service hours for the extra day in 2020 (Feb. 29), which is a Leap Year

FY20 Proposed Budget Rail Service Level Profile

Rail		
Row	Service Type	RSH
1	FY19 Scheduling Base	1,203,231
2	Adjustments	
3	Pre-Revenue Testing, Special Events, Leap Year, New Blue Adjustments	30,671
4	Off-Peak Vehicle Deployments	(43,458)
5	Weekday Headway Changes	(36,506)
6	Weekend Headway Changes	(18,985)
7	FY20 Proposed Budget	1,134,953
8	Change	(68,278)
9	Change %	-5.7%

Rail Rider Benefits	
Consistent with Board adopted Transit Service Policy (TSP) standards	
Increased on-time performance with consistent arrival times	
Improved headway alignment with schedules	
Reduce overcrowding - with running 3 car trains consistently	
Improved ability to perform maintenance work on the tracks (single tracking)	

- **Off-Peak Vehicle Deployments**

- All light rail lines will be scheduled for 2-car trains during midday which better matches demand, but frequencies do not change

- **Weekday Headway Changes**

- Green Line - no changes
- Blue Line – from 6 minutes to 8 minutes – All 3-Car Consist
- Expo Line - from 6 minutes to 8 minutes – All 3-Car Consist
- Gold Line - from 7 minutes to 8 minutes – All 3-Car Consist

- **Weekend Headway Changes**

- For early morning weekend service, the 12 minute frequency will begin at 10am (instead of 8am) to better reflect ridership demand and to allow for more reliable single tracking maintenance windows for SGR during time periods we impact the fewest amount of passengers

FY20 Proposed Budget Outreach Results



4,977
TELEPHONE
TOWN HALL
LISTENERS



798
ALL COMMENTS



1,678
INTERACTIVE
BUDGET TOOL
RESPONDENTS



10
MEETINGS: SERVICE
COUNCILS &
STAKEHOLDERS

Comment Topics	Incorporated into Metro Programs
Electric Buses	Metro plans to convert entire bus fleet to Zero Emission electric vehicles by 2030.
Service Expansion	Metro is increasing service for key light and heavy rail project initiatives such as Westside Subway Extension Section 1, 2, and 3, Crenshaw/LAX, and the Regional Connector, as well as many other expansion projects.
More Local Transit	The NextGen study will provide an action plan, available for public comment in FY20.
Active Transportation	Guidelines on First/Last Mile planning and delivery integration within Metro transit projects will be presented for Board consideration in early FY20.
Congestion Reduction	A Congestion Pricing feasibility study will commence in FY20 with the goal of greatly reducing congestion, improving mobility and air quality, maintaining equity, and providing a sustainable LA County transit system.
Safety / Security	Metro has a homeless action plan for Metro security and to perform outreach on bus, rail and at Union Station to help connect the homeless with available resources and housing solutions.



Board Report

File #: 2019-0228, File Type: Program

Agenda Number: 38.

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 15, 2019

SUBJECT: FY 2019-20 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING 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;
- D. APPROVING 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. APPROVING 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.

ISSUE

The Southern California Regional Rail Authority (SCRRA operated as “Metrolink”) Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their individual share of the Metrolink budget on an annual basis (please refer to Attachment B - Metrolink Transmittal of the Proposed Fiscal Year 2019-20 Budget dated May 1, 2019). The total Metrolink FY 2019-20 Budget request from all JPA Member Agencies is \$224.216 million consisting of \$157.445 million for Commuter Rail operations, \$63.731 million for Rehabilitation and \$3.040 million for capital projects. Staff is recommending the approval of \$117,880,003 for Metro’s share of Metrolink’s FY2019-20 Budget and Metro’s enhanced operations programs detailed in Attachment A.

DISCUSSION

The SCRRA operates and provides the Metrolink commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, and up to the northern San Diego County line. Metro is firmly supportive and committed to be a strategic partner with Metrolink. Metro’s share of Metrolink’s FY 2019-20 Budget totals \$111.342 million consisting of \$77.989 million for commuter rail operations, \$31.964 million for rehabilitation projects and \$1.389 million for new capital projects as further described below.

Metrolink Operations

Metrolink’s total Budget request from all JPA Member Agencies is \$157.445 million for Commuter Rail operations. Metro’s share of the Metrolink commuter rail operations is \$77.989 million (of the \$157.445 million) which is a \$2,869 million increase (3.8%) over FY19 levels (please refer to Table 1 below). The increase in commuter rail operations is attributable to the contract escalation costs for train operations and equipment maintenance, salaries and benefits with an increase of five (5) new full time equivalent positions, administrative costs and the addition of new Metrolink services. The new Metrolink services consists of two additional roundtrips on the Orange County Line, two additional round trips on the 91/Perris Valley Line, one Saturday round trip on the Ventura County Line and one mid-day roundtrip to the Hollywood Burbank Airport. Metrolink has no fare increases for FY 20. Staff continues to work with SCRRA to control and maintain an effective level of operating and maintenance costs.

	FY19	FY20	DIFFERENCE	CHANGE %*
Expenses	\$251,356	\$262,869	\$11,505	4.6%
Revenues	\$100,806	\$105,423	\$4,683	4.6%
Member Agency	\$150,550	\$157,445	\$6,822	4.5%
Metro Subsidy	\$75,120	\$77,989	\$2,869	3.8%
Metro Share of Subsidy	49.9%	49.5%		

*Numbers may be subject to minor rounding

Rehabilitation and Capital - \$33,352,440

MetroLink’s FY 2019-20 total rehabilitation and capital budget request from all the JPA member agencies was revised on the April 22, 2019 budget transmittal to \$66.771 million (which includes \$63.731 million for rehabilitation and \$3.040 million for capital). Metro’s share is \$33.353 million (out of \$66.771 million) for the FY 2019-20 rehabilitation and capital projects. Staff is recommending programming funds in the amount of \$31.964 million for rehabilitation projects and \$1.389 for capital projects as listed on Attachment B-MetroLink Transmittal of the Proposed Fiscal Year 2019-20 Budget dated May 1, 2019.

Metro has been working collaboratively with the other four JPA members and MetroLink to review MetroLink’s FY20 rehabilitation and capital program in detail since November 2018 where MetroLink’s original rehabilitation and capital program totaled approximately \$87.816 million consisting of \$84.776 million for rehabilitation and \$3.040 million for capital. Based on Metro’s review of the project readiness of the MetroLink rehabilitation and capital program, Metro estimated approximately \$29.9 million in programming authority for FY 20 (refer to Attachment C-Metro’s Update on MetroLink FY 2019-20 Budget dated March 21, 2019). After further coordination with MetroLink and in support of the other JPA member’s subsidy share of the MetroLink rehabilitation and capital program, Metro increased the programming authority of MetroLink’s FY 20 rehabilitation and capital budget program from \$29.9 million to \$33.353 million to fund the all-share and line specific rehabilitation and capital programs shared with the other JPA members. Subsequently, on April 22, 2019, MetroLink revised their FY 20 budget request for their rehabilitation and capital program to \$66.771 million (from \$84.776 million) which aligns with all the JPA member agencies’ funding commitments.

Staff is working with MetroLink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service. In the last three years, Metro has provided a total of \$90.2 million consisting of over 130 rehabilitation and capital projects from FY17 through FY19. In the last ten years, Metro’s largest singular year contribution to MetroLink’s rehabilitation and capital program is approximately \$41.7 million which occurred in FY 19.

MetroLink’s project delivery of rehabilitation and capital projects has significantly improved since FY17 especially on 29 High Priority State of Good Repair Projects with an initial cost savings of approximately \$4.922 million (refer to Attachment D-MetroLink’s High Priority SOGR Program dated April 2019). Since MetroLink uses a four (4) year project delivery schedule for their rehabilitation and capital program, as of April 23, 2019, MetroLink has completed a total of 12 projects totaling \$12.917 million with a cost savings of approximately \$4.922 million with 42 projects in process and 76 projects have not commenced yet. Metro anticipates additional cost savings will be incurred for the remaining 118 projects. However, at this time, with the cost savings incurred to date, staff is proposing to reprogram \$3.9 million from the FY17 High Priority SOGR Projects to fund \$3.9 million of Metro’s share of MetroLink’s FY 2019-20 rehabilitation and capital program. The current total of outstanding MetroLink funding is approximately \$75.4 million for rehabilitation and capital project work dating from FY14 through FY18.

TABLE 2-Metro Funds for MetroLink Rehab/Capital		
Fiscal Year	Number of Projects	Total

FY 17	55	\$41,678,525
FY 18	1	\$6,819,000
FY 19	74	\$41,731,193
Subtotal	130	\$90,228,718
Proposed FY 20	26	\$33,352,440
GRAND TOTAL	156	\$123,581,158

KEY HIGHLIGHTS OF THE PROPOSED FY 20 BUDGET ARE AS FOLLOWS:

Right-of-Way (ROW) Security Services Provided by L.A. Sheriffs (LASD) - \$2,522,962

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

Although the Regional Rail department funds these services, Metro's Security and Law Enforcement department oversees the MetroLink's Sheriff's program in conjunction with the Regional Rail department to realize more efficiencies, to maximize deployment of LASD deputies, assist with deterring homeless encampments, reduce incidents as a result of enhanced security presence, provide oversight, coordination and collaboration of MetroLink's security and law enforcement services.

Antelope Valley Line Contract Security & LASD Program - \$1,707,632

The Antelope Valley Line (AVL) Contract Security and LASD Program (formerly the AVL 100% Fare Enforcement Program) was implemented in October 2017. The new blended approach of utilizing security officer deployments to achieve an increased security presence and enhanced fare enforcement coverage along the AVL has been very successful. SCRRA is reporting that fare evasion has decreased since the program's implementation. The new security officer deployments supplement existing LASD and Amtrak conductor security and fare enforcement functions.

San Bernardino Line 25% Fare Subsidy Program - \$2,190,969

In January 2018, Directors Solis, Najarian, Krekorian and Fasana submitted Motion #44 directing the Chief Executive Officer to work with SCRRA and the San Bernardino County Transportation Authority (SBCTA) to develop a strategic plan to implement a Fare Discount Pilot Program and report back in 90 days. In partnership with SBCTA, in April 2018 staff recommended a 25% fare discount pilot program "across the board" which began in July 2018. The Board approved programming up to \$2 million in prior year Proposition C 10% surplus funds to fund the fare reduction pilot. In October 2018 SCRRA conducted a Title 6 study and SCRRA made the new service part of their permanent fare structure. As of October 2018 ridership was up 10% and the pilot was considered very successful. However, the total anticipated cost for the life of the program is estimated to be \$4,190,969. As such, staff is recommending additional funding in the amount of \$2,190,969 to fund the new service

through FY 2022 at which point the program is expected to break even.

Special Events - \$125,000

SCRRA has begun including recurring special events (L.A. County Fair, L.A. Rams Games, etc.) in their FY20 operating budget based on the history of past events. However, to ensure that in the event additional Metro sponsored special events occur, staff is recommending an additional \$125,000 to fund these costs such as for CicLa Via, Dodgers Express, etc., just to name a few.

Extend Lapsing Dates of Rehabilitation / Capital Funds

This recommended Board action extends SCRRA's FY 2013-14 and FY 2014-15 funding in the amount of \$2,737,203 from expiring on June 30, 2019 to June 30, 2020. Metrolink rehabilitation and capital projects span over a 4 year project delivery program to take advantage of matching federal funds. As a result, funds programmed over multiple years may not be completely invoiced prior to the funds lapsing and Metro does not recognize project completion until we are invoiced. In FY15, Metro extended the lapsing period to four years and extended the lapsing dates of several MOUs. Metrolink indicated that their work is in progress, close to completion and will be completed and invoiced by fiscal year end 2020.

Transfers to Other Operators Payment Rate to Metro

Metrolink reimburses Metro for Metrolink riders who transfer to and from Metro services for free, including the rail system at Union Station, through the EZ Transit Pass Program. For FY20, staff is recommending that the reimbursement rate remain at \$1.10, the same as for FY19, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metro's total FY20 Metrolink Annual Work Program programming authority recommendation is \$117,888,003 as outlined in Attachment A. Operations funding consists of \$81,298,037 in new Proposition C 10% / Measure M1% funds and reprogramming \$3,237,526 of FY18 operating surplus for a total of \$84,535,563; Rehabilitation and Capital consists of \$29,334,355 in new Measure R 3% funds, \$3,900,000 of FY17 surplus rehabilitation and capital funds and \$118,085 from Metro's funding contribution already allocated to the LINK US project.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports strategic plan goal #1.2 to improve L.A. County's overall transit network and assets. Metro will work with the Southern California Regional Rail Authority (SCRRA) to provide more frequent and reliable Metrolink services, improve customer satisfaction, and support better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the JPA, Metro is required to approve its annual share of the SCRRA budget. However, the Metro Board could elect to authorize a higher capital/rehabilitation budget amount. Metro staff does not recommend this option due to Metrolink's progress on their project delivery and current unspent funds in the amount of \$75.4 million consisting of previously approved Metro funding during the period of FY14 through FY18.

NEXT STEPS

Staff is working collaboratively with Metrolink staff to prioritize urgent track and structure rehabilitation projects to maintain safety and service. Staff will provide progress reports on Metrolink rehabilitation and capital projects through the Regional Rail Quarterly Report.

The Metrolink Board is scheduled to adopt its FY20 Budget on June 14, 2019. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Board action.

ATTACHMENTS

Attachment A - Metro Share of Metrolink Programming for FY 2019-20

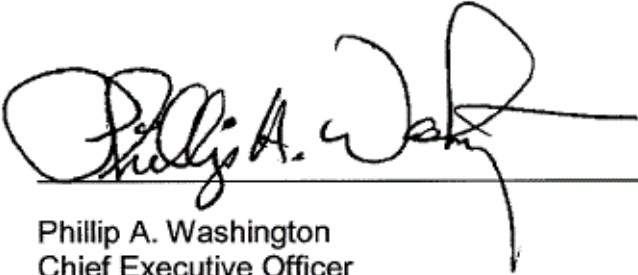
Attachment B - Metrolink Transmittal of Proposed FY 2019-20 Budget dated 4/22/19

Attachment C - Metro's Update on Metrolink FY 2019-20 Budget dated 3/21/19

Attachment D - Metrolink High Priority SOGR Program, April 2019

Prepared by: Yvette Reeves, Manager, Transportation Planning, (213) 418-3176
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Reviewed by: Nalini Ahuja, Chief Financial Officer (213) 922-3088
Richard Clarke, Chief Program Mgmt. Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - Metro Share of Metrolink Programming for FY 2019-20

Recommended Amount

Operations

Commuter Rail Operations	\$ 77,989,000
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Enhanced Operations

Enhanced L.A. County ROW Security	\$ 2,522,962
Antelope Valley Line Contract Security & LASD Program	\$ 1,707,632
San Bernardino Line 25% Fare Subsidy	\$ 2,190,969
One-Time Special Events	\$ 125,000
Subtotal Enhanced Operations	\$ 6,546,563
Total Operations	\$ 84,535,563

Rehabilitation & Capital

FY20 Rehabilitation and Capital	\$ 33,352,440
Total FY 20 Annual Work Program Programming	\$ 117,888,003

Operations Funding Source

Prop C 10% and Measure M 1%	\$ 81,298,037
FY18 Operating Surplus Reprogramming	\$ 3,237,526
Total Operating Funding Sources	\$ 84,535,563

Rehabilitation & Capital Funding Source

Measure R 3%	\$ 29,334,355
FY17 Rehabilitation and Capital Surplus	\$ 3,900,000
Part of Metro's Contribution to the LINK US project	\$ 118,085
Total Rehabilitation and Capital Funding Source	\$ 33,352,440



METROLINK.

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

metrolinktrains.com

May 1, 2019

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

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

SUBJECT: SCRRA Proposed FY2019-20 Budget

On April 26, 2019, the SCRRA Board of Directors authorized the transmittal of the SCRRA Proposed FY2019-20 (FY20) Budget to its Member Agencies for their consideration and adoption. The Board also authorized transmission of Forecast Budgets for FY21, FY22, FY23 and FY24 for Member Agency consideration and programming. Attached for your review is a copy of the April 26 board report. We are scheduled to present the FY20 Budget to the SCRRA Board for adoption on June 14, 2019.

Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides more of a long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Thank you for your ongoing support and active participation in the development of the FY20 Proposed Budget. SCRRA staff remain available to address any questions you may have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2019. If you have comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Ronnie Campbell, Chief Financial Officer, at (213) 452-0285.



TRANSMITTAL DATE: April 22, 2019

MEETING DATE: April 26, 2019 **ITEM 24**

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Proposed Fiscal Year 2019-20 Budget and Four-Year Forecast

Issue

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

Recommendation

It is recommended that the Board approve the transmittal of the:

- 1) Proposed Fiscal Year 2019-20 (FY20) Budget to its Member Agencies not later than May 1, for their consideration and adoption as required in the Joint Powers Agreement, and
- 2) Proposed forecast for the fiscal years 2021 through 2024 as reflected in the four-year forecast be transmitted to the Member Agencies for their consideration and programming.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*. Adoption of the annual budget provides the annual funding commitment for General Operations and the Annual Capital Program which includes investments in Rehabilitation and New Capital. Programming amounts for the fiscal years 2021 through 2024 as reflected in the four-year forecast provides a more long-term approach for planning future year budgets that will be presented for adoption through the annual budget development process.

Background

The FY20 budget development process began in August 2018 with a Budget Kick-off Meeting attended by over 50 employees. Budget requests were compiled and submitted

by all Cost Center managers. Budget division staff subsequently analyzed and reviewed the requests with each Cost Center manager and their respective Chief in a series of one-on-one meetings. The primary purpose of the meetings was to provide justification for each line item budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority,
- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of safety, fiscal sustainability and operational efficiency.

These internal meetings began in October 2018 and concluded by mid-January 2019.

The FY20 Proposed Budget for Operations and the Capital Program (Rehabilitation/New Capital) was reviewed with the Technical Advisory Committee (TAC) members on December 11, 2018, and with the newly formed Member Agency Advisory Committee (MAAC) meetings on February 19, 2019, and March 15, 2019.

An overview of the FY20 Proposed Budget for Operations and Rehabilitation/New Capital (FY20 Proposed Budget) detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agency Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of February and March 2019. During these individual telephonic meetings, substantive agreement was reached on concurrence with the Operating portion of the FY20 Proposed Budget as it would be presented at the Board Workshop on March 22, 2019. General agreement was reached with most of the Member Agencies regarding the funding level for the FY20 Capital Program, and productive conversations continued the day of the Budget Workshop and several days following.

Foundation for FY20 Proposed Budget

The FY20 Proposed Budget provides funding to achieve the following:

- Increase ridership and revenue, thereby reducing the reliance on operating subsidies from our Member Agencies;
 - ✓ Attracting new riders through Marketing activities, brand awareness, raising the recommendation score.
 - ✓ Retaining current riders, through the improvement of on-time performance, and train reliability, comfort and convenience.
- Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts;
- Increase of Farebox Revenue through advertising efforts;

- Contract Bundling to improve overall efficiencies, achieve greater accountability, and streamline contract administration.
- Enhance customer experience and loyalty through:
 - ✓ A customer loyalty program
 - ✓ Continuing improvements to the mobile ticketing application and a modernized ticket vending system;
- Invest in existing assets to maintain a state of good repair by:
 - ✓ Funding critical rehabilitation projects,
 - ✓ Improving processes to accelerate project delivery

The achievement of these goals is closely tied to maintaining our rolling-stock, equipment and structures in a state of good repair.

Board Budget Workshop

At the March 22, 2019 Budget Workshop, staff presented the FY20 Proposed Budget to the Board. At the Budget Workshop, Metrolink staff provided an overview of current year accomplishments and then focused on new initiatives reflected in the FY20 Budget consistent with the CEO's vision. The vision reflects the central focus of customer-first, supported by the pillars of Safety and Security, an Integrated System, and Modernized Business Practices. At that meeting, suggestions and inquiries were brought forward:

- In the Operations Budget:
 - ✓ Staffing Needs for Government Relations
 - Based upon feedback at the Workshop, the CEO has determined that the additional Government Relations FTE request can be accommodated by repurposing an existing vacancy. Therefore, the new FTE request is withdrawn.
 - ✓ Additional New Service on the Ventura Line
 - Service was added to provide an additional round trip each Saturday from April 6, 2020 to October 5, 2020. (Only that portion April 6, 2020 through June 30, 2020 is included in the FY20 Operating Budget)
 - ✓ Revisions to the Special Trains to reallocate expense where Members wished to share costs
 - Changes in total reduced the Special Train Revenue by \$0.1m, reduced Expense by \$0.1m, making these changes Subsidy neutral.
 - ✓ Marketing Budget Needs
 - Board members inquired as to why the investment in marketing was decreasing so drastically. This was due to the one-time investment of \$3.9m in FY19, which is not included in FY20. Staff mentioned there would be some residual impacts from the marketing investment in FY20. Staff also mentioned that ridership had not increased, but that revenue was close to neutral despite a decrease in Inland Empire riders due to on-time

performance issues on the Riverside and IE-OC Lines because the marketing investment had helped to offset declines. Staff would like more time to review the continued results of the current marketing investment before requesting an additional investment. If warranted, we would bring forth as a FY20 Budget Amendment.

- In the Capital Program:
 - ✓ Substitution of the Riverside Switch for the deferral of two projects – Emergency Support Vehicles and Automatic Equipment Identification scanners and the conversion of two others to Engineering studies. This action was taken as a result of immediate on-time performance benefits of the switch.
- High Speed Rail Funding for Bookend Projects
 - ✓ Staff provided the information that total funding for High Speed Rail Bookend Projects statewide is \$1.1 billion. Of that amount, \$500 million was assigned to Southern California. Two of the projects that were included in the MOU between a coalition of Southern California agencies and the High Speed Rail Authority (the Southern California MOU) were funded with the \$500 million – \$76.7M was assigned to the Rosecrans-Marquardt Grade Separation (which supports more capacity for the Orange County and 91/PV Lines) and \$423.3m was assigned to the Link US project which has a systemwide relationship to six of seven Metrolink lines and will enable operation of lines to be linked at Union Station with “through service”. Opportunities to work with the state and the high-speed rail authority will continue to be pursued to advance other projects in the Southern California MOU and in the SCORE program more broadly.

Subsequent to the Budget Workshop, changes were made to the Operating Budget to include new service on the Ventura Line and changes to the Special Trains which created a net increase to Member Operating Subsidies of \$0.07M. Changes were also made to the Capital Program. The Rehabilitation budget for Metro was reduced by \$21.0M, as a result of funding capacity. This reduction affected only Line Specific Projects on the Valley subdivision and the Ventura-LA County subdivision. With respect to New Capital, a decision to reprioritize projects created a reduction of \$1.01M.

FY20 Operating Budget

The following table presents two blocks of columns. The first, *Budget Workshop* depicts the FY20 Proposed Operating Budget, as presented to the Board on March 22, 2019. The second block of columns, *FY20 Revised* depicts the effect of the subsequent revisions on revenues, expenditures and operating subsidies as result of that meeting.

(\$ millions)	Budget Workshop				FY20 Revised				
	FY19 Budget	FY20 Budget	FY20 vs FY19		FY20 Revised	Revised vs Budget Workshop		FY20 Revised vs FY19	
Revenues	100.8	105.5	4.7	4.6%	105.4	-0.07	0.1%	4.6	4.6%
Expenditures	251.4	262.9	11.5	4.6%	262.9	0.01	0.0%	11.5	4.6%
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%

Revised Operating Subsidy by Member Agency:

(\$ millions)	Budget Workshop				FY20 Revised				
	FY19 Budget	FY20 Budget	FY20 vs FY19		FY20 Revised	Revised vs Budget Workshop		FY20 Revised vs FY19	
Metro	75.1	77.9	2.8	3.8%	78.0	0.05	0.1%	2.9	3.8%
OCTA	29.4	30.4	1.0	3.3%	30.3	-0.07	-0.2%	0.9	3.0%
RCTC	19.7	21.2	1.6	8.0%	21.3	0.05	0.2%	1.6	8.3%
SBCTA	16.1	17.1	1.0	6.4%	17.2	0.01	0.0%	1.0	6.5%
VCTC	10.3	10.7	0.4	4.2%	10.7	0.04	0.4%	0.5	4.6%
Total Operating Subsidy	150.6	157.4	6.8	4.5%	157.4	0.07	0.0%	6.9	4.6%

FY20 Capital Program - Rehabilitation

During the months of November and December 2018, and January of 2019, staff met with the Member Agencies both jointly and individually to review the requested projects for FY20.

During these meetings, staff provided an overview of the call for projects process stating that the Metrolink Rehabilitation Plan (MRP) forms the basis for the amounts presented. Staff described the process for the ranking and prioritization of projects, and the optimization of the fiscal request from the Member Agencies that ensures fulfillment of the Authority's strategic goals through annual investment in our varied asset classes. Questions regarding proposed scope of the projects were answered, and additional supporting documentation was provided.

The forecast for Rehabilitation requirements over the next five fiscal years is shown below:

Life of Project Basis Rehabilitation

FY2019-20	\$ 63.7m	Request/Adopt
FY2020-21	\$161.1m	Forecast/Program
FY2021-22	\$213.1m	Forecast/Program
FY2022-23	\$217.6m	Forecast/Program
FY2023-24	\$222.1m	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - REHABILITATION						
CASH BASIS						
	CASH OUTLAY					
(\$ millions)	FROM FY20 Budget	FROM FY21 Forecast	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	Total By Year
FY2019-20	3.1	-	-	-	-	3.1
FY2020-21	21.6	8.1	-	-	-	29.7
FY2021-22	18.7	56.4	10.7	-	-	85.8
FY2022-23	20.4	40.3	74.6	10.9	-	146.1
FY2023-24	-	56.4	53.3	76.1	11.1	196.9
FY2024-25	-	-	74.6	54.4	77.7	206.7
FY2025-26	-	-	-	76.1	55.5	131.7
FY2026-27	-	-	-	-	77.7	77.7
Total	\$ 63.7	\$ 161.1	\$ 213.1	\$ 217.6	\$ 222.1	\$ 877.6

Does not include cashflow generated by projects approved in prior years.

FY20 Capital Program - New Capital

Staff met during December 2018 and January 2019 to determine projects to be recommended for New Capital in FY20. Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation projects described above. The Proposed New Capital Budget was revised after the presentation at the March 22, 2019 Budget Workshop. In March 15, 2019 MAAC meeting it was determined that the Power Switch at Riverside Downtown station was a higher priority project due to the immediate on-time performance benefits and project readiness. Therefore, other projects were deferred to allow the Switch project's inclusion. Additionally, it was determined that the higher priority need of

two Engineering Studies was included to determine the scope and budget for future capital investments of the locomotive overhauls and modernization needs of the EMF and CMF.

The forecast for New Capital requests over the next five fiscal years is shown below:

Life of Project Basis New Capital

FY2019-20	\$ 3.0m	Request/Adopt
FY2020-21	\$ 30.6m	Forecast/Program
FY2021-22	\$144.8m	Forecast/Program
FY2022-23	\$ 86.6m	Forecast/Program
FY2023-24	\$ 57.2m	Forecast/Program

Completion of New Capital Projects are multi-year in nature. As such, the funding for the FY20, FY21, FY22, FY23 and FY24 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal years:

FY2019-20 PROPOSED & FY2021-24 FORECAST CASHFLOW - NEW CAPITAL						
CASH BASIS						
(\$ millions)	CASH OUTLAY					
	FROM FY20 Budget	FROM FY21 Forecast	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	Total By Year
FY2019-20	0.1	-	-	-	-	0.1
FY2020-21	0.7	1.5	-	-	-	2.3
FY2021-22	1.2	10.7	7.2	-	-	19.2
FY2022-23	1.0	7.7	50.7	4.3	-	63.7
FY2023-24	-	10.7	36.2	30.3	2.9	80.1
FY2024-25	-	-	50.7	21.6	20.0	92.3
FY2025-26	-	-	-	30.3	14.3	44.6
FY2026-27	-	-	-	-	20.0	20.0
Total	\$ 3.0	\$ 30.6	\$ 144.8	\$ 86.6	\$ 57.2	\$ 322.2

Does not include cashflow generated by projects approved in prior years

Note: Applies to all Tables - Numbers may not foot or cross foot due to rounding.

Funding of Capital Program

Member Agencies provide funding in two different modes:

- ✓ One mode is on a Life of Project basis with the commitment of grant funds;
- ✓ the other is on a Cash Basis

The FY20 Capital Program presented during our Budget Workshop totaled \$87.8m. In the weeks following the budget workshop, staff has received funding commitments that allow us to maximize the available funding from all 5 Member Agencies. On this basis, we will be recommending that the board adopt a revised FY20 Capital Program (Rehabilitation/New Capital) Budget totaling \$66.8M.

FY20 Budget - Overall Summary

The FY20 Proposed Budget for Metrolink includes new budgetary authority of \$329.7M. The Proposed Budget consists of Operating Budget authority of \$262.9M, an increase of 4.6% as compared to the FY19 Adopted Budget. Capital Program authority totals \$66.8M; \$63.7M for Rehabilitation Projects, and \$3.1M for New Capital Projects. Carryover of Rehabilitation Projects approved in prior years is \$159.3M, and carryover of New Capital Projects approved in prior years is \$36.0M. Capital Program amounts in this document refer to Member Agency requested commitments only. Other funding sources which include BNSF, UPPR and staff direct grants are not reflected in this document since they do not require Member Agency Board action. Staff will communicate to both BNSF and UPPR under the Capital Project requirements for their proportionate share of any related Capital Project(s) as required.

FY20 Operating Budget

Changed Budget Assumptions

The FY20 Proposed Budget does not include any proposed increase to the base fare structure. The FY20 Proposed Budget includes increased service for a total of 3.0 million service miles through the operation of 175 weekday trains and 92 weekend trains. Increases in service are included for the San Bernardino, 91/PVL, Orange County and Ventura Lines. Special Trains, previously Third-Party Agreements have been included in the Operating Budget. Five new positions are being requested; two in Train Operations, two in Maintenance of Way/Capital, one in Administration.

Operating Budget Summary

The Operating Revenues reflect a projected net increase of \$4.6M or 4.6% from FY19. The year over year changes are detailed below in the Operating Revenues section. The Operating Expenditures reflect an increase of \$11.5M or 4.6% increase from FY19. Details of the year over year change are explained below in the Operating Expenditures section.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total

\$105.4M for FY20, an increase of \$4.6M or 4.6% compared to the FY19 Adopted Budget.

Farebox Revenues, the largest component of the operating revenue of the budget, are projected at \$90.0M, an increase \$4.3M or 5.1% compared to the FY19 Adopted Budget.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The FY20 Dispatch Revenue projection of \$2.2M estimates an increase of \$52k or 2.5% from the FY19 Adopted Budget. The FY20 MOW Revenues are projected to increase \$0.5M or 3.6%.

Operating Expenditures

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

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY20 Proposed Budget for expenditures related to Train Operations is \$153.6M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY20 proposed budgeted amount for expenditures related to MOW is \$47.0M.

Administration and Services include internal expenditures related to Train Operations. The FY20 Proposed Budget for expenditures related to Administration & Services is \$48.1M.

The Category of Insurance and Legal is \$14.2M for the FY20 Proposed Budget.

Overall, the total FY20 Proposed Budgeted for expenditures have increased from the FY19 Adopted Budget by \$11.5M or 4.6%. The components of this change are as described below.

- Total Train Operations have increased by \$1.3M. The primary drivers of this increase are:
 - ✓ Fuel costs are higher by \$2.9M due to higher diesel prices;
 - ✓ Train Operations Services have increased \$1.8M;
 - ✓ Rail Agreements increased by \$1.0M;
 - ✓ Special Trains were added to the Operating Budget (previously TPA) for \$0.8M;
 - ✓ TVD Maintenance increased by \$0.6M;
 - ✓ Other increased by \$0.2M;

- ✓ Equipment Maintenance decreased by \$1.2M due to reduced material for Rolling Stock repairs;
- ✓ Transfers to Other Operators decreased by \$1.2M;
- ✓ Marketing decreased by \$3.6M due to the one-time marketing program in FY19.

- MOW has increased by \$5.7M primarily as a result of:
 - ✓ Changes to Salaries & Benefits previously charged to Capital Projects \$1.8M;
 - ✓ Change in ICAP calculation which transferred \$1.5M from Capital Projects to the Operations Budget;
 - ✓ Signal Maintenance (MEC) increase of \$1.0M;
 - ✓ Track Maintenance (VTMI) increase of \$0.9M;
 - ✓ Consulting increase of \$0.5M.

- Administration and Services have increased by \$7.0M. The primary drivers of this increase are:
 - ✓ Overhead increased \$1.9M due to a correction to last year's projection of Other Post-Employment Benefits (OPEB) of \$0.8M and increase to this year OPEB of \$0.4m, and an increase of \$0.6M for office rental;
 - ✓ Amounts associated with our Indirect Cost Allocation Plan (ICAP) previously charged to Capital projects caused an increase of \$1.7M:
 - ✓ DBE consultants for \$1.2M previously charged to Capital projects;
 - ✓ PTC maintenance and support increase of \$0.9M;
 - ✓ Change to Salaries & Fringe \$0.8M;
 - ✓ Information Technology increases \$0.3M;
 - ✓ Engineering Consultants increase \$0.2M.

- Total Insurance expense decreased by \$2.5M.
 - ✓ Insurance premiums lower by \$0.5M;
 - ✓ Decrease as a result of a change in the projected claim liability of \$3.0M.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The Revised FY20 Proposed Budget estimates total Member Agency contributions to equal \$157.4M, an increase of \$6.9M or 4.6% more than the FY19 Budget.

- A year over year comparison of net operating subsidy by Member Agency is presented in Attachment E. In response to Member Agency requests, this schedule reflects the FY20 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

Capital Budget

Carryover from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as "Carryovers" because their uncompleted balance moves forward to the following year. Projects authorized in prior years but "carried over" total \$159.3M for Rehabilitation and \$36.0m for New Capital. They are shown in detail on Attachments F and G, respectively.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY20 was identified as necessary investments to maintain a state-of-good repair. These projects total \$63.7m and are represented in detail in Attachment H.

The total Rehabilitation Program by asset type includes:

<u>ASSET TYPE</u>	<u>TOTAL</u>
Communications	\$ 2.4m
Facilities	3.1m
Non-Revenue Fleet	4.1m
Rolling Stock	2.9m
Signals	13.5m
Structures	7.2m
Track	30.5m
	<u>\$63.7m</u>

New Capital

The New Capital authorization request for FY20 was identified as necessary for safe and efficient rail operations. These projects total \$3.0m and are shown in detail in Attachment I.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Operating as described:

- **Attachment A – FY20 Proposed Operating Budget** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages.
- **Attachment B – Historical Actual and Budgeted Operating Statements.** Actual Operating expense for FY16, FY17 & FY18, Adopted Operating Budget for FY19 and Proposed Operating Budget for FY20, with a variance comparison between FY19 Adopted Budget and FY20 Proposed Budget.
- **Attachment C – FY20 Proposed Operating Budget by Member Agency**
- **Attachment D – FY20 Proposed Operating Budget by Line**
- **Attachment E – FY20 Budgeted Operating Subsidy – FY20 Proposed Budget** Operating Subsidies by Member Agency presented in whole dollars, with comparisons to FY19 Adopted Budget.

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY20 Proposed Budget for the Capital Program as described:

- **Attachment F – FY20 Rehabilitation Carryover Projects-** Details ongoing Rehabilitation Projects approved in prior years by subdivision, project category and Member Agency.
- **Attachment G – FY20 New Capital Carryover Projects -** Details ongoing New Capital Projects approved in prior years by subdivision, project category and Member Agency.
- **Attachment H – FY20 Proposed Rehabilitation Projects Detail list –** Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I – FY20 Proposed New Capital Projects Detail list -** Presents original request and funded amounts by subdivision, project category and Member Agency share.

Operating Budget Forecasts for FY21, FY22, FY23 and FY24

Upon approval by the Board, the FY20 Proposed Budget will be transmitted to Member Agencies for consideration and adoption. FY21, FY22, FY23 and FY24 forecasted budgets will also be transmitted to the Member Agencies for consideration and

programming. The four-year forecasts will only be considered for adoption individually during the applicable year.

The Attachments -Operating Budget Forecasts for FY21, FY22, FY23, FY24

- **Attachment J – FY21 Forecasted Operating Budget**
- **Attachment K – FY22 Forecasted Operating Budget**
- **Attachment L – FY23 Forecasted Operating Budget**
- **Attachment M – FY24 Forecasted Operating Budget**

The assumptions reflected in the FY21, FY22, FY23 and FY24 Forecasted Operating Budgets are based on contractual escalators and other known changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

April – May, 2019	Staff present at Member Agencies' Committee and Board meetings as requested
June 14, 2019	FY20 Proposed Budget to Board for Adoption

Budget Impact

There is no budgetary impact as a result of this report. Approval to transmit the Proposed Budget to the Member Agencies for review and adoption is the next step in the FY20 Budget Development process. The FY20 Proposed Budget will then be presented to this Board for review and adoption at the June 14, 2019 meeting. Any actions taken by our Member Agencies prior to that meeting will be reported.

From a public service viewpoint Metrolink is simply the best investment to reduce freeway traffic and improve air quality in Southern California. Because 85% of Metrolink riders can choose to drive, Metrolink removes 1-2 lanes of parallel freeway traffic in each direction during peak hours on the 5, 10, 60, 91, 101 and 134 freeways.

Prepared by: Christine Wilson, Senior Manager Finance



Ronnie Campbell
Chief Financial Officer

FY 20 Proposed Operating Budget

ATTACHMENT A

(\$000's)	FY 18-19	FY 19-20	Variance FY20 Proposed vs FY19 Adopted	
	Adopted Budget	Proposed Budget	\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	82,904	87,739	4,835	5.8%
Special Trains	-	219	219	n/a
Fare Reduction Subsidy	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	85,636	89,983	4,347	5.1%
Dispatching	2,120	2,172	52	2.5%
Other Revenues	490	257	(233)	-47.5%
MOW Revenues	12,561	13,011	450	3.6%
Total Operating Revenue	100,806	105,423	4,617	4.6%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	46,872	48,733	1,861	4.0%
Equipment Maintenance	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)	-	-	-	n/a
Fuel	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	260	160	(100)	-38.5%
Operating Facilities Maintenance	1,684	1,749	65	3.9%
Other Operating Train Services	482	977	495	102.7%
Special Trains		793	793	n/a
Rolling Stock Lease	336	230	(106)	-31.4%
Security - Sheriff	5,889	6,095	206	3.5%
Security - Guards	2,450	2,552	102	4.2%
Supplemental Additional Security	690	660	(30)	-4.3%
Public Safety Program	389	421	32	8.2%
Passenger Relations	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	9,055	9,652	597	6.6%
Marketing	5,380	1,769	(3,610)	-67.1%
Media & External Communications	458	459		0.1%
Utilities/Leases	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	2,400	2,400	-	0.0%
Station Maintenance	1,806	2,230	425	23.5%
Rail Agreements	5,400	6,362	963	17.8%
Subtotal Operations & Services	152,129	153,404	1,276	0.8%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	40,711	46,254	5,543	13.6%
MoW - Extraordinary Maintenance	591	712	121	20.6%
Subtotal Maintenance-of-Way	41,301	46,966	5,665	13.7%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	17,096	20,755	3,659	21.4%
Ops Professional Services	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	204	200	(4)	-2.0%
Total Operating Expenses	234,727	248,710	13,984	6.0%
Insurance and Legal				
Liability/Property/Auto	11,418	11,906	488	4.3%
Net Claims / SI	4,000	1,000	(3,000)	-75.0%
Claims Administration	1,211	1,252	41	3.4%
Net Insurance and Legal	16,629	14,158	(2,471)	-14.9%
TOTAL EXPENSE	251,356	262,869	11,512	4.6%
Net Loss	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	-	-	-	n/a

Numbers may not foot due to rounding.

Historical Actual and Budgeted Operating Statements

ATTACHMENT B

(\$000's)	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY19-20 Proposed Budget vs. FY18-19 Adopted Budget	
	Actual	Actual	Actual	Adopted Budget	Proposed Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,652	82,883	82,542	82,904	87,739	4,835	5.8%
Special Trains	-	-	-	-	219	219	n/a
Fare Reduction Subsidy	873	490	157	2,732	2,025	(706)	-25.9%
Subtotal-Pro Forma FareBox	84,524	83,373	82,699	85,636	89,983	4,347	5.1%
Dispatching	2,120	2,016	2,133	2,120	2,172	52	2.5%
Other Revenues	429	762	463	490	257	(233)	-47.5%
MOW Revenues	12,434	12,384	12,789	12,561	13,011	450	3.6%
Total Operating Revenue	99,507	98,535	98,084	100,806	105,423	4,617	4.6%
Operating Expenses							
Operations & Services							
Train Operations	41,887	41,616	42,116	46,872	48,733	1,861	4.0%
Equipment Maintenance	33,751	35,422	34,242	38,133	36,638	(1,496)	-3.9%
Contingency (Train Ops)				-	-	-	n/a
Fuel	17,381	18,207	17,577	18,744	21,730	2,986	15.9%
Non-Scheduled Rolling Stock Repairs	136	1	56	260	160	(100)	-38.5%
Operating Facilities Maintenance	1,149	1,475	1,493	1,684	1,749	65	3.9%
Other Operating Train Services	239	449	722	482	977	495	102.7%
Special Trains					793	793	n/a
Rolling Stock Lease	638	230	11	336	230	(106)	-31.4%
Security - Sheriff	4,912	5,511	5,662	5,889	6,095	206	3.5%
Security - Guards	1,685	1,283	1,931	2,450	2,552	102	4.2%
Supplemental Additional Security	-	520	227	690	660	(30)	-4.3%
Public Safety Program	217	203	193	389	421	32	8.2%
Passenger Relations	1,748	1,868	1,723	1,732	1,797	65	3.7%
TVM Maintenance/Revenue Collection	6,554	7,934	8,188	9,055	9,652	597	6.6%
Marketing	1,137	716	1,307	5,380	1,769	(3,610)	-67.1%
Media & External Communications	343	249	320	458	459	1	0.1%
Utilities/Leases	2,046	2,614	2,804	3,473	2,695	(778)	-22.4%
Transfers to Other Operators	6,488	6,003	3,818	6,496	5,301	(1,195)	-18.4%
Amtrak Transfers	1,287	1,307	1,678	2,400	2,400	-	0.0%
Station Maintenance	1,418	1,196	1,575	1,806	2,230	425	23.5%
Rail Agreements	5,207	5,155	4,938	5,400	6,362	963	17.8%
Subtotal Operations & Services	128,223	131,960	130,582	152,129	153,404	1,276	0.8%
Maintenance-of-Way							
MoW - Line Segments	37,936	37,355	42,411	40,711	46,254	5,543	13.6%
MoW - Extraordinary Maintenance	1,518	1,260	594	591	712	121	20.6%
Subtotal Maintenance-of-Way	39,453	38,615	43,005	41,301	46,966	5,665	13.7%
Administration & Services							
Ops Salaries & Fringe Benefits	12,892	13,808	12,507	13,782	14,631	849	6.2%
Ops Non-Labor Expenses	5,322	5,046	5,890	7,635	8,792	1,156	15.1%
Indirect Administrative Expenses	12,417	14,090	19,333	17,096	20,755	3,659	21.4%
Ops Professional Services	2,019	1,963	2,687	2,579	3,962	1,383	53.6%
Subtotal Admin & Services	32,651	34,907	40,417	41,093	48,140	7,047	17.1%
Contingency (Non-Train Ops)	47	2	15	204	200	(4)	-2.0%
Total Operating Expenses	200,374	205,484	214,019	234,727	248,710	13,984	6.0%
Insurance and Legal							
Liability/Property/Auto	11,634	11,061	9,748	11,418	11,906	488	4.3%
Net Claims / SI	3,855	5,115	8,551	4,000	1,000	(3,000)	-75.0%
Claims Administration	421	704	585	1,211	1,252	41	3.4%
Net Insurance and Legal	15,909	16,880	18,883	16,629	14,158	(2,471)	-14.9%
Total Expense Before BNSF	216,283	222,364	232,902	251,356	262,869	11,512	4.6%
Loss Before BNSF	(116,776)	(123,829)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
Member Subsidies							
Operations	109,003	119,148	124,736	133,920	143,287	9,367	7.0%
Insurance	18,079	16,787	17,663	16,629	14,158	(2,471)	-14.9%
Total Member Subsidies	127,082	135,934	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit) Before BNSF	10,306	12,106	7,581				
BNSF LEASED LOCOMOTIVE COSTS							
Total BNSF Lease Loco Expenses	10,397	5,669	-	-	-	-	n/a
Member BNSF Lease Subsidies	11,545	6,055	-	-	-	-	n/a
Surplus / (Deficit) - BNSF Lease	1,148	386	-	-	-	-	n/a
TOTAL EXPENSE	226,680	228,032	232,902	251,356	262,869	11,512	4.6%
Net Loss	(127,173)	(129,498)	(134,818)	(150,550)	(157,445)	(6,896)	4.6%
All Member Subsidies	138,627	141,989	142,399	150,550	157,445	6,896	4.6%
Surplus / (Deficit)	11,454	12,491	7,581	-	-	-	n/a

Numbers may not foot due to rounding.

FY2019-20 Proposed Operating Budget by Member Agency

ATTACHMENT C

(\$000s)	FY2019-20 PROPOSED BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 42,967	\$ 24,374	\$ 8,134	\$ 9,891	\$ 2,373	\$ 87,739
Special Trains	97	54	45	18	5	219
Fare Reduction Subsidy	1,187	-	-	839	-	2,025
Subtotal-Pro Forma FareBox	44,250	24,427	8,179	10,748	2,378	89,983
Dispatching	1,122	717	8	64	262	2,172
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,696	2,613	670	1,553	479	13,011
Total Operating Revenue	53,191	27,812	8,884	12,401	3,135	105,423
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,633	10,888	5,317	5,154	1,742	48,733
Equipment Maintenance	18,025	8,451	4,356	4,255	1,552	36,638
Fuel	10,740	5,906	2,283	2,183	618	21,730
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	905	416	173	200	55	1,749
Other Operating Train Services	486	134	116	164	77	977
Special Trains	303	226	223	37	5	793
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,198	1,212	939	628	119	6,095
Security - Guards	1,211	440	380	268	254	2,552
Supplemental Additional Security	324	180	60	79	17	660
Public Safety Program	200	73	63	44	42	421
Passenger Relations	857	501	169	209	59	1,797
TVM Maintenance/Revenue Collection	4,137	2,104	1,596	1,234	581	9,652
Marketing	825	479	193	197	75	1,769
Media & External Communications	218	79	68	48	46	459
Utilities/Leases	1,278	464	401	283	268	2,695
Transfers to Other Operators	2,973	1,192	378	600	159	5,301
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,378	304	147	303	98	2,230
Rail Agreements	2,215	1,895	1,533	383	337	6,362
Subtotal Operations & Services	75,865	36,554	18,437	16,321	6,228	153,404
<u>Maintenance-of-Way</u>						
MoW - Line Segments	24,352	9,311	3,423	6,388	2,780	46,254
MoW - Extraordinary Maintenance	417	102	68	76	49	712
Subtotal Maintenance-of-Way	24,769	9,413	3,491	6,464	2,829	46,966
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,941	2,531	2,171	1,538	1,451	14,631
Ops Non-Labor Expenses	4,457	1,939	965	1,002	429	8,792
Indirect Administrative Expenses	9,846	3,576	3,088	2,179	2,065	20,755
Ops Professional Services	1,880	683	590	416	394	3,962
Subtotal Admin & Services	23,123	8,729	6,813	5,135	4,339	48,140
<u>Contingency</u>	95	34	30	21	20	200
Total Operating Expenses	123,853	54,730	28,771	27,941	13,416	248,710
Insurance and Legal						
Liability/Property/Auto	6,161	2,834	1,175	1,359	377	11,906
Net Claims / SI	517	238	99	114	32	1,000
Claims Administration	648	298	124	143	40	1,252
Total Net Insurance and Legal	7,326	3,370	1,398	1,616	448	14,158
Total Expense	131,179	58,100	30,168	29,557	13,865	262,869
Member Subsidies						
Total Member Subsidies	\$ 77,988	\$ 30,288	\$ 21,284	\$ 17,156	\$ 10,729	\$ 157,445

Numbers may not foot due to rounding.

**FY2019-20 Proposed Operating Budget
by Line**

ATTACHMENT D

(\$000s)	FY2019-20 PROPOSED BUDGET - LINE ALLOCATION								
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	Total
Operating Revenue									
Farebox Revenue	\$ 19,165	\$ 6,539	\$ 13,141	\$ 8,968	\$ 24,707	\$ 416	\$ 7,862	\$ 6,941	\$ 87,739
Special Trains	33	14	31	11	42	-	57	31	219
Fare Reduction Subsidy	2,025	-	-	-	-	-	-	-	2,025
Subtotal-Pro Forma FareBox	21,223	6,553	13,172	8,979	24,748	416	7,919	6,972	89,983
Dispatching	165	540	369	6	1,029	16	18	31	2,172
Other Revenues	57	36	41	33	46	1	34	10	257
MOW Revenues	3,496	1,535	3,968	299	1,669	187	1,122	733	13,011
Total Operating Revenue	24,942	8,664	17,550	9,317	27,493	619	9,092	7,746	105,423
Operating Expenses									
Operations & Services									
Train Operations	10,456	5,011	10,397	3,070	7,326	959	5,372	6,142	48,733
Equipment Maintenance	8,135	3,799	7,342	2,654	5,247	1,342	4,335	3,784	36,638
Fuel	4,381	1,880	4,583	1,291	3,964	913	2,663	2,055	21,730
Non-Scheduled Rolling Stock Repairs	38	14	34	11	25	5	19	13	160
Operating Facilities Maintenance	411	153	375	123	276	56	212	142	1,749
Other Operating Train Services	313	129	140	116	60	21	88	109	977
Special Trains	72	17	79	11	112	-	189	314	793
Rolling Stock Lease	50	35	37	32	39	-	31	7	230
Security - Sheriff	1,342	330	1,730	265	812	122	674	821	6,095
Security - Guards	372	424	461	382	196	70	289	357	2,552
Supplemental Additional Security	144	49	99	67	186	3	60	52	660
Public Safety Program	61	70	76	63	32	12	48	59	421
Passenger Relations	419	153	295	140	414	18	234	124	1,797
TVM Maintenance/Revenue Collection	1,790	1,355	1,572	931	1,004	410	1,367	1,222	9,652
Marketing	415	140	233	130	445	16	177	212	1,769
Media & External Communications	67	76	83	69	35	13	52	64	459
Utilities/Leases	393	448	487	404	207	74	305	377	2,695
Transfers to Other Operators	1,241	443	1,177	453	1,401	-	174	413	5,301
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	640	289	462	194	392	14	39	201	2,230
Rail Agreements	-	627	-	1,939	1,131	12	1,044	1,609	6,362
Subtotal Operations & Services	30,743	15,749	29,662	12,347	25,397	4,059	17,370	18,077	153,404
Maintenance-of-Way									
MoW - Line Segments	13,393	7,447	9,865	1,246	5,930	653	4,165	3,556	46,254
MoW - Extraordinary Maintenance	162	113	138	77	101	8	82	31	712
Subtotal Maintenance-of-Way	13,555	7,560	10,003	1,323	6,031	660	4,247	3,587	46,966
Administration & Services									
Ops Salaries & Fringe Benefits	2,142	2,423	2,648	2,184	1,138	399	1,656	2,040	14,631
Ops Non-Labor Expenses	1,846	927	1,767	761	1,323	218	1,012	938	8,792
Indirect Administrative Expenses	3,028	3,449	3,748	3,109	1,598	569	2,349	2,904	20,755
Ops Professional Services	578	659	716	594	305	109	449	554	3,962
Subtotal Admin & Services	7,595	7,458	8,880	6,647	4,364	1,295	5,466	6,435	48,140
Contingency	29	33	36	30	15	5	23	28	200
Total Operating Expenses	51,922	30,800	48,581	20,347	35,807	6,020	27,105	28,128	248,710
Insurance and Legal									
Liability/Property/Auto	2,797	1,040	2,555	837	1,881	384	1,444	969	11,906
Net Claims / SI	235	87	215	70	158	32	121	81	1,000
Claims Administration	294	109	269	88	198	40	152	102	1,252
Total Net Insurance and Legal	3,326	1,237	3,038	995	2,237	456	1,717	1,152	14,158
Total Expense	55,248	32,037	51,619	21,343	38,044	6,476	28,822	29,280	262,869
Member Subsidies									
Total Member Subsidies	\$ 30,306	\$ 23,373	\$ 34,068	\$ 12,025	\$ 10,551	\$ 5,858	\$ 19,730	\$ 21,533	\$ 157,445

Numbers may not foot due to rounding.

**History of actual and budgeted Operating Subsidy
with variances, and analysis of FY20 vs FY19**

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY19 ADOPTED BUDGET	\$150,549,696	\$75,119,648	\$29,403,103	\$19,659,705	\$16,111,081	\$10,256,160
FY20 PROPOSED BUDGET	\$157,445,412	\$77,988,159	\$30,287,870	\$21,284,172	\$17,156,036	\$10,729,175

YEAR OVER YEAR CHANGE	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY20 vs FY19						
\$ Increase	\$6,895,716	\$2,868,511	\$884,767	\$1,624,468	\$1,044,955	\$473,015
% Increase	4.6%	3.8%	3.0%	8.3%	6.5%	4.6%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.



METROLINK.

FY2019-20 REHABILITATION CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514001	Systemwide	Signage	91-LA- RR CMS & PA System	17,418	-	-	-	-	17,418
514002	Olive	Track	Tie & Track RR	-	68,204	-	-	-	68,204
514003	Orange	Communications	Communication & Equipment	-	-	-	8,472	-	8,472
514004	Orange	Safety	Fencing at San Clemente	-	6,351	-	-	-	6,351
514005	Orange	Signal	Signal & Grade Crossing Rehabilitation	-	650	-	-	-	650
514006	Orange	Structures	Design Santiago Creek	-	3,254	-	-	-	3,254
514007	Orange	Track	Wood Crossties	-	17,752	-	-	-	17,752
514008	Orange	Track	Track & Curve	-	1,491	-	-	2,974	4,466
514009	Orange	Signage	CIS/Signage	-	-	-	24,616	-	24,616
514010	Orange & Olive	Signal	Signal & Gate Detector	-	51,107	-	-	-	51,107
514011	Orange	Structures	ROW Grade, Ditching, Fencing	-	711	-	-	-	711
514012	Pasadena	Track	Timber Crossties	2,681	-	-	-	-	2,681
514013	San Gabriel	Communications	Communication & Equipment	6,579	-	-	4,386	-	10,965
514014	San Gabriel	Structures	Fencing at Fontana, ROW Grading	13,480	-	-	8,986	-	22,466
514015	San Gabriel	Signage	CMS and PA System	9,549	-	-	6,004	-	15,553
514016	San Gabriel	Signal	Detector, Crossing Gates	13,064	-	-	8,709	-	21,773
514017	San Gabriel	Track	Wood Crossties	-	-	-	45,863	68,820	114,683
514018	Valley	Communications	Communication & Equipment	-	-	-	-	11,840	11,840
514024	Valley	Track	Rail and Curves	4,730	-	-	-	-	4,730
514027	Ventura - LA County	Signal	EC4-EC5, Crossing	4,244	-	-	-	-	4,244
514028	Ventura - LA County	Structures	ROW Grading, ETC	562	-	-	-	-	562
514029	Ventura - LA County	Track	Rails & Joints	88	-	-	-	-	88
514030	Ventura - LA County	Track	Curve 130	3,905	-	-	-	-	3,905
514032	Ventura - VC County	Signal	Light Fixtures	2,062	-	-	-	-	2,062
514034	Ventura - VC County	Signal	Signals, Gates	7,906	-	-	-	13,315	21,222
514035	Ventura - VC County	Structures	Culvert, Bridges	2,556	-	-	-	-	2,556
514036	Ventura - VC County	Track	Crossing, MP 436.1	47,629	-	-	-	-	47,629
514037	River	Communications	Communication Upgrade	14,890	5,396	3,015	3,920	-	27,221
514038	River	Structures	Fencing, ROW Grading	46,993	19,589	10,981	14,246	-	91,809
514039	River	Signal	Signal/Gates/CP First RR	11,948	4,980	2,792	3,622	-	23,342
514040	Systemwide	Communications	Facility MOC, TCOSF	1,050	380	213	277	-	1,920
514041	Systemwide	Communications	Communication, Train Control	708	244	137	178	-	1,267
514042	Systemwide	Facilities	Tables, Wheel TM	20,189	7,308	4,097	5,315	-	36,909
514043	Systemwide	Rolling Stock	Fuel Tanker Truck	2,243	708	397	514	-	3,861

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
514044	Systemwide	Facilities	EMF Fuel System	16,178	1,743	982	1,269	-	20,173
514045	Systemwide	Facilities	Storage Racks, Cont.	2,062	747	418	543	-	3,770
514046	Systemwide	IT	Online, Onboard Ticket Sales	19,621	15,628	10,266	11,260	-	56,775
514047	Systemwide	IT	Data Warehouse	23,929	9,975	5,592	7,254	-	46,750
514048	Systemwide	Facilities	TAM Plan, FTA MAP21	1,274	-	-	-	-	1,274
514049	Systemwide	IT	Ticket Sales Solution	1,537	574	321	16,190	32	18,654
514055	Systemwide	Signal	Signals, Grade Crossing	2,801	1,168	655	849	-	5,473
514056	Systemwide	Track	CMF West, Track, Crossing	1,569	654	367	476	-	3,066
514057	Systemwide	Track	Track Meas/Test/Rail Grind	54,296	22,633	12,688	16,460	-	106,077
514058	Systemwide	Vehicle	3 Tire Vehicle Replacement	3,132	-	-	-	-	3,132
514059	Systemwide	Vehicle	3 Vehicle, Buy 18 Vehicle	1,841	863	486	616	-	3,806
514060	Orange	Track	Transition Rails, Joints	-	5,239	-	-	-	5,239
514061	San Gabriel	Track	Transition Rails, Joints	-	-	-	17,099	26,338	43,436
514062	River	Track	Rails, Joints	16,541	6,896	3,107	5,015	-	31,559
514063	Valley	Security	Fencing Lancaster Station	63,604	-	-	-	-	63,604
514065	Systemwide	Track	Track Measurement	10,250	3,710	2,080	2,698	-	18,739
514066	Ventura - LA County	Track	Tunnel 26 Drainage	967	-	-	-	2,362	3,329
515100	Olive	Track	Culvert & Bridge	-	167,553	-	-	-	167,553
515101	Olive	Track	Ground Penetrating Radar	-	178	-	-	-	178
515102	Orange & Olive	Communications	Communication System	-	14,152	-	-	-	14,152
515104	Orange	Structures	ROW Maintenance	-	11,178	-	-	-	11,178
515105	Orange	Structures	Culvert & Bridge	-	1,538,392	-	-	-	1,538,392
515107	Orange	Track	Ground Penetrating Radar	-	-	-	13,509	-	13,509
515108	Orange	Track	Tie	-	57,281	-	-	-	57,281
515109	Pasadena	Signal	Signal Rehabilitation	6,829	-	-	-	-	6,829
515112	Orange	Structures	Grade Crossing	44,797	-	-	-	-	44,797
515113	Riverside	Facilities	Layover Improvements	-	-	418,907	-	-	418,907
515114	San Gabriel	Communications	Communication System	7,397	-	-	4,931	-	12,328
515115	San Gabriel	Signal	Signal Rehabilitation	14,554	-	-	2,103	-	16,656
515116	San Gabriel	Structures	ROW Maintenance	2,756	-	-	1,837	-	4,593
515117	San Gabriel	Track	Ground Penetrating Radar	5,773	-	-	3,848	-	9,621
515118	San Gabriel	Track	Track Rehabilitation	45,124	-	-	30,083	-	75,207
515124	Valley	Structures	ROW Maintenance	102	-	-	-	-	102
515126	Valley	Track	Ground Penetrating Radar	2,854	-	-	-	-	2,854
515127	Ventura - LA County	Communications	Communication System	42,186	-	-	-	-	42,186
515132	Ventura - LA County	Track	Ground Penetrating Radar	62	-	-	-	-	62
515133	Ventura - VC County	Communications	Communication System	10,295	-	-	-	863	11,158
515134	Ventura - VC County	Signal	Cable Replacement	-	-	-	-	5,625	5,625
515137	Ventura - VC County	Track	Sequoia AV Crossing	-	-	-	-	20,255	20,255
515138	River	Communications	Communication Rehabilitation	1,342	559	314	407	203	2,825

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
515139	River	Signal	Cable Replacement	1,250	521	292	379	189	2,631
515141	River	StructuresB86:C100	ROW Maintenance	25,084	8,475	-	6,164	3,082	42,805
515142	River	Track	Ground Penetrating Radar	2,211	2,734	1,439	1,699	4,881	12,965
515143	River	Track	Rail Replacement	2,584	1,077	-	1,387	392	5,441
515145	Systemwide	Facilities	Upgrade CMF Sanding System	2,047	853	478	621	310	4,310
515147	Systemwide	Rolling Stock	PH/PHI Loco Overhaul	431	431	237	308	737	2,144
515148	Systemwide	Rolling Stock	Rail Car Battery	29,696	7,332	-	-	-	37,028
515151	Systemwide	Rolling Stock	Overhaul of Gen 1 Railcars	6,194	65,120	69,420	111,990	45,020	297,744
515152	Systemwide	Communications	PTC Comm & Signal Rehab	-	15,214	8,529	11,065	42,030	76,838
515154	Systemwide	Track	Track Measurement & Test	-	3,672	2,059	2,671	10,145	18,546
515155	Systemwide	Track	Rail Grinding	3,011	1,255	704	913	456	6,338
515159	Valley	Track	Tunnel 25 Drainage	15	-	-	-	2,207	2,222
515412	San Gabriel	Track	Purchase Rail 4 Installation in SBC	-	-	-	46,492	-	46,492
515510	Orange & Olive	Track	Rail Resurface	-	960	-	-	-	960
516069	Systemwide	Facilities	Replace NOX2 Monitoring System	-	-	-	3,985	3,072	7,058
516130	Ventura - VC County	Signal	Elecllogic+Crossing Rehab	-	-	-	-	14,270	14,270
516410	San Gabriel	Track	Track Rehabilitation	-	-	-	78,007	-	78,007
516510	Olive	Track	Rail Grinding	-	1,575	-	-	-	1,575
516511	Olive	Track	Track Panel Replacement	-	12,560	-	-	-	12,560
516610	Orange	Track	Rail Grinding	-	2,082	-	-	-	2,082
516612	Orange	Track	Track Panel Replacement	-	31,799	-	-	-	31,799
516621	Orange	Structures	San Juan Creek Bridge	-	1,200,000	-	-	-	1,200,000
516640	Orange	Communications	Signal & Grade Rehabilitation	-	26,167	-	-	-	26,167
516819	Redlands	Track	Track Rehabilitation	-	-	-	75,569	-	75,569
516820	Riverside	Facilities	Downtown Riverside Layover Improvements	-	-	35,495	-	-	35,495
516930	Perris Valley	Signal	Signal Engineering	-	-	60,417	-	-	60,417
516931	Perris Valley	Signal	Signal Replacement Parts & Grade Crossing	-	-	90,099	-	-	90,099
516940	Perris Valley	Communications	Communication Systems	-	-	4,648	-	-	4,648
517030	Systemwide	Facilities	Replacement Signal Shelter Locks	28,886	12,041	6,750	8,757	4,379	60,813
517040	Systemwide	Communications	Communication & PTC Upgrade	133,146	55,501	31,114	40,364	20,182	280,308
517050	Systemwide	Rolling Stock	Bombardier HVAC Overhaul	340,257	141,833	79,513	103,151	51,576	716,330
517051	Systemwide	Facilities	CMF Elevator Rehabilitation	32,284	13,457	7,545	9,786	4,893	67,965
517052	Systemwide	Facilities	Locomotive Wash Rack Drainage	748,819	312,139	174,988	149,488	74,744	1,460,178
517053	SB Shortway	Facilities	New LTG & Forklift	179,235	74,713	41,884	54,337	-	350,168
517054	Systemwide	Facilities	Rehabilitation Canopies 2-4 LAUS	452,255	188,792	105,839	137,303	68,651	952,840
517055	Systemwide	Facilities	Rehabilitation Canopy 5 LAUS	381,075	158,848	89,051	115,526	57,763	802,263
517110	Ventura - VC County	Track	Replacement Rail Curve 437.76	-	-	-	-	111,463	111,463
517122	Ventura - VC County	Structures	Replacement Culvert MP 436	-	-	-	-	39,044	39,044
517130	Ventura - VC County	Signal	Replacement Signal Battery & Cables	-	-	-	-	294,145	294,145
517140	Ventura - VC County	Communications	Communication Signage Rehabilitation	-	-	-	-	138,277	138,277

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
517310	Valley	Track	Replacement Rail & Ties	59,565	-	-	-	-	59,565
517330	Valley	Signal	Rehabilitation Signal Cont Units	2,360	-	-	-	-	2,360
517410	San Gabriel	Track	Tie Panel Replacement	85,144	-	-	56,702	-	141,846
517420	San Gabriel	Structures	Culvert Rehabilitation	133,605	-	-	89,070	-	222,675
517431	San Gabriel	Signal	Signal Rehabilitation	14,891	-	-	9,927	-	24,818
517440	San Gabriel	Communications	Communication Rehabilitation	7,890	-	-	5,260	-	13,150
517610	Orange	Track	Replacement Rail MP 201-207	-	187,482	-	-	-	187,482
517620	Orange	Structures	Replacement 36" Pipe 201.4	-	411,929	-	-	-	411,929
517640	Orange & Olive	Communications	Rehabilitation Signage	-	21,687	-	-	-	21,687
517710	River Sub - East Bank	Track	Replacement Rail and Ties	106,552	26,240	24,900	32,302	16,151	206,144
517711	River	Track	Replacement Turnouts	49,648	20,695	11,602	15,051	7,526	104,522
517712	River Sub - East Bank	Track	Rail & Tie - EB Zone 2	194,514	81,083	45,459	58,942	29,490	409,488
517713	River Sub - East Bank	Track	Tie & Rail - EB Zone 3	27,966	11,656	6,536	8,477	4,240	58,875
517731	River Sub - East Bank	Signal	Signal Controls Rehabilitation - EB	38,419	16,014	8,978	11,647	5,824	80,883
517740	River Sub - East Bank	Communications	Communication Rehabilitation - EB	3,908	1,629	909	1,183	594	8,223
517940	PVL	Communications	Communication & PTC Rehabilitation	-	-	58,821	-	-	58,821
518050	Systemwide	Rolling Stock	Bombardier (Sentinel) Overhaul	6,734,259	2,807,122	1,573,690	1,958,734	979,368	14,053,174
518110	Ventura - VC County	Track	Replacement Tie+Ballast	-	-	-	-	1,448,098	1,448,098
518140	Ventura - VC County	Communications	Wayside Communication System Replacement	-	-	-	-	25,441	25,441
518620	Orange	Structures	Culvert Replacement - San Clemente	-	966,585	-	-	-	966,585
518630	Orange	Track	Grade Crossing Rehabilitation	-	295,291	-	-	-	295,291
518640	Orange & Olive	Communications	Wayside Communication System Replacement	-	108,337	-	-	-	108,337
518940	PVL	Communications	Wayside Communication System Replacement	-	-	29,955	-	-	29,955
519010	Systemwide	Track	Rail Grinding	1,028,584	195,354	201,868	261,883	130,941	1,818,630
519011	Systemwide	Track	Track Asset Condition Assessments	340,884	142,095	79,659	103,342	51,671	717,651
519012	Systemwide	Track	SOGR Prioritization	499,703	-	82,418	106,920	53,460	742,500
519020	River	Structures	Arroyo Seco Bridge Design	587,813	245,025	137,363	178,200	89,100	1,237,500
519031	Systemwide	Signal	Back Office Hardware & Software Replacement	752,885	-	124,176	161,093	80,546	1,118,700
519032	Systemwide	Signal	Back Office Systems Upgrades & Testing	398,096	-	65,659	85,180	42,590	591,525
519033	Shortway	Signal	Grade Crossing Rehabilitation	551,385	229,840	128,859	167,155	-	1,077,239
519034	Shortway	Facilities	EMF Improvement	450,606	187,831	105,307	136,604	-	880,348
519040	Systemwide	Communications	PTC Software Updates	732,897	-	120,879	156,816	78,408	1,089,000
519041	Systemwide	Facilities	PTC Lab Systems Support & Testing	1,029,828	166,127	197,253	255,895	127,948	1,777,050
519050	Systemwide	Rolling Stock	Bombardier Midlife Overhaul	12,743,081	748,886	2,225,273	2,886,840	1,443,420	20,047,500
519051	Systemwide	Rolling Stock	Locomotive & Cab Car Camera & DVR Replc	517,216	215,597	120,865	156,798	78,399	1,088,876
519052	Systemwide	Rolling Stock	Overhaul ROTEM Side Door Motors	271,569	113,202	63,461	82,328	41,164	571,725
519053	Systemwide	Rolling Stock	HAVC Overhaul - 40 ROTEM Cars	522,965	217,994	122,209	158,541	79,270	1,100,979
519054	Systemwide	Rolling Stock	Rubber Window Gaskets Replc - 50 ROTEM	312,951	130,451	73,132	94,874	47,437	658,845
519055	Systemwide	Rolling Stock	Push Back Coupler Overhaul - ROTEM	1,639,762	683,522	383,186	497,107	248,553	3,452,130
519060	Systemwide	Facilities	CMF Car Shop Jacks	449,285	109,622	92,182	119,588	59,794	830,471

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519061	Systemwide	Facilities	CMF Public Address System	79,753	-	13,154	17,064	8,532	118,503
519062	Systemwide	Facilities	Renovate Restrooms CMF & MOC	428,304	178,535	100,088	129,844	64,922	901,692
519063	Systemwide	Vehicle	MOW Vehicle Replacement	1,083,829	128,759	199,996	259,455	129,727	1,801,765
519064	Systemwide	Facilities	Station Envelope Repairs/Replacement	269,973	129,611	53,995	86,427	53,995	594,000
519070	Systemwide	IT	Switch Equipment Replacement	117,421	48,946	27,440	35,597	17,799	247,203
519090	Systemwide	Track	Enterprise Asset Management Migration	553,484	230,716	129,341	167,793	83,897	1,165,230
519091	Systemwide	IT	TVM Components	94,050	39,204	21,978	28,512	14,256	198,000
519092	Systemwide	IT	Condition Based Maintenance Test Equipment	50,720	-	8,366	10,852	5,426	75,364
519093	Systemwide	IT	Maximo Asset Management System Upgrade	661,456	-	109,096	141,530	70,765	982,847
519120	Ventura - VC County	Structures	Arroyo Simi 1st Crossing Scour Protection	-	-	-	-	1,504,755	1,504,755
519130	Ventura - VC County	Structures	Grade Crossing & Tunnel 26 Electrical Rplc	-	-	-	-	1,008,137	1,008,137
519140	Ventura - VC County	Structures	Wayside Communication System Replacement	-	-	-	-	86,624	86,624
519160	Ventura - VC County	Structures	Replace Moorpark Trailer (Crew Base)	-	-	-	-	1,527,187	1,527,187
519210	Ventura - LA County	Track	Track Rehabilitation	1,539,501	-	-	-	-	1,539,501
519211	Ventura - LA County	Track	Station Pedestrian Crossing	248,292	-	-	-	-	248,292
519220	Ventura - LA County	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519230	Ventura - LA County	Signal	Tunnel 26 Electrical Service Replacement	355,123	-	-	-	-	355,123
519240	Ventura - LA County	Communications	Wayside Communication System Replacement	49,500	-	-	-	-	49,500
519310	Valley	Track	Tunnel 25 Track Rehab	742,138	-	-	-	-	742,138
519320	Valley	Track	ROW Grading/Ditching	221,612	-	-	-	-	221,612
519330	Valley	Signal	Signal Rehabilitation	695,435	-	-	-	-	695,435
519340	Valley	Communications	Wayside Communication System Replacement	99,000	-	-	-	-	99,000
519410	San Gabriel	Track	Track Rehabilitation	2,565,189	-	-	1,710,126	-	4,275,315
519411	San Gabriel	Track	Replace Turnouts	1,391,089	-	-	927,392	-	2,318,481
519420	San Gabriel	Structures	Bridge Replacement	459,756	-	-	306,504	-	766,260
519430	San Gabriel	Signal	Signal Rehabilitation	2,225,350	-	-	1,483,566	-	3,708,916
519440	San Gabriel	Communications	Wayside Communication Replacement Parts	193,050	-	-	128,700	-	321,750
519510	Orange & Olive	Track	Track Rehabilitation	-	5,168,790	-	-	-	5,168,790
519520	Orange & Olive	Track	ROW Grading/Ditching	-	207,653	-	-	-	207,653
519620	Orange	Structures	San Juan Creek Bridge Replacement	-	17,402,153	-	-	-	17,402,153
519621	Orange	Structures	Bridge Replacement Design MP200.2	-	989,901	-	-	-	989,901
519630	Orange	Signal	Signal Rehabilitation	-	1,497,132	-	-	-	1,497,132
519640	Orange	Communications	Communication Rehabilitation	-	346,356	-	-	-	346,356
519710	River	Track	LAUS Rehabilitation	1,253,920	-	206,813	268,298	134,149	1,863,180
519711	River	Track	Track Rehabilitation	1,330,337	554,541	310,879	403,302	201,651	2,800,710
519712	River	Track	LAUS Track & Signal Rehabilitation	2,363,006	985,001	552,197	716,364	358,182	4,974,750
519730	River	Signal	Signal Rehabilitation	1,589,612	111,222	280,524	363,923	181,961	2,527,242
519731	River Sub - East Bank	Signal	Signal Rehabilitation - River EB Zone 2	73,586	30,674	17,196	22,308	11,154	154,918
519732	River Sub - West Bank	Signal	Signal Rehabilitation - River WB Phase 1	1,557,563	371,528	318,171	412,763	206,381	2,866,406
519733	River Sub - East Bank	Signal	Replace AC Meter - River EB Zone 1	2,715	1,132	634	823	411	5,715

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
519740	River Sub - West Bank	Communications	Communication Rehabilitation - River WB	118,801	21,748	23,181	30,073	15,037	208,841
519741	River Sub - East Bank	Communications	Communication Rehabilitation - River EB	9,367	3,905	2,189	2,840	1,420	19,720
519760	Systemwide	Facilities	LAUS West Portal Ticket Booth Expansion	284,501	118,592	66,483	86,249	43,124	598,950
519910	Perris Valley	Track	Track Rehabilitation	-	-	3,220,623	-	-	3,220,623
519911	Perris Valley	Structures	Box Springs Area Drainage Assessment	-	-	197,374	-	-	197,374
519940	Perris Valley	Communications	Communication Rehabilitation	-	-	123,748	-	-	123,748
591702	Ventura - LA County	Track	ROW Grading/Ditching	-	-	-	-	8,337	8,337
591704	Ventura - LA County	Signal	Signal Rehabilitation	-	-	-	-	719	719
591705	Systemwide	Facilities	CMF & EMF Material Hand Equipment	40,619	16,931	9,492	12,314	6,156	85,512
591706	Systemwide	Vehicle	Field Support Vehicle	179,340	74,756	41,909	54,368	27,184	377,557
591707	Systemwide	Communications	Replacement Switch Equipment	5,187	2,162	1,212	1,573	787	10,921
591708	River	Track	ROW Grading	21,675	9,035	5,065	6,571	3,285	45,631
591709	Systemwide	Rolling Stock	Sentinel LED Light Replacement	87,367	36,418	20,416	26,486	13,243	183,931
591710	Ventura - VC County	Facilities	Moorpark Layover Hrdngd	-	-	-	-	174,113	174,113
591711	Ventura - VC County	Track	Moorpark Pedestrian Crossing Pnls	-	-	-	-	38,798	38,798
591712	San Gabriel	Track	Sierra Avenue Grace Crossing	19,074	-	-	9,187	-	28,261
591713	San Gabriel	Track	Juniper Avenue Grade Crossing	33,760	-	-	16,441	-	50,201
591714	Orange	Communications	Laguna Niguel Station CIS	-	26,892	-	-	-	26,892
591801	Orange	Facilities	Marine Sec Improvements	-	22,898	-	-	-	22,898
591804	Ventura - VC County	Facilities	Safety Improvements	-	-	-	-	243,912	243,912
591805	San Gabriel	Communications	Conduit Discovery	-	-	-	8,485	-	8,485
591901	Valley	Track	Tunnel 25 Urgent Rehabilitation	62,454	-	-	-	-	62,454
591902	Orange	Track	Slope Stabilization	-	1,682,933	-	-	-	1,682,933
592110	Ventura - VC County	Track	Track State of Good Repair	-	-	-	-	92,324	92,324
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	227,141	227,141
592112	Ventura - VC County	Track	Katherine Road Crossing	-	-	-	-	309,783	309,783
592120	Ventura - VC County	Structures	Bridge and Culvert Rehab	-	-	-	-	1,103,547	1,103,547
592210	Ventura - LA County	Track	Tie & Turnout Replacement	396,583	-	-	-	-	396,583
592220	Ventura - LA County	Structures	Bridge MP 458.71	1,477,300	-	-	-	-	1,477,300
592221	Systemwide	Structures	SOGR Bridge Design	634	-	-	-	-	634
592320	Valley	Structures	Bridge MP 50.64	614,170	-	-	-	-	614,170
592321	Valley	Structures	Bridge MP 50.51	628,651	-	-	-	-	628,651
592322	Valley	Structures	Bridge MP 50.77	632,654	-	-	-	-	632,654
592323	Valley	Structures	Bridge MP 47.45	370,098	-	-	-	-	370,098
592324	Valley	Structures	Bridge MP 50.46	632,284	-	-	-	-	632,284
592326	Valley	Structures	Culvert MP 53.84	35,883	-	-	-	-	35,883
592327	Valley	Structures	Culvert MP 54.13	19,710	-	-	-	-	19,710
592328	Valley	Structures	Culvert MP 66.78	256,779	-	-	-	-	256,779
592420	San Gabriel	Structures	Replacement Bridge MP 40.12 SOGR	681,974	-	-	454,650	-	1,136,624
592711	River	Track	Replacement CP Taylor Turnouts	80,038	33,363	18,704	24,264	12,132	168,502

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
592712	River Sub - East Bank	Track	Rail & Tie - East Bank Zone 1	46,124	19,226	10,768	13,990	6,995	97,103
592713	River Sub - East Bank	Track	Turnouts SOGR - EB Zone 2	32,843	13,694	7,679	9,954	4,987	69,157
593220	Ventura - LA County	Structures	Bridge 452.1	697,752	-	-	-	-	697,752
593310	Valley	Track	LANG,ACTN TO,Ties	1,138,159	-	-	-	-	1,138,159
593320	Valley	Structures	Bridge SOGR Phase 2	5,941,161	-	-	-	-	5,941,161
593321	Valley	Structures	Culverts SOGR Phase 2	130,202	-	-	-	-	130,202
593410	San Gabriel	Track	Lark Ellen Crossing	198,768	-	-	132,511	-	331,280
TOTAL				70,685,151	43,232,103	13,471,624	17,599,076	14,316,904	159,304,859



METROLINK

FY2019-20 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL CARRYOVER
414002	Valley	Track	Vinct/Acton 2nd Platform-Const	191,244	-	-	-	-	191,244
417005	San Gabriel	Track	Sierra Avenue Grade Crossing Improvement	-	-	-	89,036	-	89,036
417006	San Gabriel	Track	Juniper Avenue Grade Crossing Improvement	-	-	-	83,694	-	83,694
417007	Orange	Signal	CP 4th Street, Santa Ana	-	986,262	-	-	-	986,262
418002	Orange	Facilities	OCMF Project Study Report	-	59,511	-	-	-	59,511
418003	Orange	Signal	San Juan Capistrano Siding	-	3,788,651	-	-	-	3,788,651
418004	San Gabriel	Communication	Redlands Pass Rail PTC	-	-	-	5,117,707	-	5,117,707
418005	River	Track	CMF N END Connect Des	759,069	316,412	177,382	230,118	-	1,482,981
419001	Orange	Facilities	Irvine Maintenance Facility Phase I	-	198,000	-	-	-	198,000
419002	Perris Valley	Communication	Santiago Peak Microwaves	-	-	198,000	-	-	198,000
419003	Riverside	Structures	Riverside Layover Facility	-	-	167,706	-	-	167,706
491901	San Bernardino	Communication	LCD Signs	-	-	-	22,938	-	22,938
618001	Systemwide	IT	Ticket Vending Machine Replacement	9,839,485	1,859,158	3,619,066	2,979,891	4,751,913	23,049,514
TBD	Systemwide	Business Systems	Project Studies	60,300	218,450	122,400	158,950	7,900	568,000
TOTAL				10,850,098	7,426,444	4,284,555	8,682,335	4,759,813	36,003,245



REHABILITATION PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

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ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					TOTAL FUNDED REQUEST
											METRO	OCTA	RCTC	SBCTA	VCTC	
1	BUSHMANM	1899	Rehab	Valley	3.67 - 76.63	Worn	High	Track	Valley Subdivision Track Rehabilitation	10,820,000	9,674,706	-	-	-	-	9,674,706
2	BUSHMANM	1900	Rehab	San Gabriel	1.08 - 33.68	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	7,280,000	4,368,000	-	-	2,912,000	-	7,280,000
3	BUSHMANM	1901	Rehab	Ventura - LA County	441.24 - 462.39	Worn	High	Track	Ventura Subdivision (LA) Track Rehabilitation	3,910,000	2,296,800	-	-	-	-	2,296,800
4	BUSHMANM	1902	Rehab	Orange	165.08 - 212.30	Worn	High	Track	Orange/Olive Subdivision Track Rehabilitation	7,230,000	-	7,230,000	-	-	-	7,230,000
5	BUSHMANM	1906	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Track	Ventura Subdivision (VC) Track Rehabilitation	1,870,000	-	-	-	-	1,870,000	1,870,000
6	LABRECHP	1920	Rehab	Ventura - LA County	444.4 - 462.16	Worn	High	Signals	Signal System Rehabilitation - LA County	2,931,960	-	-	-	-	-	-
7	LABRECHP	1921	Rehab	Ventura - VC County	426.4 - 442.62	Worn	High	Signals	Signal System Rehabilitation - Ventura County	1,755,870	-	-	-	-	1,755,870	1,755,870
8	LABRECHP	1922	Rehab	Ventura - LA County	445.17 - 461.46	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA County	2,248,260	-	-	-	-	-	-
9	LABRECHP	1923	Rehab	Ventura - VC County	426.97 - 444.67	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Ventura County	2,022,480	-	-	-	-	2,022,480	2,022,480
10	HARRINGTONG	1928	Rehab	All	N/A	Marginal	Low	Rolling Stock	Overhaul Rotem Car Side Door Mechanisms & Components	621,460	295,194	123,049	68,982	89,490	44,745	621,460
11	HARRINGTONG	1929	Rehab	All	N/A	Marginal	Low	Rolling Stock	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	1,301,110	618,027	257,620	144,423	187,360	93,680	1,301,110
12	STEWARTM	1930	Rehab	All	N/A	Worn	High	Rolling Stock	Gen 1 HVAC Overhaul (Additional 40 Cars)	928,000	440,800	183,744	103,008	133,632	66,816	928,000
13	LABRECHP	1931	Rehab	Valley	4.8 - 76.62	Worn	High	Signals	Signal System Rehabilitation - Valley Subdivision	3,980,400	1,609,745	-	-	-	-	1,609,745
14	LABRECHP	1932	Rehab	Valley	5.81 - 76.05	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - Valley Subdivision	2,171,030	695,984	-	-	-	-	695,984

ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					TOTAL FUNDED REQUEST
											METRO	OCTA	RCTC	SBCTA	VCTC	
15	LABRECHEP	1934	Rehab	San Gabriel	1.90 - 57.6	Worn	High	Signals	Signal System Rehabilitation - San Gabriel Subdivision LA/SB County	1,411,330	846,798	-	-	564,532	-	1,411,330
16	LABRECHEP	1935	Rehab	San Gabriel	12.70 - 55.24	Worn	High	Signals	Grade Crossing Warning System Rehabilitation - LA/SB County	4,548,035	2,728,821	-	-	1,819,214	-	4,548,035
17	LIBRINGD	1943	Rehab	Orange	165.08 - 212.30	Worn	High	Structures	Orange County - Structures Rehabilitation	2,380,000	-	2,380,000	-	-	-	2,380,000
18	CONLEYD	1944	Rehab	San Gabriel	1.08 - 57.66	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel	343,200	205,920	-	-	137,280	-	343,200
19	CONLEYD	1945	Rehab	Orange	165.08 - 212.30	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Orange	601,700	-	601,700	-	-	-	601,700
20	CONLEYD	1946	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	347,600	347,600	-	-	-	-	347,600
21	LIBRINGD	1947	Rehab	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	Ventura County - Structures Rehabilitation	2,500,000	-	-	-	-	2,500,000	2,500,000
22	LIBRINGD	1948	Rehab	San Gabriel	1.08 - 56.52	Worn	High	Structures	San Gabriel Subdivision - Structures Rehabilitation	2,313,000	1,387,800	-	-	925,200	-	2,313,000
23	CONLEYD	1949	Rehab	Ventura - VC County	404.5 - 442.0	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura	189,475	-	-	-	-	189,475	189,475
24	LIBRINGD	1950	Rehab	Ventura - LA County	441.24 - 462.39	Worn	High	Structures	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	2,854,000	-	-	-	-	-	-
25	LIBRINGD	1951	Rehab	Valley	3.67 - 76.63	Worn	High	Structures	Valley Subdivision - Los Angeles County - Structures Rehabilitation	6,406,750	-	-	-	-	-	-
26	CONLEYD	1952	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	380,600	380,600	-	-	-	-	380,600
27	CONLEYD	1954	Rehab	San Jacinto (PVL)	65.0 - 85.40	Good	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation PVL	314,600	-	-	314,600	-	-	314,600
28	CONLEYD	1956	Rehab	River	0.0 - 485.20, 143.83	Marginal	High	Communications	ATCS/PTC/CIS/Backhaul Rehabilitation River	248,600	118,085	49,223	27,595	35,798	17,899	248,600
29	POGHOSYANE	1957	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW Vehicle Replacement	2,640,220	1,254,105	522,764	293,064	380,192	190,096	2,640,220
30	POGHOSYANE	1958	Rehab	All	N/A	Worn	Low	Facilities	Facilities Rehabilitation	3,095,000	1,470,125	612,810	343,545	445,680	222,840	3,095,000

ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					TOTAL FUNDED REQUEST	
											METRO	OCTA	RCTC	SBCTA	VCTC		
31	POGHOSYANE	1959	Rehab	All	N/A	Worn	Low	Non-Revenue Fleet	MOW Total Loss Vehicle Replacement	508,000	241,300	100,584	56,388	73,152	36,576	508,000	
32	AZEVEDOA	1979	Rehab	All	N/A	Worn	High	Track	Rail Grinding FY20	979,000	465,025	193,842	108,669	140,976	70,488	979,000	
33	AZEVEDOA	1981	Rehab	All	N/A	Worn	High	Track	Systemwide Lubrication Study & Implementation	1,144,000	543,400	226,512	126,984	164,736	82,368	1,144,000	
34	HOLMANS	2004	Rehab	Valley	N/A	Worn	Low	Signals	Pedestrian Gates at Stations	1,500,015	1,500,015	-	-	-	-	1,500,015	
35	HOLMANS	2019	Rehab	All	N/A	Worn	Low	Non-Revenue Fleet	Overhaul Current Specialized MOW Equipment; Phase 1	1,000,020	475,010	198,004	111,002	144,003	72,001	1,000,020	
											84,775,715	31,963,859	12,679,851	1,698,261	8,153,245	9,235,335	63,730,550



NEW CAPITAL PROJECT PROPOSALS FOR FY2020 BUDGET - 04/18/19

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ROW #	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	TOTAL ORIGINAL REQUEST	FUNDED REQUEST					TOTAL FUNDED REQUEST	
											METRO	OCTA	RCTC	SBCTA	VCTC		
1	LABRECHEP	1942	Capital	All	ALL	N/A	N/A	Signals	Purchase & Set-Up Trailerized Back-Up Generator Set	105,930	50,317	20,974	11,758	15,254	7,627	105,930	
2	HOLMANS	2001	Capital	All	N/A	Marginal	Low	Facilities	Specialized Maintenance Equipment, Phase 1	1,100,030	522,514	217,806	122,103	158,404	79,202	1,100,030	
3	HOLMANS	2082	Capital	San Jacinto (PVL)	N/A	N/A	N/A	Signals	Riverside Yard Switch	434,000	150,750	-	212,508	70,742	-	434,000	
4	HARRINGTONG	2080	Capital	All	N/A	Adequate	Low	Rolling Stock	MP36 Locomotive Overhaul & Tier IV Conversion	650,000	308,750	128,700	72,150	93,600	46,800	650,000	
5	HOLMANS	2081	Capital	All	N/A	N/A	N/A	Facilities	CMF and EMF modernization	750,000	356,250	148,500	83,250	108,000	54,000	750,000	
											3,039,960	1,388,581	515,980	501,770	446,000	187,629	3,039,960

**FY2020-21 Forecast - Operating Budget
by Member Agency**

ATTACHMENT J

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 43,955	\$ 24,935	\$ 8,321	\$ 10,119	\$ 2,428	\$ 89,757
Special Event Trains	99	55	46	19	5	224
Fare Reduction Subsidy	756	-	-	534	-	1,290
Subtotal-Pro Forma FareBox	44,810	24,989	8,367	10,672	2,433	91,270
Dispatching	1,156	739	8	66	270	2,237
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,927	2,692	690	1,600	493	13,401
Total Operating Revenue	54,015	28,474	9,092	12,373	3,212	107,166
Operating Expenses						
Operations & Services						
Train Operations	26,530	11,269	5,503	5,334	1,803	50,439
Equipment Maintenance	18,566	8,704	4,486	4,382	1,598	37,737
Fuel	11,259	6,191	2,394	2,288	648	22,780
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	932	429	178	206	57	1,802
Other Operating Train Services	501	138	119	169	80	1,007
Special Trains	312	233	230	38	5	817
Rolling Stock Lease	109	46	26	33	17	230
Security - Sheriff	3,310	1,254	971	650	124	6,309
Security - Guards	1,247	453	391	276	262	2,628
Supplemental Additional Security	332	184	61	81	18	676
Public Safety Program	206	75	65	46	43	434
Passenger Relations	883	516	174	216	61	1,851
TVM Maintenance/Revenue Collection	3,645	1,854	1,406	1,087	512	8,503
Marketing	850	493	199	203	78	1,822
Media & External Communications	228	83	72	51	48	481
Utilities/Leases	1,304	474	409	289	273	2,748
Transfers to Other Operators	3,062	1,228	389	618	164	5,460
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,433	316	153	315	102	2,319
Rail Agreements	2,303	1,971	1,594	398	350	6,617
Subtotal Operations & Services	77,862	37,475	18,837	16,698	6,348	157,221
Maintenance-of-Way						
MoW - Line Segments	25,814	9,869	3,628	6,771	2,947	49,029
MoW - Extraordinary Maintenance	434	106	71	79	51	740
Subtotal Maintenance-of-Way	26,247	9,975	3,699	6,850	2,998	49,770
Administration & Services						
Ops Salaries & Fringe Benefits	7,288	2,658	2,279	1,614	1,523	15,362
Ops Non-Labor Expenses	4,591	1,997	994	1,032	442	9,055
Indirect Administrative Expenses	10,240	3,719	3,212	2,266	2,148	21,585
Ops Professional Services	1,917	696	601	424	402	4,041
Subtotal Admin & Services	24,036	9,070	7,086	5,338	4,515	50,044
Contingency	95	34	30	21	20	200
Total Operating Expenses	128,240	56,555	29,652	28,907	13,881	257,235
Insurance and Legal						
Liability/Property/Auto	6,346	2,919	1,210	1,400	388	12,263
Net Claims / SI	533	245	102	118	33	1,030
Claims Administration	668	307	127	147	41	1,290
Total Net Insurance and Legal	7,546	3,471	1,439	1,664	462	14,583
Total Expense	135,786	60,026	31,092	30,572	14,342	271,818
Member Subsidies						
Total Member Subsidies	\$ 81,771	\$ 31,553	\$ 21,999	\$ 18,199	\$ 11,130	\$ 164,652

Numbers may not foot due to rounding.

**FY2021-22 Forecast - Operating Budget
by Member Agency**

ATTACHMENT K

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 44,614	\$ 25,309	\$ 8,446	\$ 10,271	\$ 2,464	\$ 91,103
Special Event Trains	102	56	47	19	6	231
Fare Reduction Subsidy	309	-	-	218	-	527
Subtotal-Pro Forma FareBox	45,025	25,365	8,493	10,508	2,470	91,861
Dispatching	1,190	761	8	68	278	2,305
Other Revenues	125	55	28	36	17	262
MOW Revenues	8,165	2,772	710	1,648	508	13,803
Total Operating Revenue	54,505	28,953	9,240	12,260	3,272	108,230
Operating Expenses						
Operations & Services						
Train Operations	27,592	11,720	5,723	5,547	1,875	52,456
Equipment Maintenance	19,122	8,965	4,621	4,514	1,646	38,869
Fuel	11,007	6,053	2,340	2,237	633	22,270
Non-Scheduled Rolling Stock Repairs	83	38	16	18	5	160
Operating Facilities Maintenance	960	442	183	212	59	1,856
Other Operating Train Services	516	142	123	174	82	1,037
Special Trains	321	240	236	39	6	842
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,409	1,292	1,001	669	127	6,498
Security - Guards	1,284	466	403	284	269	2,707
Supplemental Additional Security	337	187	62	82	18	685
Public Safety Program	212	77	66	47	44	447
Passenger Relations	910	532	180	222	63	1,906
TVM Maintenance/Revenue Collection	3,754	1,909	1,449	1,119	527	8,759
Marketing	850	493	199	203	78	1,822
Media & External Communications	238	86	75	53	50	501
Utilities/Leases	1,330	483	417	294	279	2,803
Transfers to Other Operators	3,093	1,240	393	624	166	5,515
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,491	329	159	327	106	2,412
Rail Agreements	2,372	2,030	1,642	410	361	6,815
Subtotal Operations & Services	79,647	38,251	19,289	17,079	6,495	160,760
Maintenance-of-Way						
MoW - Line Segments	26,846	10,264	3,774	7,042	3,065	50,990
MoW - Extraordinary Maintenance	451	110	73	82	53	770
Subtotal Maintenance-of-Way	27,297	10,374	3,847	7,124	3,118	51,761
Administration & Services						
Ops Salaries & Fringe Benefits	7,652	2,791	2,393	1,695	1,599	16,131
Ops Non-Labor Expenses	4,728	2,057	1,024	1,063	455	9,327
Indirect Administrative Expenses	10,650	3,868	3,340	2,357	2,234	22,449
Ops Professional Services	1,975	717	619	437	414	4,163
Subtotal Admin & Services	25,005	9,433	7,377	5,553	4,702	52,069
Contingency	95	34	30	21	20	200
Total Operating Expenses	132,044	58,092	30,542	29,777	14,335	264,790
Insurance and Legal						
Liability/Property/Auto	6,536	3,006	1,247	1,442	400	12,631
Net Claims / SI	549	253	105	121	34	1,061
Claims Administration	688	316	131	152	42	1,329
Total Net Insurance and Legal	7,773	3,575	1,483	1,714	476	15,021
Total Expense	139,816	61,667	32,024	31,491	14,811	279,810
Member Subsidies						
Total Member Subsidies	\$ 85,311	\$ 32,714	\$ 22,784	\$ 19,231	\$ 11,539	\$ 171,580

Numbers may not foot due to rounding.

**FY2022-23 Forecast - Operating Budget
by Member Agency**

ATTACHMENT L

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 45,596	\$ 25,865	\$ 8,631	\$ 10,496	\$ 2,518	\$ 93,107
Special Event Trains	105	58	49	20	6	238
Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	45,701	25,923	8,680	10,517	2,524	93,345
Dispatching	1,226	783	9	70	286	2,374
Other Revenues	128	56	29	37	17	267
MOW Revenues	8,410	2,856	732	1,697	523	14,217
Total Operating Revenue	55,464	29,619	9,449	12,320	3,350	110,203
Operating Expenses						
Operations & Services						
Train Operations	28,695	12,189	5,952	5,769	1,950	54,555
Equipment Maintenance	19,696	9,234	4,760	4,649	1,696	40,035
Fuel	10,755	5,914	2,286	2,186	619	21,760
Non-Scheduled Rolling Stock Repairs	84	38	16	18	5	162
Operating Facilities Maintenance	989	455	189	218	61	1,911
Other Operating Train Services	531	146	126	180	85	1,068
Special Trains	331	247	243	40	6	867
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,511	1,331	1,031	690	131	6,693
Security - Guards	1,323	480	415	293	277	2,788
Supplemental Additional Security	344	191	63	84	18	700
Public Safety Program	218	79	68	48	46	460
Passenger Relations	937	548	185	229	65	1,963
TVM Maintenance/Revenue Collection	3,867	1,967	1,492	1,153	543	9,021
Marketing	850	493	199	203	78	1,822
Media & External Communications	249	91	78	55	52	526
Utilities/Leases	1,370	498	430	303	287	2,888
Transfers to Other Operators	3,155	1,265	401	636	169	5,625
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,565	345	167	344	111	2,533
Rail Agreements	2,444	2,091	1,691	422	372	7,020
Subtotal Operations & Services	81,680	39,128	19,795	17,523	6,671	164,797
Maintenance-of-Way						
MoW - Line Segments	27,920	10,675	3,924	7,324	3,187	53,030
MoW - Extraordinary Maintenance	474	116	77	86	56	809
Subtotal Maintenance-of-Way	28,394	10,790	4,002	7,410	3,243	53,839
Administration & Services						
Ops Salaries & Fringe Benefits	8,035	2,930	2,513	1,780	1,679	16,937
Ops Non-Labor Expenses	4,870	2,118	1,054	1,095	469	9,607
Indirect Administrative Expenses	11,076	4,023	3,474	2,451	2,323	23,347
Ops Professional Services	2,034	739	638	450	427	4,288
Subtotal Admin & Services	26,015	9,810	7,679	5,777	4,898	54,178
Contingency	95	34	30	21	20	200
Total Operating Expenses	136,183	59,763	31,505	30,730	14,832	273,014
Insurance and Legal						
Liability/Property/Auto	6,732	3,097	1,284	1,485	412	13,010
Net Claims / SI	565	260	108	125	35	1,093
Claims Administration	701	323	134	155	43	1,355
Total Net Insurance and Legal	7,999	3,679	1,526	1,764	489	15,458
Total Expense	144,182	63,443	33,031	32,495	15,321	288,472
Member Subsidies						
Total Member Subsidies	\$ 88,718	\$ 33,824	\$ 23,581	\$ 20,174	\$ 11,971	\$ 178,269

Numbers may not foot due to rounding.

**FY2023-24 Forecast - Operating Budget
by Member Agency**

ATTACHMENT M

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	\$ 46,553	\$ 26,408	\$ 8,813	\$ 10,717	\$ 2,571	\$ 95,063
Special Event Trains	108	60	50	21	6	245
Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	46,661	26,468	8,863	10,738	2,577	95,307
Dispatching	1,263	807	9	72	294	2,445
Other Revenues	130	58	30	38	18	273
MOW Revenues	8,662	2,941	754	1,748	539	14,644
Total Operating Revenue	56,716	30,274	9,655	12,595	3,428	112,669
Operating Expenses						
Operations & Services						
Train Operations	29,843	12,676	6,190	6,000	2,028	56,737
Equipment Maintenance	20,287	9,511	4,902	4,789	1,747	41,236
Fuel	10,503	5,776	2,233	2,134	604	21,250
Non-Scheduled Rolling Stock Repairs	84	39	16	19	5	163
Operating Facilities Maintenance	1,019	469	194	225	62	1,969
Other Operating Train Services	547	151	130	185	87	1,100
Special Trains	341	254	251	41	6	893
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,616	1,371	1,062	710	135	6,894
Security - Guards	1,362	495	427	302	286	2,872
Supplemental Additional Security	351	195	65	85	19	715
Public Safety Program	225	82	71	50	47	474
Passenger Relations	965	564	191	236	67	2,022
TVM Maintenance/Revenue Collection	3,983	2,026	1,537	1,188	559	9,292
Marketing	850	493	199	203	78	1,822
Media & External Communications	262	95	82	58	55	552
Utilities/Leases	1,411	512	443	312	296	2,974
Transfers to Other Operators	3,218	1,290	409	649	172	5,738
Amtrak Transfers	767	1,526	2	3	101	2,400
Station Maintenance	1,644	363	175	361	117	2,659
Rail Agreements	2,517	2,154	1,742	435	383	7,230
Subtotal Operations & Services	83,795	40,041	20,320	17,984	6,854	168,992
Maintenance-of-Way						
MoW - Line Segments	29,037	11,102	4,081	7,617	3,315	55,151
MoW - Extraordinary Maintenance	497	121	81	91	59	849
Subtotal Maintenance-of-Way	29,534	11,223	4,162	7,707	3,374	56,000
Administration & Services						
Ops Salaries & Fringe Benefits	8,436	3,077	2,639	1,869	1,763	17,784
Ops Non-Labor Expenses	5,016	2,182	1,086	1,128	483	9,895
Indirect Administrative Expenses	11,519	4,184	3,613	2,549	2,416	24,280
Ops Professional Services	2,095	761	657	464	439	4,416
Subtotal Admin & Services	27,066	10,203	7,994	6,010	5,101	56,376
Contingency	97	35	30	21	20	204
Total Operating Expenses	140,492	61,503	32,507	31,722	15,349	281,572
Insurance and Legal						
Liability/Property/Auto	6,934	3,190	1,323	1,529	424	13,400
Net Claims / SI	582	268	111	128	36	1,126
Claims Administration	715	329	136	158	44	1,382
Total Net Insurance and Legal	8,232	3,787	1,570	1,816	504	15,908
Total Expense	148,724	65,289	34,077	33,538	15,852	297,481
Member Subsidies						
Total Member Subsidies	\$ 92,007	\$ 35,015	\$ 24,422	\$ 20,943	\$ 12,424	\$ 184,812

Numbers may not foot due to rounding.



Metro

MARCH 21, 2019

TO: BOARD OF DIRECTORS

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

FROM: *PP* RICHARD CLARKE *BCP*
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: UPDATE ON METROLINK FY2019-20 BUDGET

ISSUE

Los Angeles County Metropolitan Transportation Authority (Metro) is firmly supportive and committed to be a strategic partner with Southern California Regional Rail Authority (SCRRA) also known as Metrolink. In this effort, staff is providing a budget update to streamline the budget process in advance of SCRRA's FY2019-20 Budget Workshop to be held on Friday, March 22, 2019.

DISCUSSION

SCRRA's proposed total funding request from the five-county Joint Powers Authority (JPA) members comprising of Metro, Orange County Transportation Commission, Riverside County Transportation Commission, San Bernardino Transportation Commission and Ventura County Transportation Commission (VCTC) is \$157.4 million for operating subsidy and \$88.9 million for rehabilitation and capital program. SCRRA's operating budget of \$157.4 million include five new staff positions, special trains, new Metrolink scheduled services on the Orange County Line, 91/Perris Valley Line, San Bernardino Line and mid-day Burbank Airport service. Metro's subsidy share of \$246.3 million is \$132.9 million as listed below:

METROLINK FY 2019-20 PROPOSED TOTAL FUNDING REQUEST (in millions)		
Items	SCRRA'S Request	LACMTA Subsidy Share
Operating Subsidy	\$157.4 M	\$77.9 M
Rehabilitation Program	\$84.8 M	\$53 M
Capital Program	\$4.1 M	\$1.9 M
TOTAL	\$246.3	\$132.9

Rehabilitation & Capital Program

SCRRA’s FY 2019-20 total rehabilitation and capital program request from the JPA members is \$88.9 million life of project budget. Metro’s subsidy share is approximately \$54.9 million of the total \$88.9 million life of project budget. Staff collaboratively worked with the other four (4) JPA members and SCRRA to review SCRRA’s FY20 rehabilitation and capital program in detail since November 2018. SCRRA is requesting a total cash flow subsidy share from Metro of \$80.6 million comprised of \$77.9 million for operating subsidy and \$2.7 million for FY 20 rehabilitation and capital program as shown in the table below. Staff will be recommending the Metro Board to provide \$107.8 million of funding for Metrolink FY 20, comprised of \$77.9 million for operations and \$29.9 million of programming authority for rehabilitation and capital program as shown in the table below. The \$29.9 million of programming authority for rehabilitation and capital program is based on the project readiness of the program listed in Attachment A – FY 20 Metro Approved SCRRA’s FY 20 Rehabilitation and Capital Projects:

Items	SCRRA’S Cash Basis Request of Metro	Metro’s Recommendation
Operating Subsidy	\$77.9 M	\$77.9 M
Rehabilitation Program	\$2.6 M	\$29.2 M
Capital Program	\$0.1 M	\$0.7 M
METROLINK FUNDING	\$80.6 M	\$107.8 M

Additional Budget items

There are additional operating budget items attributed to Antelope Valley Line security, San Bernardino Line 25% Fare Subsidy, special events and enhanced security along the Metro owned right-of-way (ROW) totaling approximately \$5.7 million as listed in the table below. VCTC is requesting adding two new round-trip Saturday services on the Metrolink Ventura Line and SCRRA is still determining the cost.

Staff’s Proposed Recommendation

Therefore, at this time, staff will recommend to the Metro Board an estimated grand total of \$114.5 million of programming authority as listed in the table below:

Items	Metro's recommendation
Enhanced LA County ROW security	\$2.6M
AVL Security & LASD Program	\$1.7 M
San Bernardino Line 25% Fare Subsidy	\$2.3 M
Special events	\$0.1 M
TOTAL PROGRAMMING AUTHORITY	\$6.7 M
Total Metrolink Funding	\$107.8 M
Total Programming Authority	\$6.7 M
GRAND TOTAL	\$114.5

NEXT STEPS

Metro is working collaboratively with the new SCRRA to mutually agree on a path forward that provides clarity for project scopes, schedules, cashflow and project delivery; and which articulates Metro's requirements and expectations to ensure both agencies the ability to properly plan for and incorporate future funding requests. These agreed procedures also afford both agencies the opportunity to revisit SCRRA's progress and project delivery and provides a mechanism to address their needs should additional funding be required. SCRRA will be submitting their formal FY2019-20 Budget to the JPA members by May 1, 2019. Staff intends to go to the Metro Board for adoption of the SCRRA FY 2019-20 Budget in May 2019.

ATTACHMENT A-Metro Approved SCRRA's FY 20 Rehabilitation and Capital Projects

ATTACHMENT A-METROLINK FY20 PROPOSED REHABILITATION BUDGET

PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE/NOTES	METROLINK BUDGET REVISIONS	REVISED METRO SHARE	METRO PROPOSED
1899	REHAB	VALLEY	3.67-76.63	Worn	High	TRACK	Valley Subdivision Track Rehabilitation	Valley Sub Track Rehabilitation as follows: URGENT - Rail replacement in High Degree Curvature sections between MP 33.5 & MP 64.0 (27,000 ft of rail) = \$3,456,000 Replace 88,960 ft of rail at additional locations between MP 23.8-66.4 = \$11,160,000 - NEW ADD 10 track miles of new fastenings, tie plugs, anchors, distressing, surfacing and stabilizing track = \$4,065,250 Remove & replace crossing at Drayton Street (75') and Aliso Canyon (30') = \$400,000 No. 14 turnout replacement at CP Balboa = \$500,000 Convert High Degree of Curvature wood tie track to concrete tie (4,500 ft) = \$2,398,750 Market Street (2 tracks at 81'-each) and Hubbard Street (78') = \$840,000 - NEW ADD Other projects overlap with AVL Study and will be funded for FY 21 - only funding RED line items	10,820,000	10,820,000	9,920,000
1900	REHAB	SAN GABRIEL	1.08-33.68	Worn	High	TRACK	San Gabriel Subdivision Track Rehabilitation	San Gabriel Sub Track Rehabilitation as follows: URGENT - Rail replacement in High Degree Curvature sections between MP 1.0-12.0, MP 37.0-40.0 & MP 54.0-57.0 (24,500 ft of rail) = \$3,136,000 5.2 track miles of new fastenings, tie plugs, anchors, distressing, surfacing and stabilizing track = \$2,110,250 6 mid-life crossings rehabilitations (~\$90k each) = \$533,750 2 No. 20 equilateral turnouts at CP Barranca & CP Irwin = \$1,500,000	7,280,000	4,368,000	4,368,000
1901	REHAB	VENTURA-LA COUNTY	441.2-462.39	Worn	High	TRACK	Ventura Subdivision (LA) Track Rehabilitation	Ventura (LA) Sub Track Rehabilitation as follows: Rail replacement between MP 442 & MP 444, & MP 462 to Valley Sub (6,000 ft of rail) = \$768,000 Remove & replace crossing at Tampa Ave (120'), Roscoe Blvd (145'), Balboa Blvd (108'), Lindley Ave (120') & DeSoto Ave (110') = \$2,296,800 Rehabilitate CP Lockheed = \$845,200 Only funding RED line items and will defer to FY 21	3,910,000	3,910,000	3,142,000
1902	REHAB	ORANGE	165.08-212.30	Worn	High	TRACK	Orange/Olive Subdivision Track Rehabilitation		7,230,000		
1906	REHAB	VENTURA-VC COUNTY	426.4-441.24	Worn	High	TRACK	Ventura		1,870,000		
1920	REHAB	VENTURA-LA COUNTY	444.4-462.16	Worn	High	SIGNALS	Signal System Rehabilitation - LA County	Rehabilitate the Signal system at specific locations on the Ventura Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 446.7 / CP Berson / Control Point = \$1,327,699 MP 448.28 / Signals 4483-4 / Intermediate Signal = \$303,589 MP 450.32 / Signals 4503-4 / Intermediate Signal = \$310,474 MP 451.80 / Signals 4517-8 / Intermediate Signal = \$303,589 MP 458.04 / Signals 4581-2 & 4583-4 / Intermediate Signal = \$686,609 DUPLICATE #1428 with Raymer to Bernsen and fund in FY 21	2,931,960	2,931,960	
1921									1,755,870		
1922	REHAB	VENTURA-LA COUNTY	445.17-461.46	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - LA County	Rehabilitate the Grade Crossing Warning system at specific locations on the Ventura Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 448.27 / Corbin Avenue = \$775,774 MP 450.33 / Lindley Avenue = \$701,804 MP 452.90 / Woodley Avenue = \$769,954 Other project costs: \$728 DUPLICATE #1435 and fund in FY 21	2,248,260	2,248,260	
1923									2,022,480		
1928	REHAB	ALL	N/A	Marginal	Low	ROLLING STOCK	Overhaul Rotem Car Side Door Mechanisms & Components	Overhaul side door components on 50 Rotem railcars.	621,460	295,194	295,194
1929	REHAB	ALL	N/A	Marginal	Low	ROLLING STOCK	HVAC Overhaul for Forty (40) Rotem Passenger Cars Phase II	Overhaul HVAC units in forty Rotem railcars, 2 per car for a total of 80 units.	1,301,110	618,027	618,027

1930	REHAB	ALL	N/A	Worn	High	ROLLING STOCK	Gen 1 HVAC Overhaul (Additional 40 Cars)	The overhaul work for HVAC units includes retrofitting the system to accommodate the new refrigerant, as well as upgrade the system due to new and/or obsolete components or subsystems. The systems shall be updated to use the R-407C refrigerant or approved equivalent. The HVAC units require overhaul about every five years and they need to be replaced in about 20 years. The Bombardier railcar fleet consists of 88 GEN-1, 7 GEN-2 and 26-GEN 3 railcars. The overhaul of the HVACs on 20 cars were approved for FY18 and the procurement for a rebuild of the Bombardier fleet is underway (rebuild expected to target up to 28 cars), however the rebuild of the entire fleet is not fully funded and even if funded, will take several years to complete. This project ensures that this passenger critical feature is in a State of Good Repair. A contract was awarded in February 2018 to RAM for the HVAC overhaul, which included a option to include additional units.	928,000	440,800	440,800
1931	REHAB	VALLEY	4.8- 76.62	Worn	High	SIGNALS	Signal System Rehabilitation - Valley Subdivision	Rehabilitate the Signal system at specific locations on the Valley Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions: MP 4.8 / CP Fletcher / Control Point = \$689,505 MP 7.99 / Signal 71-73 / Intermediate Signal = \$311,320 MP 19.22 / Signals 191 - 192 / Intermediate Signal = \$147,995 MP 20.81 / Signals 201 - 202 / Intermediate Signal = \$303,589 MP 23.6 / CP Roxford / Control Point = \$361,625 MP 24.70 / DED / Wayside Detector = \$5,820 MP 25.3 / CP Balboa / Control Point = \$360,505 MP 26.39 / Signals 261-262 / Intermediate Signals = \$190,295 MP 28.00 / CP Portal / Control Point = \$217,210 MP 33.4 / CP Canyon / Control Point = \$354,685 MP 34.96 / Signals 341-2 / Intermediate Signals = \$147,995 MP 37.11 / Signals 371-2 / Intermediate Signals = \$147,995 MP 38.6 / CP Honby / Control Point = \$354,685 MP 40.0 / CP Humphrys / Control Point = \$381,655 Other project costs: \$5,521 Only funding RED highlighted items - project overlap	3,980,400	3,980,400	1,609,746
1932	REHAB	VALLEY	5.81- 76.05	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - Valley Subdivision	Rehabilitate the Grade Crossing Warning systems at specific locations on the Valley Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations: MP 14.14 / Arvilla Street = \$695,984 MP 21.81 / N. Hubbard Avenue = \$291,180 MP 23.72 / Roxford Street = \$267,900 MP 30.39 / 13th Street = \$217,210 MP 32.35 / Drayton Street = \$480,410 MP 32.77 / LA County Sanitation District = \$217,210 Other project costs: \$1,136 DUPLICATE PROJECTS-BRIGHTON TO ROXFORD-Only funding RED line items	2,171,030	2,171,030	695,984

Rehabilitate the Signal system at specific locations on the San Gabriel Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts, Locations, and Descriptions:

- MP 12.50 / CP Hondo / Control Point = \$29,100
 - MP 12.90 / CP Watson Control Point = \$23,280
 - MP 15.30 / CP Bassett / Control Point = \$375,780
 - MP 16.60 / CP Amar / Control Point = \$158,460
 - MP 20.40 / CP Irwin / Control Point = \$87,960
 - MP 23.40 / CP Barranca / Control Point = \$82,140
 - MP 34.60 / CP Central / Control Point = \$87,960
 - MP 36.80 / Signals 361 & 362 / Intermediate = \$5,820
 - MP 38.61 / Signals 381 & 382 / Intermediate = \$5,820
 - MP 40.20 / CP Archibald / Control Point = \$87,960
 - MP 42.40 / CP Rochester / Control Point = \$87,960
 - MP 44.22 / High Water Detector / Wayside Detector = \$31,725
 - MP 49.21 / Signals 491 & 492 / Intermediate = \$111,570
 - MP 54.04 / Signals 531 & 532 / Intermediate = \$5,820
 - MP 55.30 / CP Rancho / Control Point = \$170,100
- Other project costs: \$59,875

1934	REHAB	SAN GABRIEL	1.90- 57.6	Worn	High	SIGNALS			1,411,330	846,798	846,798
							Rehabilitate the Grade Crossing Warning systems at specific locations on the San Gabriel Subdivision based on the Metrolink Rehabilitation Plan (MRP), locations identified as Backlog and year 2020 "Immediate". The list below indicates Mile Posts and Locations:				
							MP 12.70 / Tyler Street = \$311,265				
							MP 13.92 / Cogswell Avenue = \$285,360				
							MP 15.13 / Temple Avenue = \$211,390				
							MP 16.08 / Temple Avenue = \$291,180				
							MP 16.90 / Hamburger Lane = \$217,210				
							MP 17.34 / Francisquito Avenue = \$285,360				
							MP 17.59 / Foster Avenue = \$199,750				
							MP 18.03 / Merced Avenue = \$288,830				
							MP 52.44 / Lilac Avenue = \$348,660				
							MP 52.69 / Willow Avenue = \$217,060				
							MP 52.94 / Riverside Avenue = \$290,880				
							MP 53.19 / Sycamore Avenue = \$348,660				
							MP 53.45 / Acacia Avenue = \$217,060				
							MP 53.70 / Eucalyptus Avenue = \$217,060				
							MP 53.95 / Pepper Avenue = \$358,880				
							MP 54.54 / Rialto Avenue = \$217,060				
1935	REHAB	SAN GABRIEL	12.70- 55.24	Worn	High	SIGNALS	Grade Crossing Warning System Rehabilitation - LA County	Other project costs: \$243,370	4,548,035	2,728,821	
1943									2,380,000		
							Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects:				
							ATCS Radio replacements = \$135,000				
							Sunset PBX rehab = \$50,000				
							Power System rehab = \$82,000				
1944	REHAB	SAN GABRIEL	1.08- 57.66	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation San Gabriel	Other project costs: \$76,200	343,200	205,920	205,920
1945									601,700		

1946	REHAB	VALLEY	3.67-76.63	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation Valley	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$70,000 Emma PBX Radio rehab = \$50,000 Power System rehab = \$75,000 Other project costs: \$152,600	347,600	347,600	347,600
1947									2,500,000		
1948	REHAB	SAN GABRIEL	1.08-56.52	Worn	High	STRUCTURES	San Gabriel Subdivision - Structures Rehabilitation	Structures Rehabilitation along the San Gabriel Subdivision high priority projects identified by Metrolink Rehabilitation Plan (MRP). Projects include: Replace Bridge SG MP 29.626 = \$735,000 Culverts SG MP 28.28, 35.90 and 40.20 = \$1,578,000 - \$1M ANNUAL EXPENDITURE EVERY YEAR FOR Projects nos. 1948, 1950 AND 1951 (listed below) to begin engineering design work Projects to be reviewed in year of expenditure to confirm prioritization.	2,313,000	1,387,800	1,000,000
1949									189,475		
1950	REHAB	VENTURA-LA COUNTY	441.24-462.39	Worn	High	STRUCTURES	Ventura Subdivision - Los Angeles County - Structures Rehabilitation	Structures Rehabilitation in Los Angeles County high priority projects on Ventura Subdivision identified by Metrolink Rehabilitation Plan (MRP). Projects include: Culverts VN MP 442.80, 443.60 and 443.57 = \$2,854,000 Projects to be reviewed in year of expenditure to confirm prioritization.	2,854,000	2,854,000	
1951	REHAB	VALLEY	3.67-76.63	Worn	High	STRUCTURES	Valley Subdivision - Los Angeles County - Structures Rehabilitation	Structures Rehabilitation in Los Angeles County high priority projects on Valley Subdivision identified by Metrolink Rehabilitation Plan (MRP). Projects include: Replace Bridge VY MP 19.420, 25.710, 28.390, 28.490 = \$2,846,750 Culverts VY MP 25.71, 25.58, 32.92, 38.64, 43.55, 46.24 and 53.61 = \$3,560,000 Projects to be reviewed in year of expenditure to confirm prioritization.	6,406,750	6,406,750	
1952	REHAB	VENTURA-LA COUNTY	442.0-462.39	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation Ventura (LA)	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, microwave, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio replacements = \$100,000 Strathern Dispatcher Radio rehab = \$50,000 Power System rehab = \$75,000 Other project costs: \$155,600	380,600	380,600	380,600
1954									314,600		
1956	REHAB	RIVER	0.0-485.20, 143.83	Marginal	High	COMMUNICATIONS	ATCS/PTC/CIS/Backhaul Rehabilitation River	Acquire and replace worn communications equipment nearing of at end of life cycle, including but not limited to WCP/MCP/WMS/220 radio power systems switches, routers, fiber optics equipment, customer information system components at or nearing end of life cycle, including but not limited to speakers, amplifiers, signage. Projects: ATCS Radio rehab = \$80,000 Mission Wooden pole rehab = \$50,000 Mission Power System rehab = \$75,000 Other project costs: \$43,600	248,600	118,085	\$118,085 included as part of Link US
1957	REHAB	ALL	N/A	Worn	High	NON-REVENUE FLEET	MOW Vehicle Replacement	Replace MOW vehicle identified as high priority by Metrolink Rehabilitation Plan (MRP). Vehicles include: 1 MOW Equipment = \$1,400,000 1 MOW Vehicle (Hy-Rail Heavy) = \$70,000 9 MOW Vehicle (Hy-Rail Med) = \$500,000 3 MOW Vehicles (Med) = \$145,000 20 MOW Vehicles Light = \$525,000 Vehicles to be reviewed in year of expenditure to confirm prioritization. PROVIDED 50% FUNDING	2,640,220	1,254,105	627,053

1958	REHAB	ALL	N/A	Worn	Low	FACILITIES	Facilities Rehabilitation	Facility rehabilitation for high priority projects identified by Metrolink Rehabilitation Plan (MRP). Projects include: Lancaster crew base = \$1,400,000 Metro request to ADD BACK IN per SCRRA's original scope dated Dec 2018 and Metro concurs with SCRRA's recommendation to fund 50% for the Lancaster crew based. Metro's total funding is up to the \$1,470,125. Ground air system at Riverside, East Ventura, Moorpark and Lancaster = \$160,000 INCREASED TO \$260,000 Cranes, hy-rail manlift at CMF = \$550,000 Fencing, signage and striping for Pomona campus, CMF and Layover facilities = \$260,000 Backup generator for MOC = \$280,000 HVAC at MOW = \$150,000 HVAC control system at CMF offices = \$275,000 Procure stockpile critical facility repair materials for emergency response = \$200,000 SCRRA ADDED on 2/19/19: Integrated office HVAC, shop fire dampener, NOX and exhaust control system at CMF \$675,000; Storage tank metering & warning system at CMF & EMF - Fuel, DEF, Storm water, Oil, etc. Additional holding tanks for bulk antifreeze & hydraulic oil = \$425,000; Storm water enclosures at CMF & EMF for trash containers, hazardous totes & containers = \$175,000; Phase 1 switch gear replacement at CMF = \$200,000; Storage proof replacement at EMF = \$200,000 Projects to be reviewed in year of expenditure to confirm prioritization.	3,095,000	1,470,125	1,470,125
1959	REHAB	ALL	N/A	Worn	Low	NON-REVENUE FLEET	MOW Total Loss vehicle Replacement	Replace MOW vehicle removed from service due to total loss during 2107 and 2018. 0049 - 03 FL-FrtLnr HYR - Total loss 2017 = \$210,000 0250 - 08 Ford F-250 - Total Loss 2017 = \$35,000 0253 - 08 Ford F-250 - Total Loss 2017 = \$35,000 0235 - 08 Ford F-250 Signal - Total Loss 2018 = \$53,000 0243 - 08 Ford F-550 - Total Loss 2018 = \$175,000 Vehicles to be reviewed in year of expenditure to confirm prioritization.	508,000	241,300	241,300
1979	REHAB	ALL	N/A	Worn	High	TRACK	Rail Grinding FY20	Perform production rail grinding with large rail mounted specialized equipment. The rail grinding included in the rehabilitation budget is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every year to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	979,000	465,025	465,025
1981	REHAB	ALL	N/A	Worn	High	TRACK	Systemwide Lubrication Study & Implementation	Conduct a systemwide rail lubrication study and provide funding for installing new lubricators systemwide, rehabilitate existing lubricators, provide remote monitoring of lubricators for SCRRA staff to monitor lubrication at the various locations, and maximize Metrolink's return on investment of Rail.	1,144,000	543,400	543,400
2004	REHAB	VALLEY	N/A	Worn	Low	SIGNALS	Pedestrian Gates at Stations	Install 2 sets of pedestrian gates with railings and swing gates at Burbank Airport Downtown Station and 1 set at Newhall Station	1,500,015	1,500,015	1,500,015
2019	REHAB	ALL	N/A	Worn	Low	NON-REVENUE FLEET	Overhaul current specialized MOW Equipment; Phase 1	Rehabilitation of current Maintenance-of-Way equipment. This is year 1 of as three year overhaul request that will total \$2,855,000 as identified in the MRP. This project will address the first \$1,000,000 of overhaul work that will be identified in the year of expenditure to confirm prioritization of the equipment listed below: Brandt Road Railer Tamper DTS Regulator Ballast cars Air Dumps Flat Cars	1,000,020	475,010	475,010
TOTAL FY 20 REHAB PROJECTS									84,775,715	53,009,025	29,192,597

High Priority State of Good Repair (SOGR) Program Program Status Update - April 2019

Program Overview

The High Priority State of Good Repair (SOGR) Program includes the rehabilitation and replacement of existing Metrolink-owned and maintained track, grade crossings, turnouts, culverts and railroad bridges. The objective of this program is to rehabilitate and replace the most critical priorities of aging track and railroad structures currently in use by Metrolink's daily commuter rail service, Amtrak service and other railroad partner service and maintain on-time service. In March 2018, an MOU was finalized, adding six projects (Phase B) to the original 23 most critical (Phase A) projects for a total of 29 projects. Additional projects will be proposed if cost savings and/or additional funding allows. The work is being performed to avoid the need for slow orders which are required when track or bridge structures are not at an acceptable condition for existing speeds or weights. Currently, segments of Metrolink's track and bridge structures are nearing out-of-compliance levels with existing SCRRRA Track Maintenance and Engineering Instruction (TMEI) standards.

Program Status Update

Minimal change occurred over the period as staff continued to coordinate with contractor crews on the start-up of the rail top bridge replacement projects, which received NTP in late-January. The contractor and staff are coordinating on the schedule, work windows and submittals. The contractor is actively pursuing a vendor to furnish bridge girders, which are a long-lead item. The contractor plans to begin installing foundation pilings April, followed by additional preparation work over the summer, prior to installing girders in Fall 2019. Preparation work also continues on the CP Woodman Turnout Rehab project. Crews are "pre-building" the turnouts along the right-of-way in order to expedite the replacement process and minimize impacts to rail traffic when they are installed in April. Construction is aligned with temporary platform construction activities at the adjacent Van Nuys Station project which is also contracted with Kiewit. Work to complete the headwall on the final Valley Sub Culvert replacement is anticipated to be complete by April 2019. The project delivery team is working effectively, evaluating schedules, monitoring issues, assumptions and risks. Staff continues to evaluate the condition of proposed rehab projects that are not currently funded to determine if speed and/or weight restrictions are necessary.

Status by asset type:

- Ties - Tie replacement completed on all Phase A projects. Phase B (Valley Sub) to be performed in May 2019.
- Rail - Rail rehab on River Sub (EB) finished under budget; rehab of rail curves on Ventura Sub substantially complete.
- Turnouts - CP Taylor in-service Sept 2018; CP 9th completed Nov-2018, CP Woodman to complete in April 2019.
- Culverts - Completed Ph. A culverts and 7 of 8 Ph. B culvert projects. Remaining headwall on the Valley Sub to complete by April 2019.
- Bridges - Contract awarded by SCRRRA Board in Nov. 2018; NTP issued in Jan. 2019; reviewing schedule and submittals.
- Crossings - Katherine Rd Crossing Project completed in Dec. 2018

Next Steps

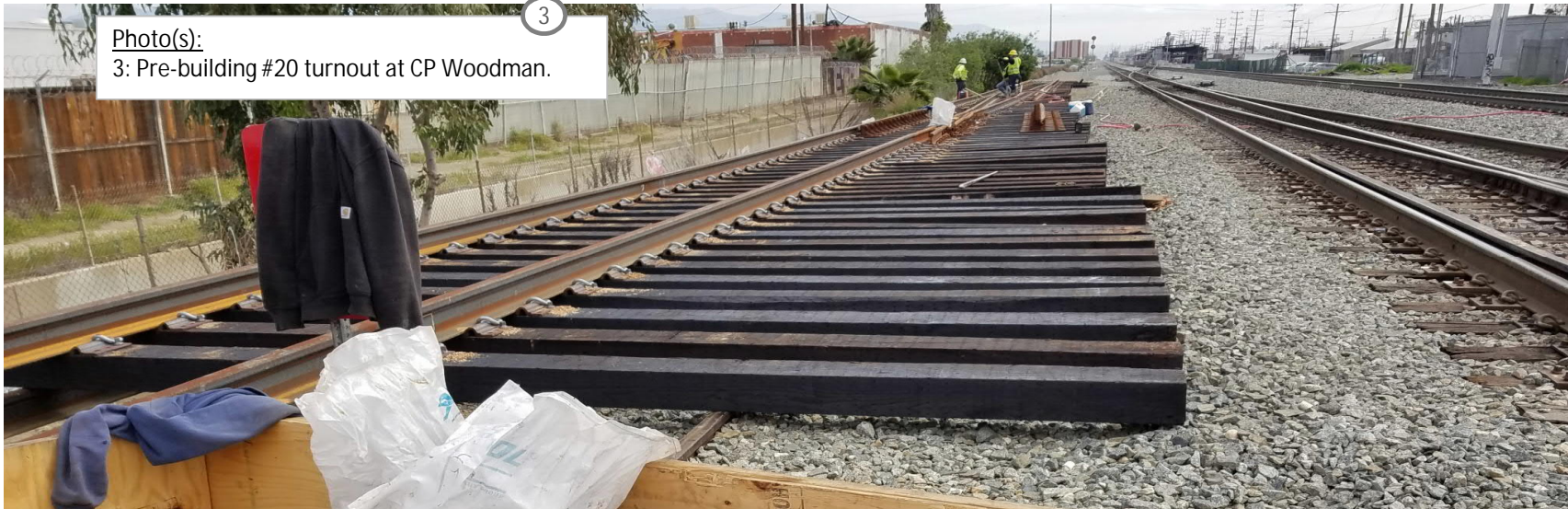
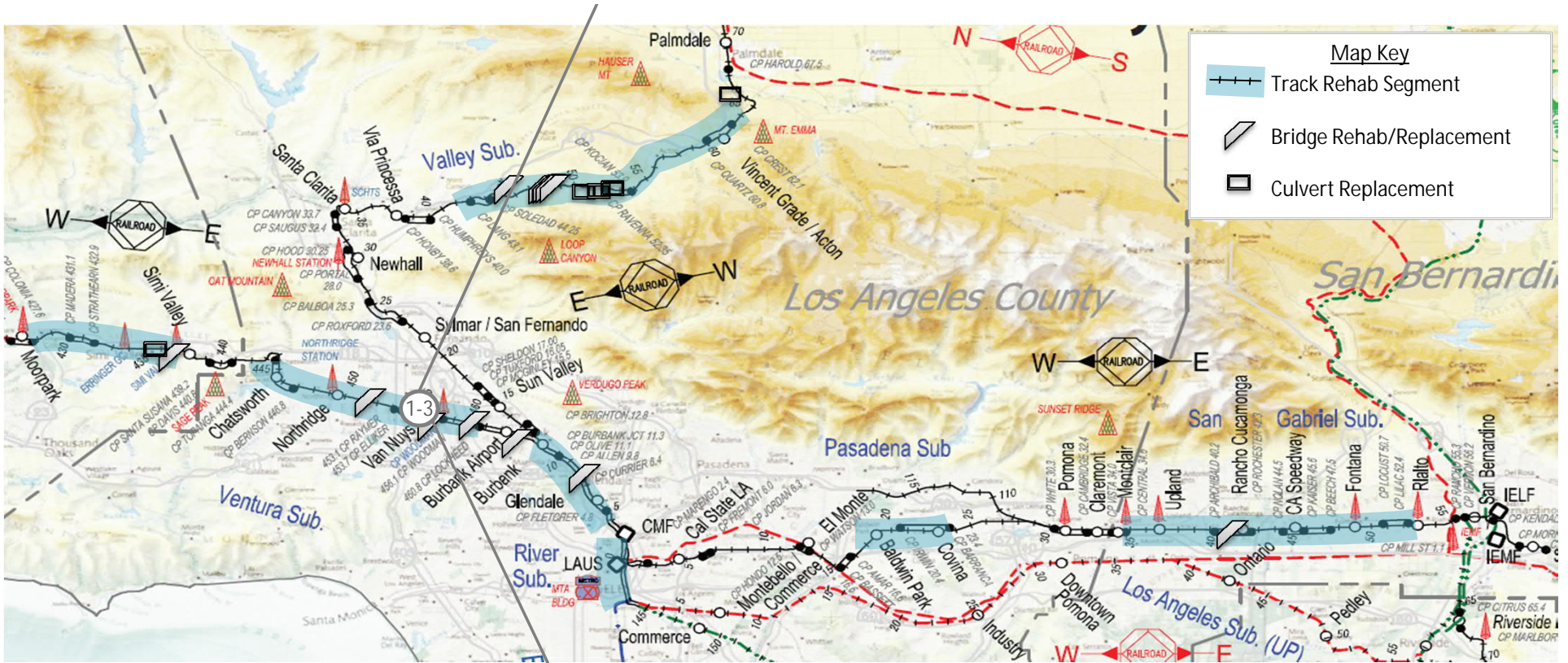
- Finalize detailed schedule and work plans with newly-awarded bridge construction contractor and begin foundation pilings.
- Perform turnout replacement/rehab at CP Woodman & CP Santa Susana; perform tie replacement on Valley Sub.
- Complete final location for rehab of rail curves on Ventura Sub & Lark Ellen crossing on San Gab Sub.

Project Photos & System Map



1,2

Photos:
1 (left): Signal trenching prior to turnout replacement at CP Woodman.
2 (right): Pre-built #10 turnout at CP Woodman.



Cost & Schedule Status by Sub-Project

(Data as of 4/03/19)

Phase A Projects			Cost			Schedule		Status/Issues
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	
592110	Replace 7,600 Ties & Rail Curves (MP439.24 & 433.1)	Ventura (Ven Co)	\$2,320,215	\$2,298,865	\$2,265,883	96% ✓	10/31/18	Tie work completed Dec. 2017; rail rehab substantially complete, only LA Ave remains.
592111	Replace Turnout at CP Santa Susana (#20)	Ventura (Ven Co)	\$375,000	\$369,785	\$168,466	25% ✓	5/31/19	Rehab, not full replacement. Re-commence work in March; complete in May 2019.
592112	Rehabilitate Katherine Road Crossing	Ventura (Ven Co)	\$400,000	\$381,875	\$366,816	99% ✓	11/30/18	Successfully completed rehab work in Nov. Final invoice in-process.
592210	Replace Ties (MP444-462), Woodman Turnouts (MP460)	Ventura (LA Co)	\$4,364,419	\$4,315,182	\$3,539,466	83% ✓	4/30/19	Ties & turnout prep work complete; work windows in April w/ Van Nuys station project.
592310	Replace 8,450 Ties (MP46-48, 52-59, 63-64)	Valley	\$2,112,500	\$2,079,144	\$2,047,183	100% ✓	10/28/17	Tie work complete, close-out underway.
592410	Install 9,000 Ties (MP 34-38, 42-45, 47-51, 52-54)	San Gabriel	\$2,250,000	\$2,244,182	\$2,226,757	100% ✓	2/28/18	Work completed in Feb. 2018; Project close-out complete.
592710	Replace LAUS Leads & 5,300 Ties	River - WB	\$1,550,000	\$1,511,159	\$1,487,691	99% ✓	6/30/18	Tie work & Lead 5 replacement complete. Close-out underway.
592711	Replace 2 #20 Turnouts at CP Taylor	River	\$550,000	\$519,032	\$506,999	99% ✓	9/7/18	Turnouts installed in Aug.; project complete, close-out underway.
592712	Replace Rail & Ties	River-EB	\$4,926,600	\$2,410,015	\$2,073,282	96% ✓	12/31/18	Rail rehab & tie work complete under budget. PBR funding to Soto St.
592713	Replace 3 Turnouts	River-EB	\$1,600,000	\$1,594,025	\$1,472,684	99% ✓	12/31/18	All 3 turnouts complete including punchlist; final invoice in-process.
517020	Rail Top Bridge Replacement Design	System-wide	\$475,000	\$465,024	\$455,837	100% ✓	7/27/18	Bridge design plans complete incl. H&H Study; issued IFB in Sept. Closed-out.
592120	Replace Bridge (MP436.96 & 434.12), Culvert (MP436.46)	Ventura (Ven Co)	\$1,476,872	\$528,526	\$207,212	27% ●	12/31/19	Culvert work complete; Bridge contract NTP issued in Jan 2019.
592220	Replace Bridge MP 458.71	Ventura (LA Co)	\$1,800,034	\$388,438	\$62,600	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.

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Phase A Projects (cont.)			Cost			Schedule		Status/Issues
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	
592320	Replace Bridge MP 50.64	Valley	\$771,443	\$164,097	\$42,644	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592321	Replace Bridge MP 50.51	Valley	\$771,443	\$179,867	\$27,842	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592322	Replace Bridge MP 50.77	Valley	\$771,443	\$161,686	\$23,839	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592323	Replace Bridge MP 47.45	Valley	\$459,192	\$103,416	\$21,302	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592324	Replace Bridge MP 50.46	Valley	\$771,443	\$176,870	\$24,851	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
592325	Replace Culvert MP 55.91	Valley	\$200,000	\$198,633	\$188,387	99% ✓	12/14/17	Work complete, close-out underway. Remaining funds transferred to Tunnel 25.
592326	Replace Culvert MP 53.84	Valley	\$350,000	\$314,125	\$314,117	100% ✓	12/14/17	Project close-out complete.
592327	Replace Culvert MP 54.13	Valley	\$155,000	\$135,295	\$135,290	100% ✓	12/14/17	Work complete, closed-out. Remaining funds transferred to Tunnel 25.
592328	Replace Culvert MP 66.78	Valley	\$420,000	\$163,235	\$163,221	100% ✓	12/14/17	Project close-out complete.
592420	Rehabilitate Bridge MP 40.12	San Gabriel	\$1,400,000	\$434,314	\$61,568	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
Phase A Subtotal			\$30,270,605	\$21,136,790	\$17,883,938	73%		

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Phase B Projects			Cost			Schedule		Status/Issues
Project#	Description	Sub-division	Budget	Committed	Expended	Physical % Complete	In-Service Date	
593220	SOGR-Ph B: Replace Bridge MP 452.1	Ventura (LA Co)	\$840,000	\$163,820	\$17,335	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
593320	SOGR-Ph B: Replace Bridges - Valley Sub	Valley	\$7,060,000	\$1,173,109	\$84,992	16% ●	12/31/19	Contract NTP in Jan 2019. Dates shifted due to extended contract execution process.
593321	SOGR-Ph B: Replace Culverts - Valley Sub	Valley	\$2,257,500	\$2,039,010	\$1,830,878	93% ✓	4/30/19	7 of 8 replacements completed in 2018; remaining headwall in Mar/Apr 2019 (weather delay).
593310	SOGR-Ph B: Track - Valley Sub	Valley	\$2,500,000	\$2,009,583	\$1,089,731	12% ✓	12/31/19	Ties & trackwork ordered; work to begin May 2019. Moving funding to Acton Spur.
593410	SOGR-Ph B: Replace Lark Ellen Crossing MP 21.4	San Gabriel	\$399,999	\$180,432	\$10,266	10% ✓	6/30/19	Task order issued to contractor; will complete by June 2019.
592221	Bridge Design (L.A. County)	Valley	\$110,000	\$109,366	\$109,366	100% ✓	7/31/18	Bridge Design Complete- Contractor NTP issued in Jan 2019.
Phase B Subtotal			\$13,167,499	\$5,675,320	\$3,142,569	29%		
Overall Program Totals			\$43,438,104	\$26,812,109	\$21,026,506	60%		

Cost & Schedule Summary

Physical percent complete on the High Priority SOGR program remained constant at 60% for the program overall as the major rail top bridge replacement work prepares to ramp up. Due to a delay in issuing NTP on the bridge contract, the status of those projects reflects a yellow caution indicator but staff is working aggressively with the contractor to hold its schedule and mitigate risks. The assessment of physical percent complete is based on an assessment of actual work performed, including contract authorization activities, material orders, design, mobilization, construction and close-out activities.

Total program commitments increased over the period to \$26.8 million (61.7% of the budget) as authorizations were processed on the SOGR Phase B projects 593310 and 593410. Expenditures increased by approximately \$400,000 over the period to \$21 million (48.4% of budget) for the program overall. Progress and commitments are expected to increase significantly in coming months upon the start of construction on rail top bridge replacement projects. The overall program is anticipated to complete on schedule and on budget and will propose budget shifts as appropriate to utilize any cost savings.

Program Cost Summary by Subdivision

Sub-division	Budget	Committed	Expended	% Spent
Ventura (Ventura Co)	\$4,572,086	\$3,579,051	\$3,008,377	66%
Ventura (LA Co)	\$7,004,453	\$4,867,441	\$3,619,400	52%
Valley	\$18,709,966	\$9,007,436	\$6,103,644	33%
San Gabriel	\$4,049,999	\$2,858,928	\$2,298,591	57%
River (East Bank)	\$6,526,600	\$4,004,040	\$3,545,966	54%
River (West Bank)	\$1,550,000	\$1,511,159	\$1,487,691	96%
River	\$550,000	\$519,032	\$506,999	92%
System-wide	\$475,000	\$465,024	\$455,837	96%
Total	\$43,438,104	\$26,812,109	\$21,026,506	48%



Metrolink Annual Work Program Budget for FY 2019-20

FY 20 Metrolink Budget Recommendations

- ❖ Approve \$117,888,003 for FY2019-20 Metrolink Total Programming
- ❖ Reprogram \$3,237,526 of FY2017-18 Operating Surplus
- ❖ Reprogram up to \$3,900,000 in FY17 State-of-Good Repair Funds
- ❖ Approve Additional Funding for the San Bernardino Line 25% Discount Program
- ❖ Extend the Lapsing Dates for FY2013-14 and FY2014-15 Programming
- ❖ Approve the Transfers to Other Operators Rate of \$1.10
- ❖ Authorize the Chief Executive Officer to Negotiate and Execute All Necessary Agreements.



FY2019-20 Budget Proposal



What's new?

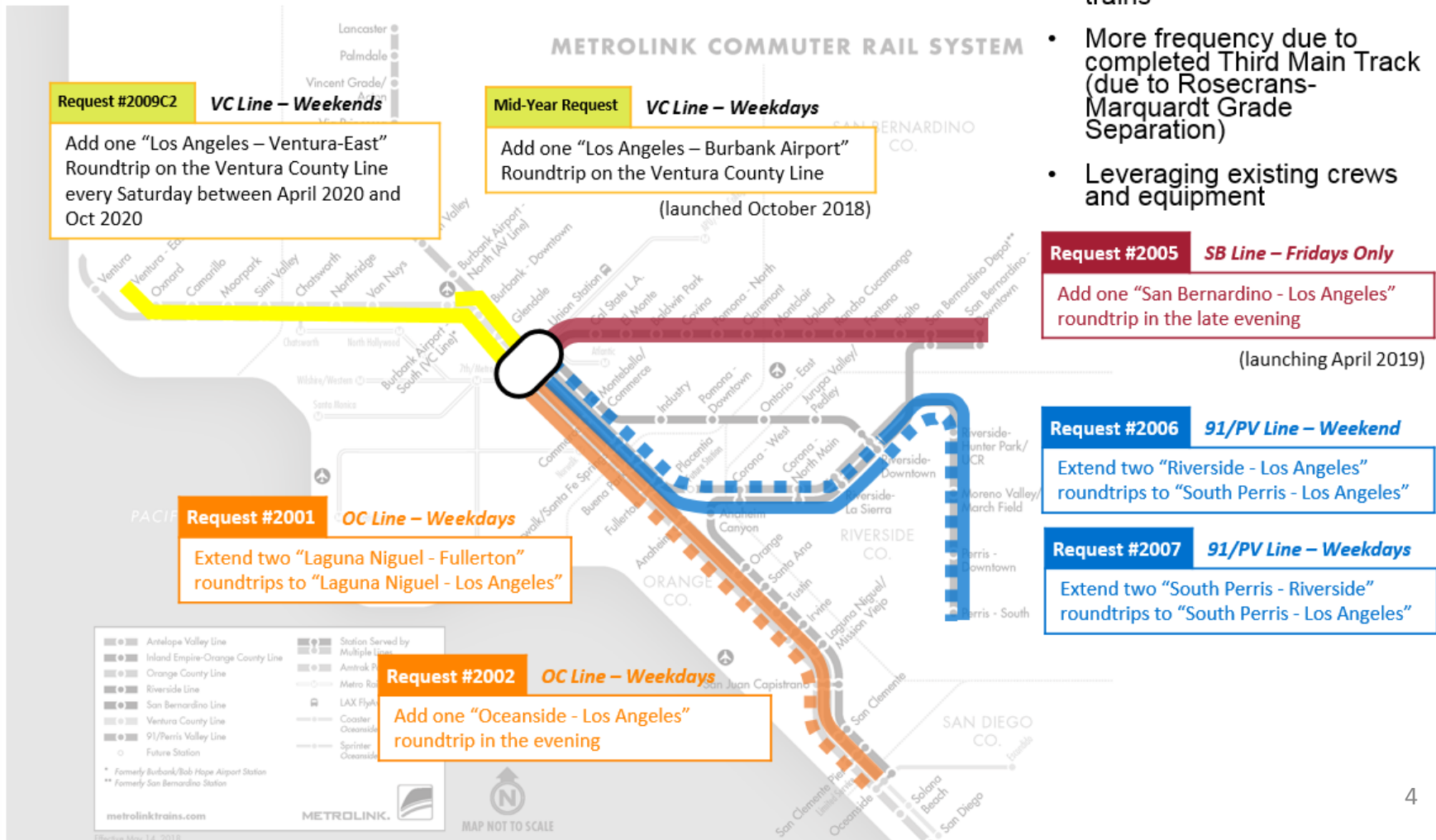
- **Loyalty Program**
- **New Services – 4 out of 7 lines**
- **Special Trains**
 - ✓ **Included in Operating Budget**
 - ✓ **Special ticket to capture revenue**
- **Investment in Capital Program – Key Projects for LA Metro**
 - ✓ **Valley Sub Track Rehab- 27000 ft of rail replacement, 4500 ft tie replacement - \$9.7M**
 - ✓ **Ventura Sub Track Rehab – 6000 ft of rail replacement, 5 crossing replacements - \$2.3M**
 - ✓ **Pedestrian Gates at Stations - Install 2 gates at Burbank Downtown Station - \$1.5M**

FY 2020 NEW SERVICES



More Convenient Schedules

- More midday and evening trains
- More frequency due to completed Third Main Track (due to Rosecrans-Marquardt Grade Separation)
- Leveraging existing crews and equipment



Revenue Allocation by Member Agency

(\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Operating Revenue						
Farebox Revenue	\$ 44,250	\$ 24,427	\$ 8,179	\$ 10,748	\$ 2,378	\$ 89,983
Dispatching	1,122	717	8	64	262	2,172
Other Revenues	123	54	28	36	17	257
MOW Revenues	7,696	2,613	670	1,553	479	13,011
Total FY2019-20	\$ 53,191	\$ 27,812	\$ 8,884	\$ 12,401	\$ 3,135	\$ 105,423
Total FY2018-19	\$ 50,917	\$ 26,010	\$ 8,507	\$ 12,213	\$ 3,159	\$ 100,806
Over/(Under) Prior Year	\$ 2,274	\$ 1,802	\$ 377	\$ 188	\$ (24)	\$ 4,617
Percentage Change	4.5%	6.9%	4.4%	1.5%	(0.8%)	4.6%

Expense Allocation by Member Agency

(\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Expenses						
Train Operations & Services	\$ 75,960	\$ 36,588	\$ 18,466	\$ 16,342	\$ 6,248	\$ 153,604
Maintenance-of-Way	24,769	9,413	3,491	6,464	2,829	46,966
Administration & Services	23,123	8,729	6,813	5,135	4,339	48,140
Insurance	7,326	3,370	1,398	1,616	448	14,158
Total FY2019-20	\$ 131,179	\$ 58,100	\$ 30,168	\$ 29,557	\$ 13,865	\$ 262,869
Total FY2018-19	\$ 126,037	\$ 55,413	\$ 28,167	\$ 28,324	\$ 13,415	\$ 251,356
Over/(Under) Prior Year	\$ 5,143	\$ 2,686	\$ 2,001	\$ 1,233	\$ 449	\$ 11,512
Percentage Change	4.1%	4.8%	7.1%	4.4%	3.3%	4.6%

Subsidy by Member Agency

(\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Revenues	\$ 53,191	\$ 27,812	\$ 8,884	\$ 12,401	\$ 3,135	\$ 105,423
Expenses	\$ 131,179	\$ 58,100	\$ 30,168	\$ 29,557	\$ 13,865	\$ 262,869
FY2019-20	\$ 77,988	\$ 30,288	\$ 21,284	\$ 17,156	\$ 10,729	\$ 157,445
FY2018-19	\$ 75,120	\$ 29,403	\$ 19,660	\$ 16,111	\$ 10,256	\$ 150,550
Over/(Under) Prior Year	\$ 2,869	\$ 885	\$ 1,624	\$ 1,045	\$ 473	\$ 6,896
Percentage Change	3.8%	3.0%	8.3%	6.5%	4.6%	4.6%



FY20 Proposed Rehabilitation and New Capital Budget

FY2019-20 Rehabilitation Project Allocation by Member Agency

Asset Category (\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Communications	\$ 1,052	\$ 651	\$ 342	\$ 173	\$ 207	\$ 2,426
Facilities	1,470	613	344	446	223	3,095
Fleet Vehicles	1,970	821	460	597	299	4,148
Rolling Stock	1,354	564	316	410	205	2,851
Signals	7,381	-	-	2,384	3,778	13,543
Structures	1,388	2,380	-	925	2,500	7,193
Track	17,348	7,650	236	3,218	2,023	30,475
Total	\$ 31,964	\$ 12,680	\$ 1,698	\$ 8,153	\$ 9,235	\$ 63,731

FY2019-20 Capital Project Allocation by Member Agency

Asset Category (\$000s)	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share	Total FY2019-20
Facilities	\$ 879	\$ 366	\$ 205	\$ 266	\$ 133	\$ 1,850
Rolling Stock	309	129	72	94	47	650
Signals	201	21	224	86	8	540
Total	\$ 1,389	\$ 516	\$ 502	\$ 446	\$ 188	\$ 3,040

Note: Amounts may not foot or cross foot due to rounding

Metro Recommendation for FY 2019-20 Metrolink Budget

Budget Items	Cost (millions)
Operations	\$77,989,000
Enhanced L.A. County ROW Security ¹	\$ 2,522,962
AVL Contract Security & LASD Program ²	\$ 1,707,632
San Bernardino Line 25% Fare Subsidy	\$ 2,190,969
Rehabilitation & Capital	\$33,352,440
One-Time Special Events	\$ 125,000
TOTAL	\$117,888,003

- **Enhanced L.A. County ROW Security** – additional LASD dedicated to patrol Metro’s ROW utilized by Metrolink throughout L.A. County to address homeless encampments, graffiti, faster response to trespasser strikes, etc.
- **AVL Contract Security & LASD Program** – additional security presence on all AVL trains and AVL stations in addition to 100% fare enforcement at L.A. Union Station and the Lancaster station.



Metro

Metro Historical Subsidy Levels to Metrolink

FY	Metrolink Budget (\$ million)	Required Member Agency Subsidy	Metro Total Programmed	Metro Programmed Operations	Metro Programmed Rehab, Capital, Rolling Stock
2007-08	\$145	\$64	\$53	\$33.8	\$19.2
2008-09	\$159	\$72	\$59.7	\$39.4	\$20.3
2009-10	\$170	\$75	\$75.2	\$39.9	\$35.3
2010-11	\$173	\$82	\$58.3	\$38.8	\$19.5
2011-12	\$180	\$81	\$49.6	\$40.8	\$ 8.8
2012-13	\$194	\$94	\$61.8	\$46.1	\$15.7
2013-14	\$210	\$103	\$83.4	\$53.6	\$29.8
2014-15	\$223	\$112	\$80.1	\$59.7	\$20.4
2015-16	\$241	\$139	\$94.2	\$71.8	\$22.4
2016-17	\$244	\$142	\$115.8	\$72	\$43.8
2017-18	\$243	\$142	\$78.7	\$71.9	\$ 6.8
2018-19	\$251	\$151	\$116.8	\$75.1	\$41.7
2019-20	\$263	\$157	\$111.3	\$78.0	\$33.3
TOTALS	\$2,696	\$1,414	\$1,037.9	\$720.9	\$317



Questions?

**Board Report**

File #: 2019-0194, **File Type:** Agreement

Agenda Number: 9.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019**

SUBJECT: 1ST AND LORENA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE 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.

ISSUE

Metro and A Community of Friends (Developer) are parties to an Exclusive Negotiations and Planning Agreement (ENA) for the development of a 49-unit mixed-use affordable housing project (Proposed Project) at 1st and Lorena that is set to expire on June 27, 2019. The Proposed Project entitlements have been held up pending resolution of a California Environmental Quality Act (CEQA) lawsuit from an adjacent property owner. An extension of the ENA term is necessary to allow the Developer to complete environmental clearance and finalize Joint Development Agreement (JDA) and Ground Lease (GL) terms, subject to Metro Board of Directors (Board) approval.

BACKGROUND

In June 2013, Metro and the Developer entered into an ENA to plan and consider the terms and conditions of a potential JDA and GL for development of a mixed-use affordable housing project on a 0.7-acre portion of a 1.26-acre Metro-owned site at the intersection of 1st St. and Lorena St. in Boyle Heights. The site is situated in the vicinity of the Metro Gold Line Indiana Station (see Attachment A - Site Map).

During the ENA term, which has included a number of extensions authorized by the Board, the Developer has diligently advanced the project through design development and entitlements including holding a number of community meetings and stakeholder engagements which helped shape the Proposed Project.

The Proposed Project scope calls for a mixed-use development inclusive of: 48 units of affordable housing primarily serving veterans and families earning 50% or below of the area median income, at least half of which will be reserved for homeless households; one market rate manager's unit; and

10,000 square feet of ground floor commercial space (see Attachment B - Project Scope). It is anticipated that approximately 50% of the retail space will be leased to community-serving uses supporting the needs of families and children.

In April 2016, an adjacent property owner filed a CEQA appeal with the City of Los Angeles (City), which delayed the issuance of project entitlements for nearly two years before the City Council ultimately rejected the appeal and granted the entitlements in March 2018. However, shortly after the City's action, the appellant filed a lawsuit further challenging the Proposed Project's CEQA clearance. A trial to resolve this suit was held in February 2019, and a ruling is expected in spring 2019.

DISCUSSION

Metro Joint Development Policy and relevant case law do not allow the Metro Board to approve JDA and GL terms and authorize Metro to enter into related agreements until such time as a project has an environmental clearance under CEQA. Although a ruling in the lawsuit challenging the Proposed Project's CEQA clearance is imminently expected, the determination will be subject to a 60-day appeal, which if pursued, could take upwards of a year or more to resolve. Furthermore, the Developer has been unable to complete numerous other predevelopment activities, such as applying for and securing various sources of affordable housing financing necessary to construct the Proposed Project, pending resolution of the lawsuit.

Throughout the course of the ENA, the Developer has acted in good faith despite project delays that have been outside of their control. The recommended 24-month ENA term extension will allow the Developer to resolve the pending CEQA challenges, begin to assemble the Proposed Project's financing sources, and negotiate proposed JDA and GL terms with Metro, subject to Metro Board approval.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the Proposed Project has gone through a lengthy community engagement process and secured support of the local Neighborhood Council and the Boyle Heights Design Review Advisory Committee. Furthermore, the Proposed Project is an opportunity to "focus and deliver" by adding much needed, transit-oriented affordable housing stock in the community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA period during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if and when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Funding for joint development activities is included in the adopted FY19 and proposed FY20 budget under 401020.

Impact to Budget

There is no impact to the FY19 budget and staff costs are included in the proposed FY20 budget to negotiate the proposed transaction and review design and other project documents, as necessary. No new capital investment or operating expenses are anticipated to implement the Proposed Project, and revenues from the Developer deposit will offset continued staff and project-related professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #3 “Enhance communities and lives through mobility and access to opportunity” by advancing a joint development project which will deliver critical community benefits, including transit-accessible affordable housing.

ALTERNATIVES CONSIDERED

The Board could chose not to extend the ENA term, in which case the ENA would expire in June 2019. Metro could then choose to solicit a new developer and proposal for development of the project site. Staff does not recommend this alternative due to the Developer’s longstanding commitment to and financial investment in the Proposed Project, the fact that the challenges and delays have been outside of the Developer’s control, and because the proposed project is line with Metro’s Equity Platform and Strategic Plan goals.

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a 24-month extension of the term. Staff will continue working with the Developer to finalize negotiations for a JDA and GL, and will present the terms of such agreements to the Board for consideration following Developer’s final resolution of the pending CEQA litigation. The Developer will keep the community informed of the status of the Project during the ENA extension period.

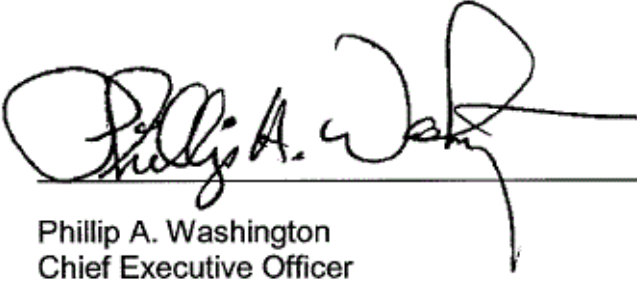
ATTACHMENTS

Attachment A - Site Map

Attachment B - Project Scope

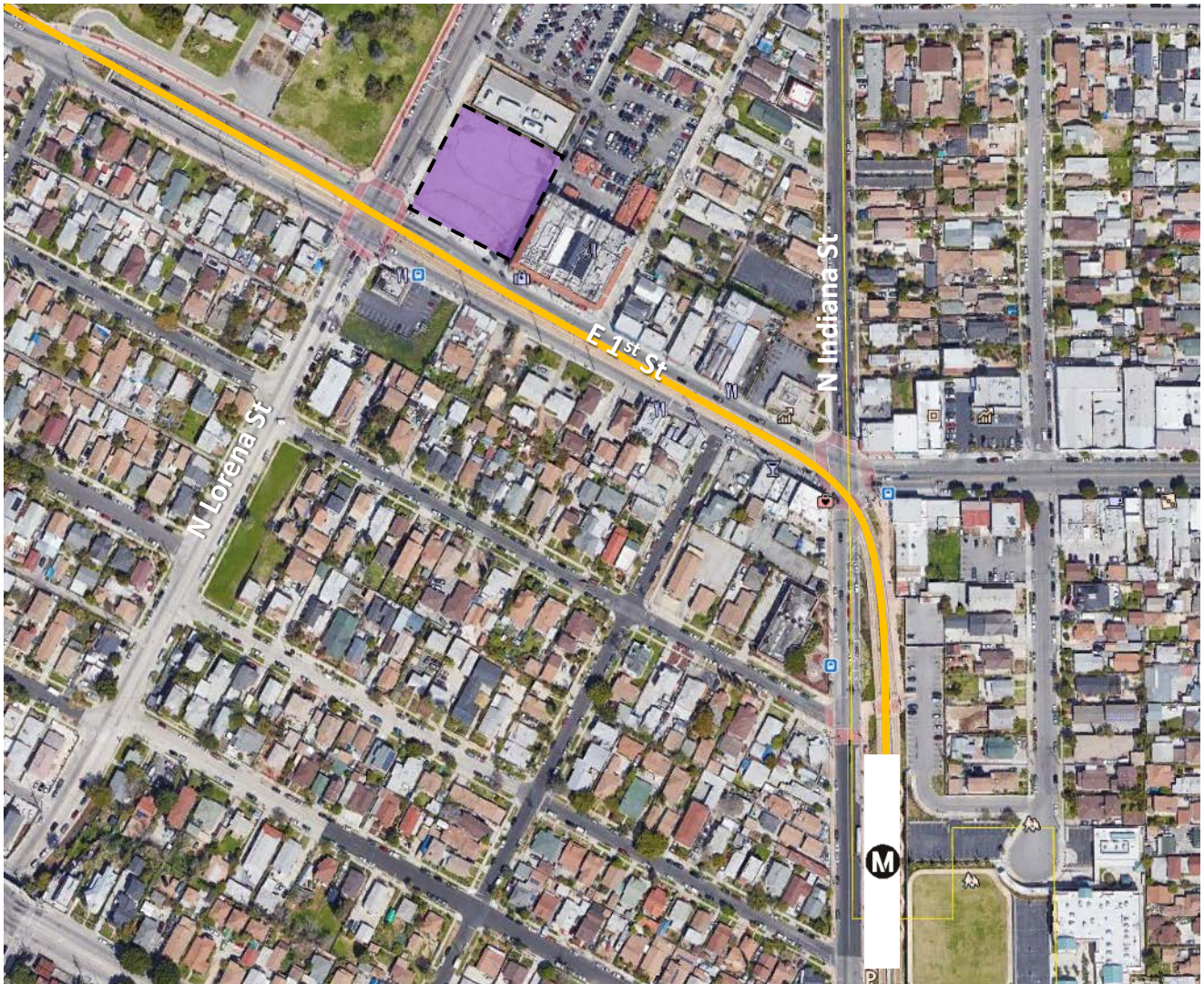
Prepared by: Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
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Phillip A. Washington
Chief Executive Officer

Site Map – 1st & Lorena Joint Development



Development Site



Metro Gold Line Indiana Station



Metro Gold Line

Project Scope



Project Description:

- > 49-unit mixed-use development primarily serving veterans and families including:
 - 48 units restricted to households earning 50% AMI or less, with at least half reserved for homeless households
 - 1 market rate manager's unit
- > Approximately 10,000 sq. ft. retail space
- > 66 parking spaces

Developer: A Community of Friends (ACOF)



Board Report

File #: 2019-0191, File Type: Motion / Motion Response

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2019

SUBJECT: READINESS IN RESPONSE TO POTENTIAL HIGH SPEED RAIL CHANGES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on potential changes in the California High Speed Rail system.

ISSUE

On February 28, 2019, Directors Barger, Najarian and Krekorian directed the Chief Executive Officer to:

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements, and;
- C. Engage Metrolink, CalSTA, and the CAHSR to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

DISCUSSION

Background

The CAHSR 2018 Business Plan dated June 1, 2018 identifies the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments as critical to supporting the Southern California economy. Since then, a high-speed rail audit by the State Auditor was released on November 15, 2018 faulting the CAHSR for cost overruns and delays and identified a number of

areas of improvement. The CAHSR responded to the State Auditor and stressed commitment to its mission to deliver high-speed rail to California, while also being good stewards of taxpayer dollars. Furthermore, the Authority Board of Directors marked a program milestone in November 2018 by advancing environmental clearances in Southern California for three project sections: Palmdale to Burbank, Burbank to Los Angeles and Los Angeles to Anaheim. Then in Governor's State of the State address delivered on February 12, 2019, the Governor refocused the priority of the high speed rail system to completing the Central Valley. The CAHSR indicated that Governor's State address did not change the CAHSR's approach with respect to project delivery in Southern California and stated the Governor's commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Given CAHSR's focus on the Central Valley to Silicon Valley segments, the arrival of high speed rail into the Southern California region may take longer than 2033 which will further increase the high speed rail project costs due to market escalation.

- A. In partnership with the City of Palmdale, the California High Speed Rail Authority is proposing a new multi-modal station in the City of Palmdale, located near Avenue Q and Sierra Highway, adjacent to the Metrolink Palmdale Station. This new multi-modal Palmdale Transportation Center (PTC) will feature a Metrolink station with local and commuter bus hub. The PTC will also serve the proposed Virgin USA Trains (formerly Brightline and XpressWest) high speed rail service via the future High Desert Corridor. This proposed PTC is currently part of the Palmdale Transit Village Specific Plan, a 110-acre transit-oriented, mixed-use planning area located between Rancho Vista Boulevard and Avenue R and between State Route 14 and 15th Street East, and includes the Palmdale Airport. The Palmdale Transit Village Specific Plan will be used to guide land use changes to promote economic development, encourage station accessibility and enhance regional mobility. The multimodal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016-2040) and California High Speed Rail Authority (CAHSR) 2018 Business Plan.
- B. Staff from Metro's Government Relations, County-wide Planning and Regional Rail engages regularly with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members. Staff continues to discuss the progress CAHSR's contribution totaling \$500 million to the bookend projects of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR. At staff's recent meetings with CalSTA and CAHSR in February and April of 2019, CAHSR and Calsta have confirmed that there are no changes to the HSR plan outlined in the CAHSR 2018 Business Plan. On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain. Staff testified on the significant benefits that can come from CAHSR making more new investments in the existing rail infrastructure system in Southern California especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that will provide immediate benefits that speed up rail service in Southern California with decreased travel times as well as improved commutes for people in Southern California who are already making two to three hour commutes one way. Staff also reminded the Senators the importance of HSR's guiding principle of making strategic concurrent investments that will be

linked over time with the HSR system that enhance mobility and provide, economic and environmental benefits to Southern California while positioning CAHSR to construct additional segments as funding becomes available.

- C. Proposition 1A High Speed Passenger Train Bond Act stipulates that the high-speed train would need to move at a speed of at least 200 mph and connect San Francisco to Los Angeles Union Station in 2 hours and 40 minutes or less. Therefore, CAHSR has proposed dedicated high speed rail corridors statewide to meet the speed and travel time requirement for the high speed rail system. In densely populated and developed urban areas where an existing rail corridor exists, CAHSR has proposed to improve those corridors, currently used by other commuter and intercity rail operators (e.g. Metrolink and Amtrak) and freight railroads (e.g. Union Pacific Railroad and Burlington Northern Santa Fe), and operate high-speed trains at the same speed as other rail operators and freight in a shared corridor with a blended approach. Staff believes with additional infrastructure investments by CAHSR on the Metrolink Antelope Valley Line in which high-speed trains can begin to operate in Southern California sooner, although overall travel time may be longer given the lower operating speed. Staff has coordinated with Metrolink and other local agencies to propose the following specific projects for advancement that would provide immediate regional mobility benefits that will relieve traffic congestion while accommodating a future HSR system totaling \$1.044 billion or \$522 million of new CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Lo Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million
14. ~~Burbank Junction - CP Taylor Track Improvements - \$13.4 million~~

Cities and communities along the existing Metrolink corridors will benefit immediately from the early high speed rail investments. For example, the proposed new intermodal Palmdale Transportation Center as discussed in Item A will promote economic development and enhance regional mobility. The proposed Rancho Vista Boulevard and Doran Street and Broadway/Brazil Grade Separation projects will improve safety and traffic circulation in Cities of Palmdale, Glendale, and Los Angeles. The proposed Brighton to Roxford Double Track project will improve regional rail service and mobility while enhancing safety for the corridor communities and

commuters on the Metrolink Antelope Valley Line. It should be noted that the recipient of the Proposition 1A funds shall provide matching funds in an amount not less than the amount awarded, i.e. a 50-50 match, under the Proposition 1A Bond Act. Therefore, the total cost of the specific projects is approximately \$1.044 billion which is approximately \$522 million of new CAHSR investments.

In addition, Metrolink has proposed a list of shovel-ready rehabilitation and capital projects for advancement on the Antelope Valley and Burbank to Anaheim corridor within the HSR project segments between Palmdale and Anaheim, including significant upgrades to track, signal and other railroad infrastructure with a total estimated cost of \$80.3 million. See Attachments A-1 and A-2 for a detail listing of proposed projects from Metrolink.

~~As part of the A study of the Antelope Valley Line Study between Lancaster and Burbank is currently underway, as directed by Directors Barger and Najarian, in coordination with Metrolink and the North Los Angeles County Transportation Coalition (NCTC) stakeholders, Study has to analyzed various capital projects and service improvement scenarios in order to develop a prioritized list of projects on the Antelope Valley Line. In April 2019, the North Los Angeles County Transportation Coalition (NCTC) stakeholders recommended that four (4) projects, at a total estimated cost of \$175 million, be advanced for further development in order to deliver a 30 minute service to Santa Clarita and hourly service to Lancaster. The Study is expected to be completed in August July 2019 with recommendation for strategic capital project advancements to and will be presented to the Metro Board for consideration by at the July 2019 board meeting.~~

Staff has coordinated with the CAHSR in regards to this Board motion and CAHSR has provided a memorandum in response to the motion (see Attachment B). This memorandum illustrates the long-standing working relationship between CAHSR, Metro, Metrolink, CalSTA, and other regional partners and reassures that there have been no changes to CAHSR priorities in Southern California and the commitments to the Southern California MOU projects from 2012. To date CAHSR has contributed and committed a total of \$888 million from Proposition 1A funds, including \$500 million in bookend projects (Link Union Station and Rosecrans/Marquardt Grade Separation) and \$388 million in connectivity projects (Regional Connector and others). The CAHSR is in the process of environmentally clearing the statewide Phase 1 system.

The projects proposed for advancement from staff, Metrolink and CAHSR take into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

FINANCIAL IMPACT

This report is a response to Board inquiry on high-speed rail changes. There is no direct financial impact by this Receive and File report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals 1, 3 and 4. This receive and file supports 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 not to receive this report. This is not recommended as this response was requested by the Board.

NEXT STEPS

Staff will complete the Antelope Valley Line Study by June 2019 with recommendation for capital project advancements to be presented to the Metro Board for consideration in July 2019. Staff will continue to coordinate with Metrolink and CAHSR to advance the capital projects and seek funding for construction.

ATTACHMENTS

Attachment A-1 - Metrolink's Burbank to Anaheim Shovel-Ready Projects

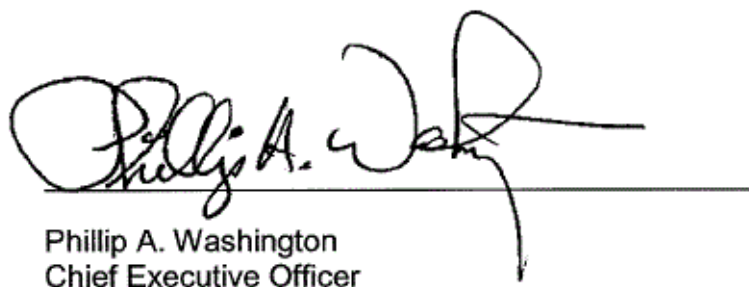
Attachment A-2 - Metrolink's Antelope Valley Line Capital Program

Attachment B - CAHSR's Memorandum on Readiness in Response to Potential High-Speed Rail Changes

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



Phillip A. Washington
Chief Executive Officer



Burbank to Anaheim Shovel-Ready Projects Fact Sheet

The Corridor between Burbank and Anaheim is one of Metrolink’s busiest corridors that serves LOSSAN, Orange County bound trains, trains from both the Antelope Valley and the Ventura Lines, Amtrak, Union Pacific (UPRR), and Burlington Northern Santa Fe (BNSF). Metrolink owns and maintains the tracks along three subdivisions on this corridor: the Valley Subdivision, the River Subdivision, and the Orange Subdivision. The stretch of track between the River Subdivision and the Orange Subdivision is owned, dispatched, and maintained by BNSF.



Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the heavy train traffic along these corridors, the segments between Burbank and Anaheim have a growing list of rehabilitation, state of good repair (SGR), and other construction projects that are shovel-ready and can break ground within 3-12 months of funding being allocated.

Currently, there are a number of capacity expansion projects in development within this corridor but due to their early stage of development will not be shovel ready within 3-12 months and thus are not considered shovel-ready.

The rehabilitation shovel-ready projects listed below have either the design complete or near completion or require little to no design using Metrolink’s standard plans and can move immediately into construction (many rehabilitation projects are like this). Metrolink also has the ability, using job order contracts, to begin construction almost immediately once funding is allocated on standard railroad projects such as rail, tie, and culvert replacements.

Priority	Capital Rehabilitation & Expansion Projects:	Project Benefit	Assemb./Senate Dist. No.	Total Projected Cost
1*	LAUS Track and Signal Modernization	Reliability	Assemb. 51 – Sen. 24	\$28,643,632
2	FY20 Valley Signal System Request	Reliability	Assemb. 43,51 – Sen 24,25	\$1,000,825
3	FY20 Facilities Request – CMF	Reliability	Assemb. 51 – Sen. 24	\$1,810,000
4	Burbank Jct – CP Taylor Track Improvements	Reliability	Assemb. 43,51 – Sen 24,25	\$13,400,000
5	River Sub Track Improvements CP Taylor to CP Chavez	Reliability	Assemb. 51,53 – Sen. 24	\$4,500,000
6	Station Communications Upgrades – Burbank to Anaheim	Customer Experience	Assemb. 43, 51, 53, 68, 69 – Sen. 24, 25, 29, 34, 37	\$1,720,000
7	River Sub West Bank Track Improvements - Chavez to Redondo	Reliability	Assemb. 53 – Sen. 24	\$6,000,000
8	Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$2,300,000
9	Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	Reliability	Assemb. 43,51 – Sen 24,25	\$2,000,000
10	Orange Sub Signal Rehabilitation – Fullerton to Anaheim	Safety and Reliability	Assemb. 68, 69 – Sen. 29, 34, 37	\$300,000
11	Valley Signal Rehabilitation between Burbank and CP Taylor	Reliability	Assemb. 43,51 – Sen 24,25	\$1,300,000
12	River Sub Bridge 3.35 Grading, Drainage, and Fencing	Safety and Security	Assemb. 51 – Sen. 24	\$300,000
13	River Sub Signal Rehabilitation – CP Taylor to Redondo	Reliability	Assemb. 51,53 – Sen. 24	\$3,500,000
14	Burbank to Los Angeles Lubricator Replacements and Enhancements	SGR	Assemb. 43,51 – Sen 24,25	\$1,000,000

15	Main St – West Bank Crossing Track Rehabilitation	SGR	Assemb. 51 – Sen. 24	\$650,000
16	Fencing/Slope Stabilization between Capitol and Dayton	Safety and Security	Assemb. 51 – Sen. 24	\$250,000
17	Valley Sub Grading and Ditching between Chevy Chase and Colorado and Glendale Fwy to CP Taylor	SGR	Assemb. 43,51 – Sen 24,25	\$1,500,000
18	Replacement of East and West Diamonds into CP Mission	Reliability	Assemb. 51 – Sen. 24	\$1,600,000
19	Orange-Olive Wye Modernization and Signal Improvements	Operational Efficiencies and Reliability	Assemb. 68 – Sen. 37	\$5,000,000
20	Orange Siding and Spur Tracks – MSEP Phase 2	Operational Efficiencies and Reliability	Assemb. 69 – Sen. 29	\$3,000,000
21	“Roundhouse” Lead Rehabilitation – Siding Track to Amtrak Yard	SGR	Assemb. 53 – Sen. 24	\$500,000
Total				\$80,274,457

*LAUS Track and Signal Modernization project is partially funded, with a funding gap of approximately \$28.6M for the preferred Scope of Work.



Antelope Valley Line Capital Program – Fact Sheet

The Antelope Valley Line is one of Metrolink’s busiest lines that brings passengers from Lancaster into Los Angeles, passing through both the Antelope and San Fernando Valleys. Due to the age and deferred maintenance of the existing infrastructure when purchased in the early 1990s, and the mountainous geography that this line traverses, the Antelope Valley Line requires a combination of Capital Rehabilitation projects and Capital Expansion projects to provide reliable service and enable more frequent passenger service in the future. There are existing structures that date back as far as the 1930s, which are in dire need of replacement to maintain reliable services for our existing operation and proposed service increases.



Metrolink’s Rehabilitation Plan prioritizes rehabilitation needs throughout the system using a condition and performance-based assessment methodology. Rehabilitation projects along the Antelope Valley Line listed below address large scale issues in two primary areas: (1) the most geographically difficult area between Palmdale and Santa Clarita; and (2) the busiest section of track between Burbank and Los Angeles. In addition, the initial goal of Metrolink’s Southern California Optimized Rail Expansion (SCORE) program

for the Antelope Valley line is to enable reliable bi-directional 30-minute service to Santa Clarita and an hourly peak express train to Lancaster.

The prioritized list below includes both Rehabilitation and Capital Expansion projects. The Rehabilitation projects are prioritized ahead of the Expansion projects to ensure reliable service is provided for the existing operations, regardless of when the Expansion projects are implemented. However, it is assumed that the Expansion projects, with priority rankings 6 through 14 below, include rehabilitation of the existing infrastructure within the project footprint, bringing the assets up to a State of Good

Repair and ensuring the reliability of service into the future. Rehabilitation projects have been identified in the MRP and Expansion projects have been identified in the SCORE Program.

Priority	Capital Rehabilitation & Expansion Projects:	Total Projected Cost
1*	Tunnel 25 Track and Drainage	\$10,000,000
2*	Burbank Jct. – CP Taylor Track Improvements	\$13,400,000
3*	Valley Rail and Ties between Palmdale and CP Soledad**	\$37,500,000
4*	Valley Culverts between Palmdale and CP Soledad (36 Total)	\$18,849,246
5*	Valley Signal Rehabilitation	\$3,156,030
6	Balboa Siding Extension and Speed Improvements	\$41,800,000
7	Santa Clarita Double Track	\$95,400,000
8	Brighton-Roxford Double Track	\$214,400,000
9	Lancaster Terminal Improvements	\$27,300,000
10	Saugus-Hood Double Track	\$41,600,000
11	Acton Downtown Double Track	\$56,000,000
12	Expanded Maintenance Facilities	\$68,300,000
13	Palmdale-Lancaster Double Track	\$127,300,000
14	Ravenna-Agua Dolce Double Track	\$77,300,000
Total		\$832,305,276

*Rehabilitation Project. Does not include FY20 Capital Rehabilitation Projects.

**Project includes resiliency upgrades from wood to concrete ties along portions of mountainous curved track. These upgrades have a large upfront cost but reduce Operating Maintenance costs long-term due to the longer life of these investments.



RE: Readiness in Response to Potential High-Speed Rail Changes

The California High-Speed Rail Authority (Authority) is providing the Los Angeles County Metropolitan Transportation Authority (Metro) with this memo in response to the motion presented at the Metro Board meeting on February 28, 2019 titled: Readiness in Response to Potential High-Speed Rail Changes. The motion was initiated so that Metro staff can understand how changes to the high-speed rail project might impact the region and to combine efforts with local and state partners to identify and promote critical projects that can provide mutual benefits.

In Governor Newsom's State of the State address delivered on February 12, 2019, the Governor did not change the Authority's approach with respect to project delivery in Southern California. The Governor stated a commitment to continue advancing regional bookend projects north and south, and to finish environmental clearance for the statewide Phase 1 system including the Southern California project sections between Bakersfield and Anaheim. Nevertheless, while there are no recent changes to the high-speed rail project that may impact the Southern California region, the Authority is glad to provide Metro staff with information that may be helpful for a response to the Metro Board motion.

Text from the Metro Board motion are provided in italics within this memo. Information from the Authority in response to the motion is provided below each section of text.

***Paragraph 1:** A great amount of uncertainty remains over potential impacts to the Los Angeles region as a result of any changes to the California High-Speed Rail project. Metro and the Authority have entered into a funding agreement for the critical Rosecrans/Marquardt grade separation, and a Memorandum of Understanding (MOU) for the Link Union Station project.*

Authority Response: The Rosecrans/Marquardt Project Management and Funding Agreement (PMFA) signed by the Authority and Metro in May 2018 remains in effect, with a maximum Proposition 1A funding commitment of \$76.665 million towards this important grade separation project.

The Authority will direct the remaining \$423.335 million in Proposition 1A Southern California early investment funding to the Link Union Station (Link US) project, as stated in the Authority's 2018 Business Plan adopted by the Authority Board in May 2018. This direction is also consistent with Senate Bill 1029 signed into law in July 2012 that legislatively appropriated \$500 million in funding to Southern California early investment projects, a letter sent by former Governor Brown to the Metro Board in March 2017 that affirms a commitment to the Link US early investment project (provided as an attachment to this memo), and Governor Newsom's State of the State address in February 2019 that called for completion of regional bookend projects in Southern California. The decision on the Proposition 1A funding allocation to the Link US project is final. The Authority and Metro are currently completing the required administrative steps, including developing the Link US subdivision (d) funding plan.

This \$500 million in Proposition 1A bookend funding is in addition to about \$388 million of Proposition 1A connectivity funding for major capital projects in Southern California including Metro's Regional Connector, SCRRRA's new Tier 4 locomotives, and San Diego MTS Blue Line improvements.

***Paragraphs 2 and 3:** The Authority, Metro, and other Southern California partner agencies also entered into an MOU in 2012 for the purpose of identifying and investing in local rail corridors to prepare for future integrated service and operations. This MOU identified a "prioritized rail improvement list"*

(PRIL), resulting from a collaborative process, for a region-wide series of improvements and enhancements, including the HSR phase 1 corridor and feeder rail corridors, that would support a blended systems/operations model.

A majority of the PRIL projects are in Los Angeles County and a significant number of those fall on the Metrolink Antelope Valley Line (AVL), between Palmdale (where a future HSR station is to be built) and Union Station. The AVL plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year.

Authority Response: The State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 Southern California MOU was executed, as shown in the table below.

PRIL#	County	Description	Lead Agency	Project Cost, in millions	State Funds, in millions	State Funds, percentage
1	LA	Link Union Station	Metro	\$2,100.0	\$845.5	40.3%
4	Riv	McKinley St Grade Separation	RCTC	\$91.3	\$84.5	92.5%
5	SB	CP Lilac to CP Rancho Double Track	SBCTA	\$72.0	\$2.3	3.2%
6	SD	San Onofre to Pulgas Double Track	SANDAG	\$67.7	\$38.9	57.4%
9	Riv	Jurupa Rd Grade Separation	RCTC	\$108.4	\$108.4	100.0%
14	Ora	Laguna Niguel to SJ Capistrano Siding	OCTA	\$30.8	\$7.9	25.7%
16	SD	Elvira to Morena Double Track	SANDAG	\$192.0	\$66.0	34.4%
30	SD	Sorrento to Miramar Phase 2	SANDAG	\$98.0	\$2.0	2.0%
31	LA	Vincent Siding Extension and Platform	Metro	\$17.4	\$8.2	47.1%
32	LA	Rosecrans/Marquardt Grade Separation	Metro	\$156.4	\$107.7	68.8%
38	LA	Raymer to Bernson Double Track	Metro	\$104.4	\$6.3	6.0%
40	LA	Van Nuys Station Platform	SCRRA	\$34.9	\$31.1	89.1%
48	LA	Durfee Grade Separation	ACE	\$91.1	\$2.7	3.0%
Total				\$3,164.5	\$1,311.4	41.4%

Notes:

- County abbreviations – LA: Los Angeles, Ora: Orange, Riv: Riverside, SB: San Bernardino, SD: San Diego.
- Lead Agency abbreviations – ACE: Alameda Corridor-East Construction Authority, Metro: Los Angeles County Metropolitan Transportation Authority, OCTA: Orange County Transportation Authority, RCTC: Riverside County Transportation Commission, SANDAG: San Diego Association of Governments, SBCTA: San Bernardino County Transportation Authority, SCRRA: Southern California Regional Rail Authority.
- Project Cost is the latest available estimated total project cost reported by the lead agency.
- State Funds include the following state funding sources: Proposition 1A, Transit Intercity and Rail Capital Program (TIRCP), Cap and Trade, Senate Bill (SB) 1, SB 132, State Transportation Improvement Program (STIP), California Public Utilities Commission (CPUC) Section 190, Proposition 1B, Proposition 116, and Caltrans' Division of Rail.
- A Proposition 1A funding commitment of \$423.3 million for Link Union Station, and a \$5.0 million funding commitment from CalSTA and Caltrans, are in progress. These amounts are included in the state funding of \$845.5 million indicated for the project.

The State's investment of over \$1.3 billion in the PRIL projects includes about \$1.0 billion in funding for projects in Los Angeles County, of which \$853.7 million is going towards projects located on the Metrolink AVL Line (#1: Link Union Station, #31: Vincent Siding Extension).

The Authority is also environmentally clearing four Southern California project sections of the high-speed rail Phase 1 system: Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. This includes the environmental clearance of 20 PRIL projects, including 13 projects in Los Angeles County of which 9 are located on the AVL Line:

- #3: State College Blvd Grade Separation (Orange County)
- #8: Ball Rd Grade Separation (Orange County)
- #12: Orangethorpe Ave Grade Separation (Orange County)
- #20: Lancaster to Palmdale Double Track (Los Angeles County – AVL Line)
- #26: Sycamore St Closure (Orange County)
- #33: Norwalk Blvd / Los Nietos Rd Grade Separation (Los Angeles County)
- #35: Glendale Slide Relocation (Los Angeles County – AVL Line)
- #36: Glendale Station Redesign (Los Angeles County – AVL Line)
- #43: Sheldon St Grade Separation (Los Angeles County – AVL Line)
- #45: Chevy Chase Closure / Goodwin Ave Grade Separation (Los Angeles County – AVL Line)
- #52: Grandview Ave Grade Separation (Los Angeles County – AVL Line)
- #53: Sonora Ave Grade Separation (Los Angeles County – AVL Line)
- #63: Alondra Blvd Grade Separation Reconstruction (Los Angeles County)
- #64: Carmenita Rd Grade Separation Widening (Los Angeles County)
- #66: Pioneer Blvd Grade Separation (Los Angeles County)
- #67: Vermont Ave Grade Separation (Orange County)
- #68: South St Closure (Orange County)
- #69: Penrose St Closure (Los Angeles County – AVL Line)
- #70: Broadway St Grade Separation (Orange County)
- #73: Main St Grade Separation (Los Angeles County – AVL Line)

Within the portion of the AVL Line between Lancaster and Palmdale, the Authority is environmentally clearing projects that include adding a second mainline track for Metrolink service, adding a high-speed rail station in Palmdale that will be used by future California high-speed rail service and XpressWest service to/from Las Vegas, 11 new grade separations for both Metrolink and high-speed rail trains, and a new high-speed rail maintenance facility that could potentially be shared with Metrolink. The Authority is glad to discuss additional opportunities to improve the AVL Line with Metro.

In summary:

- The State of California has provided over \$1.3 billion in funding towards the design and construction of 13 PRIL projects since the year 2012 MOU was executed. About \$1.0 billion of that investment is going towards six projects in Los Angeles County, of which \$853.7 million is going towards two projects located on the Metrolink AVL Line.
- The Authority is environmentally clearing 20 other PRIL projects; 13 are in Los Angeles County of which 9 are located on the Metrolink AVL Line. Environmental clearance of these projects is an important step that is necessary for the Authority and/or other agencies to advance these projects into final design and construction.

Paragraph 4: *It is important that Metro take this opportunity to engage local and state partners to understand how any changes to the HSR project might impact the region and to combine efforts to identify and promote critical projects that can provide mutual benefits, should an opportunity arise to advance them.*

Authority Response: The Authority has coordinated closely with our local and state partners since execution of the year 2012 Southern California MOU. Staff from each of the 2012 MOU signatory agencies participated in the Southern California Passenger Rail Partners Working Group, which was formed to maintain the list of early investment projects in Southern California, develop funding plans for projects on the list, and work collaboratively to implement projects consistent with the commitments made in the year 2012 MOU. As noted in our response to Paragraphs 2 and 3, the State of California has invested over \$1.3 billion in 13 PRIL projects since the year 2012 MOU was executed.

In its 2016 and 2018 Business Plans, the Authority identified the rail corridor connecting Burbank, Los Angeles, and Anaheim as being of regional and statewide significance, critical to supporting the Southern California economy. The Authority and its partners are focusing on modernizing and improving this shared urban mobility corridor because:

- The corridor facilitates cargo movements to and from the Ports of Los Angeles and Long Beach, the nation's two busiest ports based on container traffic.
- The corridor is part of the nation's second busiest Amtrak line and is served by four of Metrolink's seven regional rail lines.
- The corridor will be an essential link in the statewide high-speed rail system, connecting with some of California's most significant tourist, entertainment, cultural and business destinations.

Working with our partners to improve the Burbank to Anaheim rail corridor will have tremendous benefits for the region including enhanced capacity and reliability for all rail operators in the corridor, improved safety and air quality, increased passenger rail ridership, and reduced traffic congestion. The "Triple Bottom Line" objectives of this work are to: improve safety and state of good repair, protect and enhance existing services, and establish the foundation for introduction of high-speed rail service.

The Authority recently partnered with Metro, SCRRA, the LOSSAN Rail Corridor Agency, and BNSF Railway and applied in January 2018 to the California State Transportation Agency (CalSTA) for funding from the Transit and Intercity Rail Capital Program (TIRCP). The application, submitted by SCRRA as the lead agency, was for the Southern California Optimized Rail Expansion (SCORE) Program which would fundamentally transform, expand, connect and improve regional rail service throughout Southern California in advance of the Los Angeles 2028 Summer Olympics. CalSTA awarded a TIRCP grant of \$875.7 million to SCRRA in April 2018 for the SCORE Program.

SCRRA subsequently developed its multi-year allocation plan for the SCORE Program that included \$398.4 million to the Link US project and \$477.3 million for numerous additional regional rail investments throughout Southern California, including double-track projects, grade separations, station improvements and maintenance facilities. The Authority, CalSTA, SCRRA, and BNSF worked together to identify early action projects for implementation in the Burbank to Anaheim rail corridor during the next five years, including:

- Relocation of the Commerce Metrolink station, which will enable the separation of passenger trains and freight trains near the BNSF Commerce Yard.

- The Fullerton Interlocker project, which will help untangle passenger and freight train crossing movements near the Fullerton Metrolink and Amtrak station.
- A passenger track flyover between I-710 and I-5, which will help enhance capacity, reliability, and on-time performance in the corridor.

The Authority has also coordinated closely with Metro on project-level environmental clearance work since 2015:

- In February 2015, the Authority and Metro executed a contract for Metro to engage with Authority staff to complete the Authority's environmental clearance of high-speed rail service in Southern California and to make sure that high-speed rail trains can operate in a shared urban corridor. Through this agreement, Metro has reviewed the Authority's draft preliminary engineering work and provided comments to the Authority.
- In May 2016, the Authority and Metro executed a contract for the Authority to share project development costs for the integration of high-speed rail service at Los Angeles Union Station (LAUS) in downtown Los Angeles, for up to \$15.0 million. The Authority and Metro executed an amendment in August 2017 to increase the contract value from \$15.0 million to \$18.7 million. Through this agreement, the Authority has reviewed Metro's environmental and preliminary engineering work for the Link US project and provided comments to Metro.

The Authority's environmental clearance work is essential to implement a number of the PRIL projects (as identified in our response to Paragraphs 2 and 3), to make investments on the AVL Line in the Antelope Valley, and to move forward with early action projects in the Burbank to Anaheim shared urban mobility corridor.

These activities collectively demonstrate the Authority's ongoing commitment to work with our local and state partner agencies to modernize the passenger and freight rail network in Southern California, and advance early investment projects that bring mobility, reliability, and connectivity benefits to Southern California travelers in an expedited timeframe. The Authority will continue to work with Metro and our partners to deliver projects throughout the region.

Actions Requested by the Metro Board for the Metro CEO to take:

- A. *Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region.*

Authority Response: The Authority agrees with the importance of multimodal connectivity in the City of Palmdale. The Authority has been working closely with the City of Palmdale to develop a station area plan for the area adjacent to the Palmdale Transportation Center. The intent of this work is to plan for expanded regional rail services, expanded local and commuter bus services, new California high-speed rail service, and new XpressWest service to Las Vegas via the future High Desert Corridor.

- B. *Engage with the office of Governor Newsom, the Authority, and the California State Transportation Agency (CalSTA) to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements.*

Authority Response: As noted in our response to Paragraph 4, the Authority welcomes further discussion with Metro and our partner agencies on opportunities to advance critical regional improvements throughout Southern California.

C. Engage Metrolink, CalSTA, and the Authority to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Authority Response: The Authority has coordinated closely with SCRRA on development and implementation of the Metrolink SCORE Program over the past year. The Authority provided input to the California Department of Transportation (Caltrans) for the California State Rail Plan in 2016 and 2017, and was in contact with the Southern California Association of Governments (SCAG) regarding development of SCAG's 2020 RTP/SCS earlier this year. The Authority has also discussed Metro's ongoing Antelope Valley Line study and development of the countywide Freight & Goods Movement Strategic Plan with Metro staff earlier this year.

The Authority welcomes further discussion with Metro, SCRRA, CalSTA, SCAG, and Caltrans on ways to advance specific projects that are described or will be described in these plans and studies. The Authority believes there is strong alignment between the goals and objectives of these agencies with respect to improving the passenger and freight rail network in Southern California, which provides a solid foundation for moving forward with project implementation.

D. Report back to the Board in 90 days with an update on progress and findings.

Authority Response: The Authority intends for this memo to provide information to Metro that may be helpful as Metro staff prepares an update to the Metro Board.

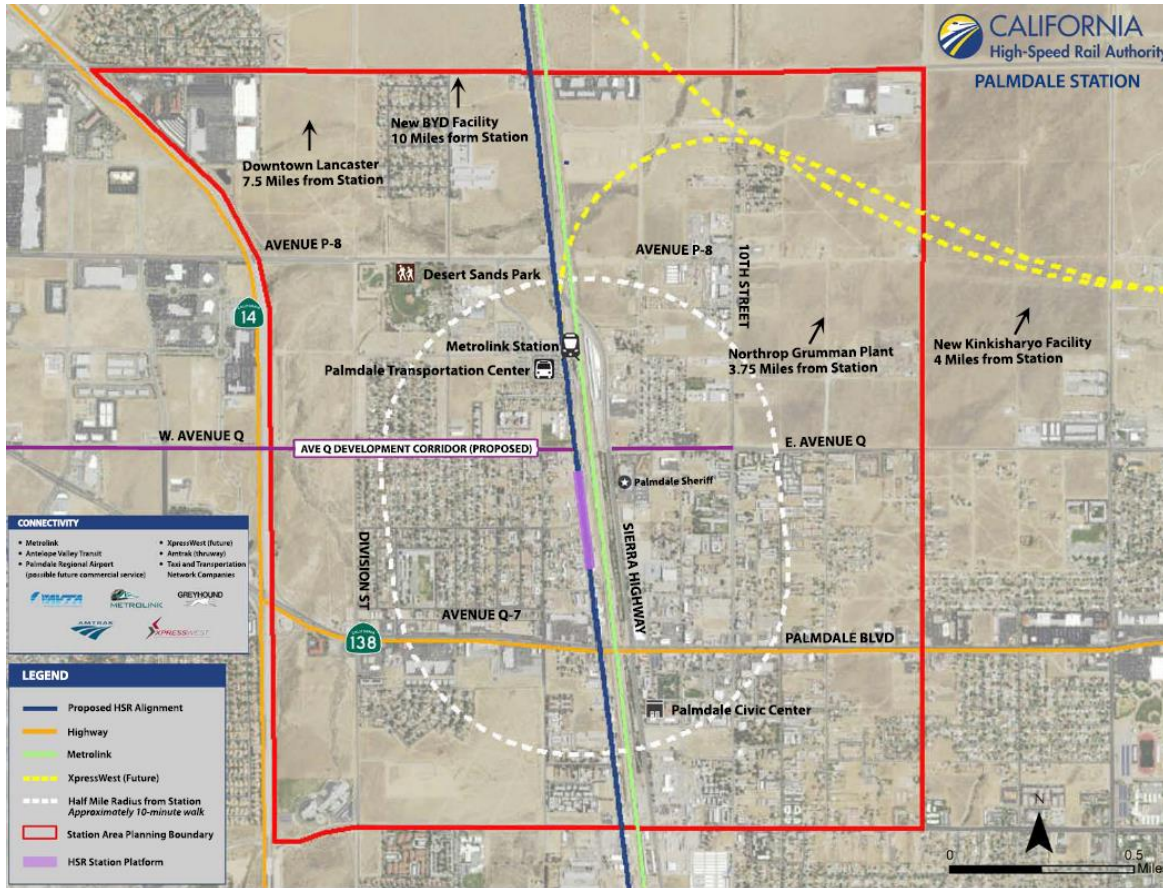
Readiness in Response to Potential High Speed Rail Changes

- A. Acknowledge the importance of connectivity through a Palmdale station to maximize regional integrated operations, and the importance of working towards the advancement of funding for critical projects in the Los Angeles region;
- B. Engage with the offices of Governor Newsom, the California High Speed Rail Authority (CAHSR), and the State Transportation Agency (CalSTA), to explore how the Governor's proposed changes to the HSR project might affect the Palmdale to Burbank, Burbank to Union Station, and Union Station to Anaheim segments, and identify what opportunities might be available to advance critical regional improvements, and;
- C. Engage Metrolink, CalSTA, and the CAHSR to begin coordinating efforts to identify specific projects to propose for advancement, taking into consideration the State Rail Plan, Metrolink's SCORE program, SCAG's ongoing RTP effort, the forthcoming Antelope Valley Line study, and the countywide Freight & Goods Movement Strategic Plan.

Metro Planning and Programming Committee Meeting

May 15, 2019

Palmdale Transportation Center (PTC)



This will be a new high speed rail station that features a Metrolink station with local and commuter bus hub.



This multi-modal PTC is described in the 2018 State Rail Plan, Southern California Association of Government's Regional Transportation Plan (2016 – 2040) and California High Speed Rail Authority 2018 Business Plan.

Engagement with the office of the Governor

1. At staff's recent meetings with CAHSR and Calsta have confirmed that there are **no changes to the HSR plan** outlined in the CAHSR 2018 Business Plan.
2. Staff from Metro's Government Relations, County-wide Planning and Regional Rail **engages regularly** with the office of the Governor, the State Transportation Agency (CalSTA), CAHSR, State Senators and Assembly members.
3. Staff continues to discuss the progress CAHSR's contribution totaling **\$500 million to the bookend projects** of the Link Union Station and the Rosecrans Marquardt Grade Separation Projects with CalSTA and CAHSR.

California Senate Hearing on HSR

On March 26, 2019, staff was invited to testify at the High Speed Rail Joint Informational Hearing of the Senate Transportation Committee & Senate Budget Sub-committee at the State Capital along with Metrolink and Caltrain.

Staff testified on the significant benefits that can come from CAHSR **making more new investments in the existing rail infrastructure system in Southern California** especially in Los Angeles County, specifically Lancaster, Palmdale and Burbank to Los Angeles that **will provide immediate benefits** that speed up rail service in Southern California with **decreased travel times** as well as **improved commutes for people in Southern California** who are already making two to three hour commutes one way.

Opportunities to Advance Critical Regional Improvements

A future HSR blended service/blended operations system totaling \$1.044 billion or \$522 million of new potential CAHSR investments, specifically along the Metrolink Antelope Valley Line which is also used by the LOSSAN/Amtrak service from Burbank to Lo Angeles Union Station as listed below:

Metrolink Antelope Valley Line - \$1.044 Billion

1. Lancaster Terminal Improvements - \$27.3 million
2. Palmdale Lancaster Double Track - \$127.3 million
3. New multi-modal Palmdale Transportation Center - \$70 million
4. Rancho Vista Boulevard Grade Separation - \$100 million
5. Acton Downtown Double Track - \$40.2 million
6. Ravenna-Agua Dolce Double Track - \$56.3 million
7. Saugus-Hood Double Track - \$41.6 million
8. New multi-modal Vista Canyon Maintenance Facilities \$68.3 million
9. Santa Clarita Double Track - \$75.2 million
10. Tunnel 25 Track - \$10 million
11. Balboa Double Track Extension - \$41.8 million
12. Brighton to Roxford Double Track - \$226 million
13. Doran Street and Broadway/Brazil Grade Separation - \$160 million

Additional Feedback from Metrolink

Metrolink provided fact sheets to address HSR blended service/blended operations new investment on the Antelope Valley Line and shovel ready projects within the Metrolink system shown as attachments A-1 and A-2 to this board report. Below are some additional capital rehabilitation and expansion projects not included in the \$1.044 Billion investment needed for Southern California:

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
LAUS Track and Signal Modernization	\$28,643,632
FY20 Valley Signal System Request	\$1,000,825
FY20 Facilities Request – CMF	\$1,810,000
Burbank Jct – CP Taylor Track Improvements	\$13,400,000
River Sub Track Improvements CP Taylor to CP Chavez	\$4,500,000
Station Communications Upgrades – Burbank to Anaheim	\$1,720,000
River Sub West Bank Track Improvements - Chavez to	\$6,000,000

Capital Rehabilitation & Expansion Projects:	Total Projected Cost
Orange Sub Grade Crossing Warning System Rehabilitation – Fullerton to Anaheim	\$2,300,000
Valley Sub Siding Tracks, Spur Tracks and Turnout Rehabilitation	\$2,000,000
Orange Sub Signal Rehabilitation – Fullerton to Anaheim	\$300,000
Valley Signal Rehabilitation between Burbank and CP Taylor	\$1,300,000
River Sub Bridge 3.35 Grading, Drainage, and Fencing	\$300,000
River Sub Signal Rehabilitation – CP Taylor to Redondo	\$3,500,000
Burbank to Los Angeles Lubricator Replacements and Enhancements	\$1,000,000

Additional Feedback from CAHSR



CALIFORNIA High-Speed Rail Authority

RE: Readiness in Response to Potential High-Speed Rail Changes

CAHSR provided response to comments in attachment B to this board report regarding the board motion to illustrate their continued commitment to book-end investments and breakdown of state funding to-date by sources toward Southern California capital projects.



Metro

Thank You





Board Report

File #: 2019-0224, File Type: Informational Report

Agenda Number: 40.

**CONSTRUCTION COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MAY 16, 2019**

SUBJECT: STATUS REPORT ON FINANCIAL FORECAST TO DELIVER TWENTY-EIGHT BY '28

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

This item is a status report in response to a Board request (Motion 32.4, #2019-0108) during the Board meeting on February 2019 regarding the financial forecast, use of alternative public and private financing, and constructability analysis relating to the Twenty-Eight by '28 Initiative. Metro staff has initiated development of the funding plans for the pillar projects identified in Motion 32.4 per Board direction. Based on current funding and financing assumptions the acceleration of the pillar projects will require funding for capital, debt service, and operations much sooner than currently planned and will cause a funding shortfall unless this funding gap is addressed with new revenues, revenues diverted from other Metro uses, or the deferral of projects. The pillar projects could be funded on an accelerated schedule if a significant amount of new sources are implemented, including, but not limited to, new federal funding, tax-credit bonds, and new local revenues like transportation network company (TNC) fees. Metro can facilitate this by seeking the creation of new funding sources that could ultimately accelerate the pillar projects, and be incorporated in future funding plans.

BACKGROUND

Motion 32.4 requests a report on a financial forecast that prioritizes the following four “pillar projects”; assumes public private partnership (P3) efficiencies but not use of local return revenues; public and private financing not in Metro’s existing “toolbox”; and a constructability analysis of the four pillar projects that includes scope, costs, risks, use of alternative modes, and timelines.

Pillar Projects (Measure M Opening Date)

- Gold Line Eastside Extension Phase 2 (FY 2035)
- Green Line Extension to Torrance (FY 2030)

- Sepulveda Transit Corridor (FY 2033)
- West Santa Ana Branch to Downtown LA (FY 2028, FY 2041)

DISCUSSION

Status of Financial Forecast

Metro staff has initiated development of the funding plans based on the provided Board direction. A Pillar Projects Financial Forecast is being prepared that attempts to identify a viable funding plan for the four projects. The Pillar Projects Financial Forecast is being prepared as an alternative to the baseline Metro system-wide, or Long Range Transportation Plan (LRTP) financial forecast, which is the multiyear funding plan for all Metro projects, programs, and services.

Key assumptions being made include: all pillar projects are completed by FY 2028, the cost of each of the pillar projects is the same as initially estimated in the Measure M Expenditure Plan (Metro staff is aware that the preliminary cost estimate for certain project alternatives is higher than the Expenditure Plan, but any such alternative has not yet been approved by the Board), local sales tax funding is limited by the respective Expenditure Plan, the use of funds is consistent with Metro Board policy, and state and federal funding are limited to existing grant programs and estimated availability to Metro.

Metro Board Policies

Board-adopted policies guide the use of Measure R and Measure M funds and may need to be considered in the acceleration of funding. The “**Fiscal Responsibility Policy**” adopted in May 2011, requires among other things, that interest from debt issued for a Measure R project that is accelerated in comparison to its April 2010 LRTP schedule is allocated to the project as a cost. This reduces the amount available for capital spending as the Measure R funding amount for each project in the Expenditure Plan is capped and the allocation of interest takes away from this amount. This policy affects 3 of the 4 pillar projects (Gold Line Eastside Extension Phase 2, Green Line Extension to Torrance, and Sepulveda Transit Corridor) and may reduce the amount of Measure R available for capital costs.

The “**Early Project Delivery Strategy Policy**” approved in November 2017 establishes criteria that are to be applied in determining if a Measure M project can be delivered faster than scheduled in the Expenditure Plan. In general, projects can be accelerated as long as others are not negatively impacted. In addition, the Board is to review multiple criteria, including the use of new revenue, partnering, streamlining of process, and use of innovations, and determine if the project should be accelerated.

Metro staff is evaluating individual pillar project schedules and has identified critical challenges that will require assistance from the Board in order to remain on accelerated schedules. Specifically, Metro will need assistance from the Board to help with expediting typical federal and state review cycles involving multiple iterations lasting many months to a more collaborative process lasting weeks. This is an area wherein changing typical processes can have immediate positive impacts to completing our pillar projects on schedule. Staff will provide the Board with more detailed information to assist with these critical challenges in the coming weeks and provide recommendations at the July 2019 Board.

Some of the pillar projects provide new revenue and innovations. However, the acceleration of all of the projects will likely require a significant increase in debt and a diversion of revenue from other Measure M projects and programs, and may negatively affect the ability to deliver these projects and programs.

Potential Financial Forecast Results

The acceleration of the pillar projects will reduce inflation cost, but also reduce the opportunity to realize state and federal grant funding, as well as Measure M inflation funding. The amount of grant funding that Metro forecasts to be available is based on the estimated total amount statewide and nationwide, with a proportion allocated to Metro. It may not be possible to advance grant funding when needed for the accelerated projects because the total amount available to the granting agencies each year is limited and may be allocated to other eligible grantees (i.e., Metro cannot assume a grant expected to be available 15 years from now will be awarded during the next two or three years). Metro staff will evaluate if a more aggressive proportional allocation of grant funding to Metro is warranted.

The amount of Measure M available for the pillar projects can be increased for inflation. However, if the project is accelerated a portion or all of the inflation may be eliminated, as the Measure M Ordinance provides for inflation only if less than 2/3rds of the funding is spent before FY 2027.

The acceleration of the pillar projects - all new light or heavy rail lines - will result in operating costs that must be paid starting in FY 2028 or FY 2029. This will add \$200 million to \$300 million of additional costs each year, paid 5 to 13 years sooner than in the LRTP financial forecast, and will need to be funded from operating funds. Although some of this cost will be paid from fares, the balance must come from local sales tax, state funding, and federal funding that is eligible for operations (e.g. Proposition A 35% Transit, Proposition C 40% Discretionary, Transportation Development Act, Section 5307, CMAQ). These funds are currently allocated or programmed in the LRTP financial forecast for other uses, including vehicle replacements and midlife overhauls, and the reallocation of funding for operations may result in additional debt financing or deferral of capital expenditures.

The Metro LRTP financial forecast includes all foreseeable and reasonably expected revenues and allocates virtually all of these to Board-approved projects, programs, and services. The acceleration of the pillar projects will require funding for capital, debt service, and operations much sooner than currently planned and will cause a funding shortfall. This funding gap needs to be addressed with new revenues, revenues diverted from other Metro uses, or the deferral of projects. Any new revenues will exclude local return and congestion pricing (and transportation network company fees, as discussed herein), and may require that Metro advocate for additional funding from newly created funding sources.

P3 Efficiencies

Metro staff is continuing to evaluate the potential for efficiencies, or cost savings that may be realized through the use of P3, rather than a design-build model, to deliver any of the pillar projects. Case study and survey information demonstrate that P3s can offer cost savings for capital, operations, and repair and replacement.

As noted in the Twenty-Eight by '28 Financing/Funding White Paper (#2019-0089), however, every infrastructure market and project is different, and there are many variables specific to each market, project, and contract that influence the extent to which project savings are achieved, if at all. To the extent that cost efficiencies are assumed on a specific project, they must be justified by technical engineering analysis.

At this time, staff cannot yet confirm any specific technical concepts for any of the pillar projects that could be achieved through P3 delivery that, if implemented, would result in significantly different costs for any of the pillar projects. This is in large part because the pillar projects identified for P3 delivery are not far enough along in the planning process to have gone through sufficient design to support the development of a detailed cost estimate, which is required to determine any potential cost savings. For the same reason, the baseline costs that would be a reference or benchmark for the P3 efficiencies are still rough, order of magnitude estimates.

Without technically justifiable project-specific P3 efficiencies identified by the July 2019 report to the Board, there is not sufficient certainty to assume cost savings as part of Metro's Pillar Projects Funding Forecast. Doing so would add significant risks to Metro as we may pursue the delivery of a major capital project with an unsupportable cost estimate, or conversely lack of funding, and this could stop or significantly hamper a project's delivery.

New Public and Private Financing

The funding plans will include new revenues that are not currently available to Metro, as described in our January 2019 report (#2019-0011) to the Board on the Re-imaging of LA County Initiative. The new revenues include toll revenues from a future express lanes network and value capture financings. The Board's direction from February 2019 is to exclude congestion pricing revenue from the funding plans for accelerated projects.

Metro staff also recommends excluding revenue from transportation network company (TNC) fees. Such a fee would be assessed on companies like Uber and Lyft to be used for Metro transportation purposes (the state has enacted a statewide TNC fee starting in FY 2020 but the revenue is limited to services for the disabled). Similar to the rationale for excluding other revenues from the Pillar Projects Financial Forecast that do not currently exist or have not yet been enacted, assuming that TNC revenue is available would subject Metro to risks that the revenues are not realized and the project cannot be completed. Prior to assuming TNC fees will accrue to Metro we must have legal authorization and an agreed-upon fee structure.

Metro staff is pursuing the development of additional new revenues or funding sources, including the reconsideration of "Build California Green Bonds," which is a proposed state tax credit bond that could provide Metro with significant debt interest savings. However, the proposed bonds have not been enacted and it is uncertain if they will be available to Metro, and in what amounts they will be supported by investors. Because the bonds and a market for bonds do not currently exist, we do not recommend including these in the Pillar Projects Financial Forecast, which could rely on such financing as soon as three or four years in the future.

There are proposals at the federal level to increase funding for transportation, including a new

infrastructure bill that would award agencies like Metro that have a significant amount of local funding, and a potential alternative to the large “New Starts” program called “Expedited Project Delivery” that would make federal capital funds available more expeditiously. Unfortunately these federal funding sources are either not enacted or reliable, having no federal budget allocation or history of funding projects.

The pillar projects could be funded on an accelerated schedule if a significant amount of new sources are implemented, including new federal funding, tax-credit bonds, and new local revenues like TNC fees. Metro can facilitate this by seeking the creation of new funding sources that could ultimately accelerate the pillar projects, and we may be able to incorporate these in our funding plans in the future.

Constructability Analysis

Metro staff has been advancing constructability of the four pillar projects per item D of the February Board Motion. The project teams are developing scopes, schedules, cost estimates, risk analyses, and P3 status for the respective projects. In order to provide a comprehensive response to the motion, staff is also identifying opportunities, wherever possible, to accelerate these projects to support an opening for revenue service by the end of FY2028.

All four pillar projects are in the planning and environmental phase and scheduled to be environmentally cleared over the next four years and transition into engineering, design and construction. In order for some of these projects to have a chance of completion and revenue operations by 2028, the environmental and engineering work must be accelerated for construction to begin no later than calendar year 2023. Any additional requirement imposed on these projects will have a material effect on realizing this goal. Challenges during the construction phase and interactions with third parties such as multiple cities along the alignment and a shared corridor with other governmental and private entities may also impact the schedule.

Project scopes, schedules, cost estimates and risk analyses for the pillar projects are currently well under way. Staff will come back to the Board in July to provide a detailed status for each project related to the specifics identified in the motion.

In general, the initial critical path for achieving construction start is the environmental clearance, preliminary engineering and procurement processes that lead to award of construction contracts. The Board can help accelerate these initial phases as they are highly dependent on local, state and federal stakeholders to provide timely review and approval of environmental documents, conceptual design, cost estimates and preliminary engineering.

The July Board Report will address the potential for improvement to pillar project schedules based on timely reviews by third parties. Metro has optimized our own internal processes, but we have less control over the timeliness of responses from our partners. Therefore, support from the Board is critical to encourage our federal, state and local partners to reduce review cycle times and work collaboratively with Metro staff to resolve questions or concerns as they arise.

Staff is evaluating the current pillar project schedules to identify potential efficiencies in the design and construction phases. As part of our July Board Report, staff will identify opportunities to reduce

overall duration by working on multiple project phases concurrently. Preliminary engineering could begin earlier in the planning phase and overlap with development of the environmental document, given there are some risks associated with that approach. Utility relocations, resolving geotechnical unknowns and tunneling segments will also be key to completing on time and within budget. In addition, the complexity of the pillar projects may make them candidates for Minimum Operating Segments in order to build as much of the project as possible to meet at least a portion of the mobility goals in time for the Olympics. Minimum Operating Segments are typically prepared as part of the environmental review phase and are disclosed and analyzed for public, stakeholder and Board consideration.

FINANCIAL IMPACT

This is an information item and does not have a direct financial impact on Metro. The implementation of accelerated funding for major capital projects would have a financial impact on Metro, and these impacts will be identified in the event the Board considers approval of the funding plans.

Impact to Budget

This is an information item and does not impact the FY 2019 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item helps ensure fiscal responsibility in how funding determinations are made and transparency in the agency's investment decisions (Goal #5).

NEXT STEPS

Metro staff will continue the development of a financial forecast and constructability analysis of the four pillar projects, consistent with Board direction, and report back with a year-by-year potential financial forecast to deliver Twenty-Eight by '28, prioritizing the four pillar projects for the July 2019 Board meeting.

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Phillip A. Washington
Chief Executive Officer



Status Report on Financial Forecast to Deliver Twenty-Eight by '28

*Construction Committee
Executive Management Committee
May 16, 2019*



Metro

Key Assumptions

- Cost of each pillar project as estimated in Measure M Expenditure Plan
- Local sales tax funding limited by respective Expenditure Plan
- Use of funds consistent with Board policy
- State and federal funding limited to existing programs and estimated availability
- New revenues and financing include toll revenues from Express Lanes and value capture
- New revenues exclude local return, congestion pricing, TNC fees, tax credits bonds, and new federal funding that could be incorporated in future funding plans as realized
- No cost savings are assumed as part of the efficiencies of P3 delivery

Metro Board Policies

- **Fiscal Responsibility Policy** (May 2011) – Interest from debt issued for Measure R projects accelerated in comparison to 2010 LRTP schedule is allocated to the project as a cost.
- **Early Project Delivery Strategy Policy** (November 2017) – Measure M projects may be accelerated for delivery before their Expenditure Plan schedule as long as other projects are not negatively impacted. Board is to consider additional criteria including use of new revenues, partnering, and innovation.

Potential Financial Forecast Results

- Acceleration of pillar projects will reduce inflation costs, but also reduce opportunity for state/federal grant funding as well as Measure M inflation adjustment funding.
- Acceleration of pillar projects will result in operating costs starting in FY 2028 and FY 2029 adding \$200 million to \$300 million of additional costs each year paid 5 to 13 years earlier than planned for in the LRTP financial forecast.
- Overall, acceleration of pillar projects will require funding for capital, debt service, and operations much sooner than currently planned and will create a funding shortfall absent new revenues, revenues diverted from other Metro uses or the deferral of projects.

Next Steps – July Board Report

- Initial Pillar Projects Financial Forecast.
- Constructability Analysis.
- Opportunities to reduce project schedules.
- Opportunities to seek the creation of new funding sources for incorporation into future funding plans.



Board Report

File #: 2019-0203, **File Type:** Policy

Agenda Number: 41.

**REGULAR BOARD MEETING
MAY 23, 2019**

SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT PROJECT SECTION 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- 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").

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

BACKGROUND

Acquisition of the above-referenced permanent subsurface tunnel easements and temporary subsurface grouting easements ("Easements"), referred to herein as "Property" is required for the construction of and operation of the Westside Purple Line Westside Extension Project Section 2 ("Project"). The Easements are required for the tunnel alignment that will connect the Century City Constellation station with the Beverly Hills Wilshire Rodeo Station.

A written offer was delivered to the Owners of Record ("Owners"), as required by California Government Code Section 7267.2. The Owners have not accepted the offer of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not at this time reached a negotiated settlement. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to determine the value of the Property and to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain Law, Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of property by eminent domain), California Code of Civil Procedure Sections 1240.510-530 (which authorize the acquisition of property appropriated to public use for a compatible public

use), and California Code of Civil Procedure Sections 1240.610-700 (which authorize the acquisition of property appropriated to a public use for a more necessary public use), LACMTA has prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA from all interested parties, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before, and by a vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that have been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funding for the acquisition of the Property is included in the approved fiscal year 2019, Project budget under Measure R Project 865522 (Purple Line Westside Extension Project Section 2), in Cost Center 8510, and Account Number 53103 (Acquisition of Land).

Impact to Budget

The approved FY19 budget is designated for the Westside Purple Line Extension, Section 2 is Measure R 35% Transit Capital Expansion and does not have an impact to operations funding sources. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision making process with regards to the acquisition of their property.

Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these properties for the Westside Purple Line Extension which will provide an additional mobility option.

NEXT STEPS

If this action is approved by the Board, the LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

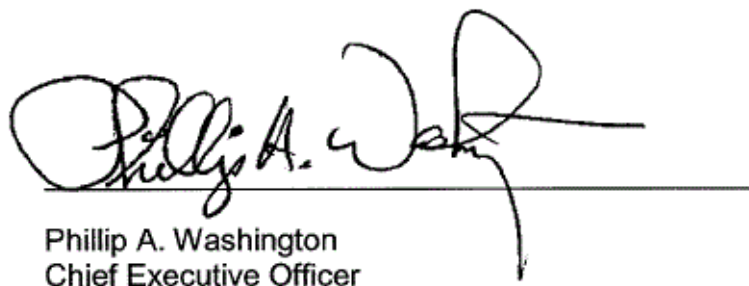
Attachment A - Staff Report

Attachment B1 - Resolution of Necessity- W-3601, W-3601D & W-3601E

Attachment B2 - Resolution of Necessity- W-3605

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Phillip A. Washington
Chief Executive Officer

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY”) FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2

BACKGROUND

The Property is required for the construction and operation of the Westside Purple Line Extension Section 2 ("Project").

The address, record owners (as indicated by a title report) (“Owners”), physical description, and nature of the property interest sought to be acquired for the Project are summarized below. A written offer for acquisition of permanent subsurface tunnel easements, and temporary subsurface grouting easements under the Property was mailed the respective property Owners by letters dated February 28, 2018. The parcels are identified as W-3601, W-3601D, W-3601E (APN: 4319-001-902); W-3605 (APN:4319-001-900) (hereinafter the “Property”).

Parcel No. Assessor’s No.	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest (s) Sought
W-3601 W-3601D W-3601E	241 S Moreno Drive Beverly Hills, CA 90212	Beverly Hills Unified School District (BHUSD)	Construction and Operation of underground tunnel	Subsurface Tunnel Easement and Grout Easement
W-3605	241 S Moreno Drive, Beverly Hills, CA 90212	Los Angeles Unified School District (LAUSD)	Construction and Operation of underground tunnel	Subsurface Tunnel Easement

A. Environmental Review

The Los Angeles County Metropolitan Transportation Authority (“LACMTA”) and the Federal Transit Administration (“FTA”) prepared a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Project pursuant to the National Environmental Policy Act (NEPA) (42 USC Section 4321, et seq.) and the California Environmental Quality Act (CEQA) (Cal. Public Resources Codes Section 21000 et seq.) A Draft EIS/EIR (DEIS/DEIR) was circulated for public review and comment. The Final EIS/EIR (FEIS/FEIR) was released in March 2012 for public review. On April 26, 2012, the LACMTA Board certified the Final EIS/EIR under CEQA and approved Phase 1 of the Project (Wilshire/Fairfax to Wilshire/La Cienega). On May 24, 2012, LACMTA’s Board adopted findings regarding the reasonableness of the Constellation Station location and approved Phase 2 of the Project (Wilshire/La Cienega to Constellation/Avenue of the Stars) and Phase 3 of the Project (Constellation/Avenue of the Stars to Westwood/VA Hospital). On

August 9, 2012, FTA issued its Record of Decision (ROD). On November 22, 2017, FTA issued a Final Supplemental Environmental Impact Statement (FSEIS), and Supplemental Record of Decision (ROD) for Section 2 of the Project.

Due to their bulk, the FEIS/FEIR and the FSEIS are not included in the Board's agenda packet. However, these environmental review documents are publicly available; are incorporated herein by reference; and are made a part of the record of the hearing (including documents and information relied upon by the LACMTA Board) on this Resolution of Necessity.

B. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion in Los Angeles County. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

C. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

As part of the environmental review process for the Project, an Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guide way, alternative alignments and transit technologies within the proposed Project Area. The fixed-guide way alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. As referenced above, on April 26, 2012, the Board certified the FEIS/FEIR; on May 24, 2012, the Board approved the route and station locations for the Project; on August 9, 2012, FTA issued a ROD; and, on November 22, 2017, FTA issued a Supplemental ROD for Section 2 of the Project.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

LACMTA does not anticipate that the Project will cause significant injury to the BHUSD property, including the displacement or relocation of certain owners and users of private or public property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

D. The Property is necessary for the Project.

LACMTA's Property Impact Statements were certified on October 3, 2018 and are attached hereto as Exhibit "A". The Property Impacts Statements set forth the permanent subsurface tunnel easements and the temporary subsurface grouting easements needed for the Project. The Property is required for construction and operation of the underground tunnel connecting Wilshire/Rodeo Station and Century City/Constellation Station. The permanent subsurface easements and temporary subsurface grouting easements required for the Project are listed and described in the Property Impact Statement. The legal description of the required permanent subsurface tunnel easements is attached to each Resolution of Necessity as Exhibit A, and is depicted on the Plat Map attached to each Resolution of Necessity as Exhibit B. The Property requirements were chosen based upon the approved FEIS/FEIR for the Project referenced above.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

E. LACMTA's proposed use of the Property is compatible with the high school use (California Code of Civil Procedure Sections 1240.510-530).

1. The easements will not unreasonably interfere with or impair the continuance of the existing high school use.

As set forth in LACMTA's Property Impact Statements, the high point of the permanent subsurface tunnel easement ranges from approximately 34 feet to 63 feet below the existing ground surface of the high school. The temporary grouting easements are needed for ground treatment (including the injection of grout into the soil using small diameter pipes drilled horizontally from adjacent property around the tunnel zone) in order to control groundwater flows, stabilize the soils, and minimize ground losses. None of the areas included within the proposed permanent subsurface easement or temporary grouting easements are used by the high school.

In addition, as part of the environmental review process, LACMTA researched where tunnels have been safely constructed under schools or where schools have been constructed above tunnels. A few examples in North America include, the Camino Nuevo Charter Academy in Los Angeles, California (which sits above the LACMTA Red Line), the Northwest School in Seattle, Washington, Bentley School in Oakland / Berkeley, California, East Sylvan Middle School in Portland, Oregon, West Portal Elementary School in San Francisco, California, and Rooftop Elementary School in San Francisco, California. (See, "Reply to Exponent Responses" dated May 15, 2012, available on LACMTA's website, and incorporated herein by reference.) These examples demonstrate that the existing high school use is compatible with the Project.

The permanent subsurface tunnel easements and temporary subsurface grouting easements will not cause an unreasonable interference with, or impairment of, the existing high school use.

2. The Project will not unreasonably interfere with or impair the continuance of the existing high school use.

a. The High School will not need to be relocated or displaced.

As further set forth in LACMTA's Property Impact Statements, there is no requirement for the high school to be relocated or displaced either during or after construction of the Project.

b. Any potential noise and vibration impact from the construction and operation of the tunnels will be negligible.

As stated in LACMTA's Property Impact Statements, LACMTA's Construction Requirements and Techniques include the following:

“THE TUNNELS SHALL BE EXCAVATED BY TUNNEL BORING MACHINES (TBMS) WITH POSITIVE FACE CONTROL APPROPRIATE FOR THE SOIL CONDITIONS THAT WILL BE ENCOUNTERED ON THE PROJECT. THESE MACHINES EXCAVATE THE TUNNEL IN A MANNER THAT LIMITS DISTURBANCE TO THE SURROUNDING GROUND, THEREBY MINIMIZING THE IMPACT AT THE SURFACE. CONTRACT SPECIFICATIONS INCLUDE REQUIREMENTS GOVERNING SUBSURFACE SETTLEMENT AND FOR OPERATING THE TBMS. THE TBMS' PERFORMANCE WILL BE CONTINUOUSLY MONITORED FROM WITHIN THE TUNNEL AND FROM THE GROUND SURFACE USING SURVEYING AND GROUND MOVEMENT DETECTION INSTRUMENTS. A FINAL SEGMENTAL TUNNEL LINING WILL BE ERECTED FROM WITHIN THE TBM AS THE TBM ADVANCES, PROVIDING IMMEDIATE PERMANENT SUPPORT OF THE GROUND AND SERVE AS THE FINAL TUNNEL LINING. THE TUNNEL HAS BEEN DESIGNED TO SUPPORT THE EXISTING SURFACE IMPROVEMENTS.”

LACMTA's Construction Impacts are described as follows:

“THE CONSTRUCTION AND OPERATION OF THE SUBWAY TUNNELS SHALL RESULT IN LITTLE OR NO NOISE OR VIBRATION IMPACT EXCEPT FOR:

- I. ANY PERCEPTIBLE NOISE OR VIBRATION DURING CONSTRUCTION WILL BE BELOW METRO CRITERIA, FEDERAL, STATE AND LOCAL ORDINANCES

DESCRIBED IN THE PROJECT SPECIFICATIONS (01 56 19).

II. THE OPERATION OF THE SUBWAY PROJECT WILL NOT RESULT IN ADVERSE OPERATIONAL NOISE OR VIBRATION IMPACTS TO THE OCCUPANTS OF THIS PROPERTY

METRO HAS PLANNED AND DESIGNED THE PROJECT TO PROTECT EXISTING BUILDINGS. IN THE UNLIKELY EVENT THAT IMPACTS TO THE EXISTING BUILDING OCCURS AS A RESULT OF METRO'S ACTION, IT IS METRO'S POLICY TO ADDRESS SUCH ISSUES EXPEDITIOUSLY. THE REPAIR WORK, IF REQUIRED, SHALL BE SCHEDULED TO MINIMIZE DISRUPTION AND INCONVENIENCE TO OCCUPANTS AND OTHER USES OF THE PROPERTY."

The Project will not cause unreasonable interference with, or impairment of, the high school's existing use.

c. The FSEIS addressed subsurface gas risks during construction.

Chapter 4 of the FSEIS (incorporated herein by reference) addresses, among other matters, subsurface gas conditions and oil wells during construction. Given the ground conditions, existing gas concentrations, and tunneling methods to be used, there is not a plausible mechanism by which the proposed tunneling could cause a substantial amount of gas to migrate to or be released from the ground surface. Although there is an existing risk of methane or hydrogen sulfide gas migrating from the ground to the adjacent buildings or being released to the ground surface, the incremental risk of such a release due to tunneling is negligible.

d. The FSEIS addressed subsurface gas risks during operations.

Chapter 4 of the FSEIS (incorporated herein by reference) addresses, among other matters, subsurface gas conditions and oil wells during operation. The overall level of risk with the potential presence of methane and hydrogen sulfide gas along the Section 2 alignment, including through Beverly Hills High School, is low. LACMTA has specified design and construction measures to address gassy environments during operation of the Project. Tunnels and stations will be designed to provide a redundant protection system against gas intrusion hazard. The FSEIS concludes that the presence of the constructed tunnel will have no influence on the long-term migration of soil to the ground surface or into buildings or increase the risk of explosion, resulting in no adverse effect.

3. Additionally, neither the easements nor the Project will unreasonably interfere with or impair the continuance of the high school use which may reasonably be expected to exist in the future.

LACMTA is aware that BHUSD is considering a Beverly Hills High School (“BHHS”) Modernization Project: Building B-1 and B-2. According to BHUSD’s website, this includes a full structural seismic retrofit and historic renovation. Building B-1 would include a media center; college and career centers; new public restrooms; teacher work rooms; staff offices; and reading center. Building B-2 would include 10 classrooms with flexible partition walls; new public restrooms; conference and work rooms; speech and independent study areas; principal and staff offices; counseling center; and ASB center. The Modernization Project may also include a proposed Building C, which would include a new athletics building and an underground parking structure. To LACMTA’s knowledge, formal plans for the Modernization Project have not yet been approved by BHUSD.

LACMTA has obtained copies of general plans for the Modernization Project. This includes the overall site plan, and the plans for Building C. These plans are attached hereto as Exhibits “B-1” and “B-2”.

If BHUSD proceeds with the plans for Building C, LACMTA’s permanent subsurface tunnel easement would encroach into a small area within the underground parking structure. LACMTA has prepared a diagram showing the permanent subsurface tunnel easement with Building C super-imposed. (See Exhibit “C”) LACMTA’s permanent subsurface easements and temporary subsurface grouting easements would not preclude an underground parking structure from being constructed. But, based upon BHUSD’s plans for Building C, BHUSD would have to re-design a portion of the underground parking structure to avoid the encroachment with LACMTA’s subsurface easement area.

The FSEIS issued by FTA addresses this issue. The FSEIS confirms that LACMTA and BHUSD can collaborate so that BHUSD’s Building C can be re-designed to safely accommodate LACMTA’s tunnel construction. The costs incurred by BHUSD to re-design Building C would be paid for by LACMTA as part of a negotiation process between LACMTA and BHUSD. In particular, the FSEIS provides (at pp. 4-89) in pertinent part:

As identified in the Final EIS/EIR, a subsurface easement would be required beneath the BHHS campus. The presence of the tunnels would not preclude the completion of the proposed BHHS Modernization Program, including the proposed Building C with subterranean parking. Through collaboration between Metro and BHHS designers, the building structures and their foundations can be designed to safely accommodate the tunnel construction and Building C. The Division of the State Architect has offered to work with both parties to mediate a design solution. Any costs incurred by BHUSD to cover design modifications to Building C would

be covered through negotiations of the subsurface easement agreements with Metro.

LACMTA's engineers have reviewed the plans for Building C and have estimated BHUSD's costs to cover design modifications. These costs have been incorporated into LACMTA's appraisal of the compensation to be paid to BHUSD for LACMTA's acquisition of the easements. LACMTA has offered this amount to BHUSD as part of its attempt to negotiate with BHUSD.

As a result, even considering a reasonably expected future use of the high school, LACMTA's proposed easements and Project will not unreasonably interfere with such future use.

F. Alternatively, LACMTA's proposed use of the Property is a more necessary public use than BHUSD's existing use.

LACMTA is not seeking to exercise its eminent domain authority to displace the Beverly Hills High School. LACMTA's Project is a compatible public use with the existing and potential future high school use. Yet, even if LACMTA's Project is not completely compatible in all respects with the high school use, for the reasons stated above, LACMTA's Project is a more necessary public use under applicable law. As such, LACMTA is legally authorized to acquire the easements by eminent domain.

G. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owners of the Property by examining the county assessor's record a preliminary title report, and occupancy of the Property;

4. Made a written offer to the Owners for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

H. Metro has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

I. Metro has complied with the California Environmental Quality Act.

As set forth above, LACMTA has complied with CEQA.

Accordingly, LACMTA also fulfilled all statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2 to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

EXHIBITS TO STAFF REPORT

1. Exhibit A – Property Impact Statement (Parcels W-3601, W3601D, W-3601E, W-3605)
2. Exhibit B-1 and B-2 - BHUSD Modernation Plans, including the overall Site Plan and Building Plans
3. Exhibit C – Diagram of Building C superimposed over the LACMTA Subsurface Easements

EXHIBIT A- PROPERTY IMPACT STATEMENT

CERTIFICATION MEMORANDUM

WESTSIDE PURPLE LINE EXTENSION PROJECT

THURSDAY SEPTEMBER 27, 2018

PARCEL NUMBERS: W-3601, W-3601D & W-3601E

ATTACHMENTS: PROPERTY IMPACT STATEMENT
EXHIBIT "A-1" – LEGAL DESCRIPTION FOR PARCEL W-3601
EXHIBIT "A-2" – LEGAL DESCRIPTION FOR PARCEL W-3601D
EXHIBIT "A-3" – LEGAL DESCRIPTION FOR PARCEL W-3601E
EXHIBIT "B-1" – PLAT MAPS FOR PARCEL W-3601
EXHIBIT "B-2" – PLAT MAPS FOR PARCEL W-3601D
EXHIBIT "B-3" – PLAT MAPS FOR PARCEL W-3601E
EXHIBIT "C" – RIGHT-OF-WAY-DRAWING
EXHIBIT "D" – BR & BL TUNNEL PLAN AND PROFILE DRAWINGS
EXHIBIT "E" – CROSS SECTION OF TUNNEL SUBSURFACE EASEMENT

W-3601:

A SUBSURFACE EASEMENT (SSE) OF W-3601 IS REQUIRED BASED ON THE RIGHT-OF-WAY EXHIBIT, DATED SEPTEMBER 12, 2018. I CERTIFY THAT THE SSE IN PARCEL NUMBER W-3601 CONTAINING 16,068 SQUARE FEET OF PROPERTY IS REQUIRED FOR THE CONSTRUCTION AND OPERATION OF METRO'S WESTSIDE PURPLE LINE EXTENSION PROJECT.

W-3601D:

A TEMPORARY SUBSURFACE GROUTING EASEMENT OF W-3601D IS REQUIRED BASED ON THE RIGHT-OF-WAY EXHIBIT, DATED SEPTEMBER 12, 2018. I CERTIFY THAT THE TEMPORARY SUBSURFACE GROUTING EASEMENT IN PARCEL NUMBER W-3601D CONTAINING 125 SQUARE FEET OF PROPERTY IS REQUIRED FOR THE CONSTRUCTION OF METRO'S WESTSIDE PURPLE LINE EXTENSION PROJECT.

W-3601E:

A TEMPORARY SUBSURFACE GROUTING EASEMENT OF W-3601E IS REQUIRED BASED ON THE RIGHT-OF-WAY EXHIBIT, DATED SEPTEMBER 12, 2018. I CERTIFY THAT THE TEMPORARY SUBSURFACE GROUTING EASEMENT IN PARCEL NUMBER W-3601E CONTAINING 125 SQUARE FEET OF PROPERTY IS REQUIRED FOR THE CONSTRUCTION OF METRO'S WESTSIDE PURPLE LINE EXTENSION PROJECT.



MICHAEL MCKENNA
EXECUTIVE OFFICER
PROJECT MANAGEMENT

PROPERTY IMPACT STATEMENT

PREPARED:	TUESDAY SEPTEMBER 11, 2018
REFERENCE DRAWING:	R-3036
REFERENCE PLAT:	W-3601, W-3601D & W-3601E
PARCEL ADDRESS:	241 S. MORENO DRIVE, BEVERLY HILLS, CA 90212
AFFECTED APN:	4319-001-901 & -902
OWNER:	BEVERLY HILLS UNIFIED SCHOOL DISTRICT

1. LOCATION AND DESCRIPTION:

THE PROPERTY CONTAINING THE RIGHT OF WAY ACQUISITIONS IDENTIFIED HEREIN CONSISTS OF 3 PARCELS, CONTAINING IN TOTAL, APPROXIMATELY 6 ACRES. THE SITE IS LOCATED DIRECTLY TO THE WEST OF THE MAIN CAMPUS LOCATED ON PARCEL 4319-001-900 AND IS DEVELOPED WITH THE HEATH AVENUE AND THE PORTION OF BEVERLY HILLS UNIFIED SCHOOL DISTRICT HIGH SCHOOL CAMPUS WEST OF HEATH AVENUE.

2. NEED FOR THE PROPERTY:

THE PROJECT WILL REQUIRE 3 DIFFERENT PROPERTY INTERESTS AS DESCRIBED BELOW:

- A. PARCEL W-3601 IS NEEDED FOR THE TUNNEL ALIGNMENT (AS SHOWN ON EXHIBIT B-1) FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2 (PROJECT) THAT TRAVELS UNDERNEATH THE PROPERTY DESCRIBED ABOVE. CONSTRUCTION AND OPERATION OF THE PROJECT SHALL REQUIRE THE ACQUISITION OF A SUBSURFACE EASEMENT (SSE) FOR THE ALIGNMENT AS SHOWN IN THE PROJECT DEFINITION DRAWINGS (SEE EXHIBIT D). THE REQUIRED RIGHT OF WAY ENVELOPE IN THE VERTICAL PLANE IS A VERTICAL DISTANCE OF APPROXIMATELY 10 FEET ABOVE THE HIGH POINT OF THE TUNNEL STRUCTURES AND APPROXIMATELY 10 FEET BELOW THE LOW POINT OF THE TUNNEL STRUCTURES. FOR THE HORIZONTAL PLANE, THE RIGHT OF WAY ENVELOPE IS DEFINED BY AN APPROXIMATELY 5 FEET OFFSET FROM THE OUTERMOST BR AND BL TUNNEL WALLS (SEE EXHIBIT E). AS THE TUNNEL TRAVERSES THE PROPERTY SOUTHWESTERLY FROM THE PARCEL'S NORTHEASTERLY PROPERTY LINE TO THE PARCEL'S SOUTHWESTERLY PROPERTY LINE, THE HIGH POINT OF SSE RANGES FROM APPROXIMATELY 53 TO 62 FEET BELOW THE EXISTING GROUND SURFACE, RESPECTIVELY (AS SHOWN ON EXHIBIT E). EXHIBIT C, RIGHT-OF-WAY MAP IS INCLUDED.
- B. PARCELS W-3601D & W-3601E (AS SHOWN ON EXHIBITS B-2 & B-3) ARE NEEDED FOR GROUND TREATMENT TO CONTROL GROUNDWATER FLOWS, STABILIZE THE SOILS, AND MINIMIZE GROUND LOSSES. GROUND TREATMENT WILL CONSIST OF INJECTING GROUT INTO THE SOIL USING SMALL DIAMETER PIPES DRILLED HORIZONTALLY FROM THE ADJACENT PROPERTY AROUND THE TUNNEL ZONE (WITHIN THE SAME VERTICAL PLANE AS THE TUNNEL SSE EXCEPT WITH 5 ADDITIONAL FEET HORIZONTALLY ON EACH SIDE) TO IMPROVE THE STRENGTH OF THE

PROPERTY IMPACT STATEMENT

SOIL. THIS IS NEEDED FOR TUNNEL EXCAVATION OUT OF THE SHAFT (LOCATED ON ADJACENT PROPERTY) INTO THE GROUND. AFTER CONSTRUCTION OF THE TUNNELS, THE GROUTING EASEMENTS ARE NO LONGER NEEDED, AND THE GROUTING PIPES WILL BE ABANDONED IN PLACE, HOWEVER THE GROUTING PIPES MAY BE REMOVED BY THE PROPERTY OWNER DURING THE EXCAVATION FOR ANY FUTURE DEVELOPMENT OF THIS SITE.

3. CONSTRUCTION REQUIREMENTS AND TECHNIQUES

THE TUNNELS SHALL BE EXCAVATED BY TUNNEL BORING MACHINES (TBMS) WITH POSITIVE FACE CONTROL APPROPRIATE FOR THE SOIL CONDITIONS THAT WILL BE ENCOUNTERED ON THE PROJECT. THESE MACHINES EXCAVATE THE TUNNEL IN A MANNER THAT LIMITS DISTURBANCE TO THE SURROUNDING GROUND, THEREBY MINIMIZING IMPACT AT THE SURFACE. CONTRACT SPECIFICATIONS INCLUDE REQUIREMENTS GOVERNING SURFACE SETTLEMENT AND FOR OPERATING THE TBMS. THE TBMS' PERFORMANCE WILL BE CONTINUOUSLY MONITORED FROM WITHIN THE TUNNEL AND FROM THE GROUND SURFACE USING SURVEYING AND GROUND MOVEMENT DETECTION INSTRUMENTS. A FINAL SEGMENTAL TUNNEL LINING WILL BE ERECTED FROM WITHIN THE TBM AS THE TBM ADVANCES, PROVIDING IMMEDIATE PERMANENT SUPPORT OF THE GROUND AND SERVE AS THE FINAL TUNNEL LINING. THE TUNNEL HAS BEEN DESIGNED TO SUPPORT THE EXISTING SURFACE IMPROVEMENTS.

CONSTRUCTION IMPACTS:

THE CONSTRUCTION AND OPERATION OF THE SUBWAY TUNNELS SHALL RESULT IN LITTLE OR NO NOISE OR VIBRATION IMPACT EXCEPT FOR:

- I. ANY PERCEPTIBLE NOISE OR VIBRATION DURING CONSTRUCTION WILL BE BELOW METRO CRITERIA, FEDERAL, STATE AND LOCAL ORDINANCES AS DESCRIBED IN THE PROJECT SPECIFICATIONS (01 56 19).
- II. THE OPERATION OF THE SUBWAY PROJECT WILL NOT RESULT IN ADVERSE OPERATIONAL NOISE OR VIBRATION IMPACTS TO THE OCCUPANTS OF THIS PROPERTY.

METRO HAS PLANNED AND DESIGNED THE PROJECT TO PROTECT EXISTING BUILDINGS. IN THE UNLIKELY EVENT THAT IMPACTS TO EXISTING BUILDING OCCURS AS A RESULT OF METRO'S ACTION; IT IS METRO'S POLICY TO ADDRESS SUCH ISSUES EXPEDITIOUSLY. THE REPAIR WORK, IF REQUIRED, SHALL BE SCHEDULED TO MINIMIZE DISRUPTION AND INCONVENIENCE TO OCCUPANTS AND OTHER USERS OF THE PROPERTY.

PROPERTY IMPACT STATEMENT

FUTURE CONSTRUCTION MAY BE ACCOMMODATED OVER THE METRO RIGHT OF WAY WHEN CONDUCTED IN ACCORDANCE WITH METRO'S ADJACENT CONSTRUCTION MANUAL. ANY FUTURE DEVELOPMENT PLANS AT THIS LOCATION ARE SUBJECT TO METRO'S REVIEW AND APPROVAL.

4. OTHER CONSIDERATIONS

OCCUPANTS OF THIS PROPERTY WILL NOT BE REQUIRED TO RELOCATE.

5. RECOMMENDED ACQUISITION

AS DESCRIBED ABOVE AND SHOWN IN EXHIBITS A-1, A-2 AND A-3, LEGAL DESCRIPTIONS, AND EXHIBITS B-1, B-2 AND B-3, PLAT MAPS, IS RECOMMENDED.

WPLE PARCEL ID	APN #	PROJECT USE	SQ. FT. REQ.	ROW TAKE (PERMANENT OR TEMPORARY)
W-3601	4319-001-901 4319-001-902	TUNNEL CONSTRUCTION/OPERATION	16,068	PERMANENT SSE
W-3601D	4319-001-902	GROUTING EASEMENT (SUBSURFACE)	125	TEMPORARY SSE
W-3601E	4319-001-902	GROUTING EASEMENT (SUBSURFACE)	125	TEMPORARY SSE

LEGAL DESCRIPTION

EXHIBIT "A-1"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT "E" OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 76, PAGES 68 THROUGH 71 INCLUSIVE OF MAPS, AND LOT 2 OF TRACT NO. 11964, AS PER MAP RECORDED IN BOOK 259, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 18.14 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 2, SAID POINT BEING THE **POINT OF BEGINNING** ; THENCE SOUTH 60°01'55" WEST, 183.96 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3573.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29°38'53" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE 46.16 FEET THROUGH A CENTRAL ANGLE OF 00°44'24" TO THE SOUTHWESTERLY LINE OF SAID LOT E; THENCE NORTH 30°33'52" WEST, 69.70 FEET ALONG SAID SOUTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3587.35 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°37'43" WEST; THENCE SOUTHEASTERLY ALONG SAID CURVE 63.12 FEET THROUGH A CENTRAL ANGLE OF 01°00'29"; THENCE NON-TANGENT TO SAID CURVE NORTH 60°01'55" EAST, 130.81 FEET; THENCE NORTH 59°58'27" EAST, 36.19 FEET TO A POINT ON SAID NORTHEASTERLY LINE OF LOT 2; THENCE SOUTH 30°33'21" EAST, 69.87 FEET ALONG SAID NORTHEASTERLY LINE TO THE POINT OF **BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED AS PARCEL "C", IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 53 TO 62 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 102 TO 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM

LEGAL DESCRIPTION

THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:



JAMES L. ELLIOTT, P.L.S. 6334



9-25-18

DATE

AFFECTS APN: 4319-001-901 AND 4319-001-902

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT

DESCRIPTION : PORTION OF LOT 2 OF TRACT NO. 11964 M.B. 259/33
PORTION OF LOT E OF TRACT NO. 5609 M.B. 76/68-71

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

BENCH MARK :

TITLE REPORT : FIDELITY NATIONAL TITLE CO.
NO. 997-23077629-ML3

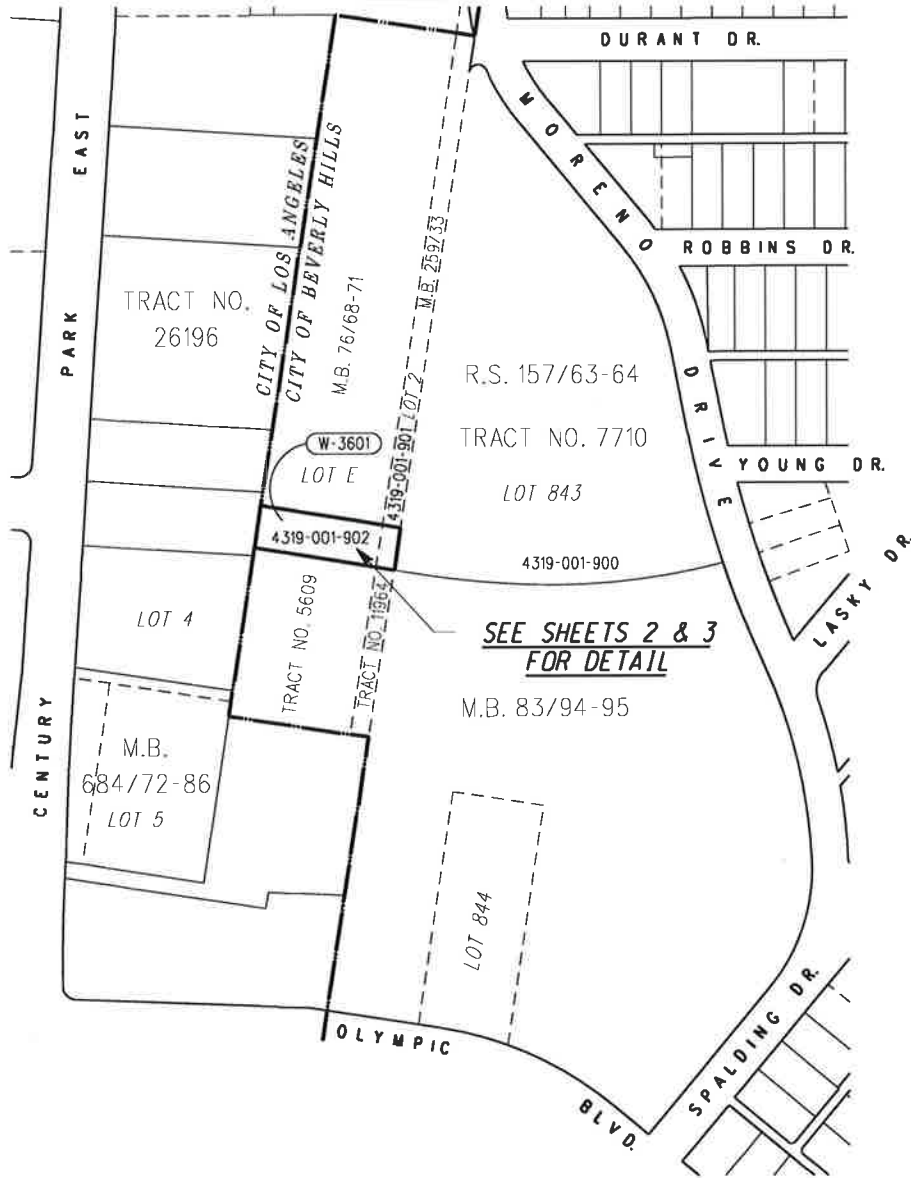
ADDRESS : 241 S. MORENO DR.
BEVERLY HILLS, CA 90212

ASSESSOR'S REF. : 4319-001-901 & -902

R.O.W. REFERENCE : R-3601; W-3601

NO.	DATE	REVISION DESCRIPTION

EXHIBIT B-1 (1 OF 3)



PARCEL	TOTAL	W-3601		
AREA - SQUARE FEET	6.13± Ac.	16,068		

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro WSP
LICENSED LAND SURVEYOR
JAMES S. ELLIOTT
NO. 6334

APPROVED BY:
Michael M 10/2/18
MTA PROJECT MANAGER DATE

PARCEL PLAT

W-3601

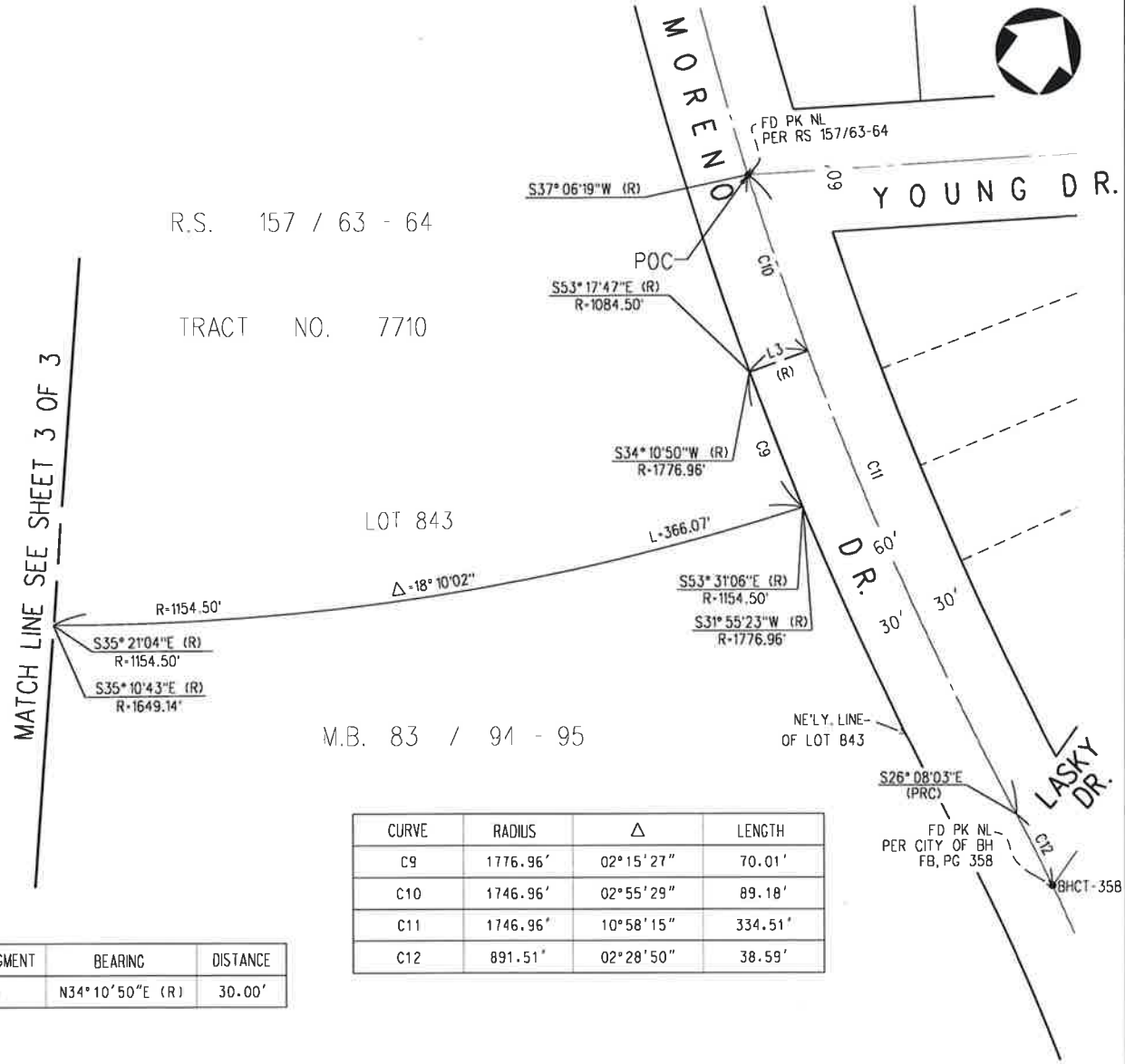
SHEET 1 OF 3

CONTRACT NO./DESIGN UNIT	
SCALE	1"=300'
DATE	09/11/2018
DRAWN BY	T. RAINEY
CHECKED BY	J. NEDLIK
REV. DATE	REV. NO.

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GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 2 OF TRACT NO. 11964 M.B. 259/33 PORTION OF LOT E OF TRACT NO. 5609 M.B. 76/68-71			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITE CO. NO. 997-23077629-ML3	ADDRESS : 241 S. MORENO DR. BEVERLY HILLS, CA 90212		
ASSESSOR'S REF. : 4319-001-901 & -902	R.O.W. REFERENCE : R-3601; W-3601	NO.	DATE
			REVISION DESCRIPTION

EXHIBIT B-1 (2 OF 3)



CURVE	RADIUS	Δ	LENGTH
C9	1776.96'	02°15'27"	70.01'
C10	1746.96'	02°55'29"	89.18'
C11	1746.96'	10°58'15"	334.51'
C12	891.51'	02°28'50"	38.59'

LINE SEGMENT	BEARING	DISTANCE
L3	N34°10'50"E (R)	30.00'

PARCEL	TOTAL	W-3601	
AREA - SQUARE FEET	6.13± Ac.	16,068	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

LICENSED LAND SURVEYOR

JAMES P. ELLIOTT

NO. 6334

APPROVED BY:

MTA PROJECT MANAGER DATE

PARCEL PLAT

W-3601

SHEET 2 OF 3

CONTRACT NO./DESIGN UNIT	
SCALE	1"=80'
DATE	09/11/2018
DRAWN BY	T. RAINEY
CHECKED BY	J. NEDLIK
REV. DATE	REV. NO.

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GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT

DESCRIPTION : PORTION OF LOT 2 OF TRACT NO. 11964 M.B. 259/33
 PORTION OF LOT E OF TRACT NO. 5609 M.B. 76/68-71

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

BENCH MARK :

TITLE REPORT : FIDELITY NATIONAL TITE CO.
 NO. 997-23077629-ML3

ADDRESS : 241 S. MORENO DR.
 BEVERLY HILLS, CA 90212

ASSESSOR'S REF. : 4319-001-901 & -902

R.O.W. REFERENCE : R-3601; W-3601

NO.	DATE	REVISION DESCRIPTION

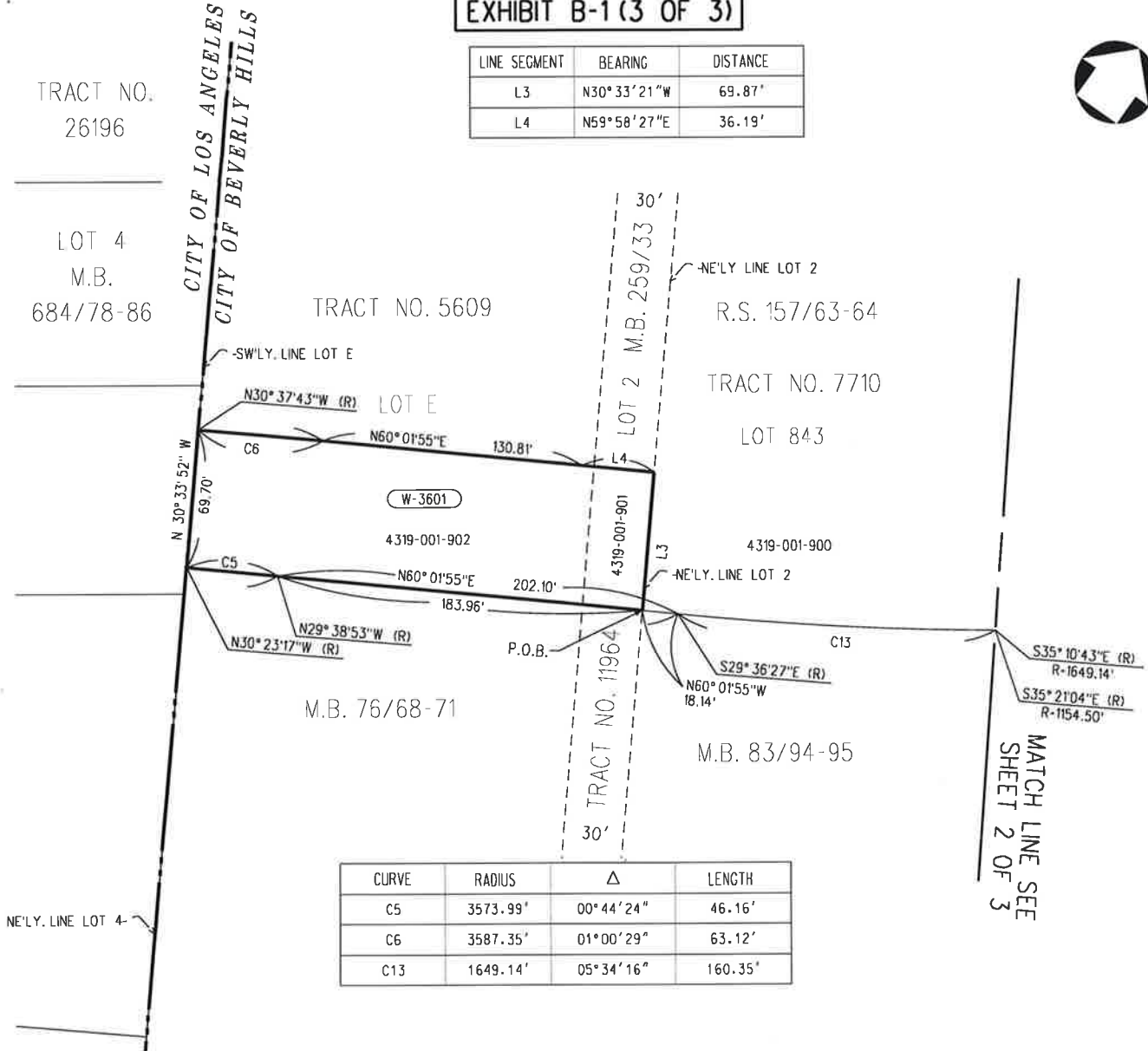
EXHIBIT B-1 (3 OF 3)

LINE SEGMENT	BEARING	DISTANCE
L3	N30°33'21"W	69.87'
L4	N59°58'27"E	36.19'



TRACT NO.
26196

LOT 4
M.B.
684/78-86



CURVE	RADIUS	Δ	LENGTH
C5	3573.99'	00°44'24"	46.16'
C6	3587.35'	01°00'29"	63.12'
C13	1649.14'	05°34'16"	160.35'

PARCEL	TOTAL	W-3601
AREA - SQUARE FEET	6.13± Ac.	16.068

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

APPROVED BY: _____

MTA PROJECT MANAGER DATE

CONTRACT NO./DESIGN UNIT

SCALE 1"=80'

DATE 09/11/2018

DRAWN BY T. RAINEY

CHECKED BY J. NEDLIK

REV. DATE REV. NO.

PARCEL PLAT

W-3601

SHEET 3 OF 3



9/12/2018 9:06:22 AM C:\A\6531\M\ACB\A\2018\09\Right_of_Way\Shoals\A\A\2018\09\01_01_18.dwg 3/11/2018

LEGAL DESCRIPTION

EXHIBIT "A-2"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT "E" OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 76, PAGES 68 THROUGH 71 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 202.10 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3573.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29°38'53" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE 46.16 FEET THROUGH A CENTRAL ANGLE OF 00°44'24" TO THE WESTERLY LINE OF SAID LOT E; THENCE NORTH 30°33'52" WEST, 69.70 FEET ALONG SAID WESTERLY LINE TO THE **POINT OF BEGINNING**, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3587.35 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°37'43" WEST; THENCE NORTHEASTERLY ALONG SAID CURVE 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°23'57" TO A POINT ON A NON-TANGENT LINE THAT IS PARALLEL WITH AND DISTANT 25.00 FEET FROM SAID WESTERLY LINE; THENCE NORTH 30°33'52" WEST, 5.00 FEET ALONG SAID PARALLEL LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3592.35, A RADIAL LINE TO SAID POINT BEARS NORTH 30°13'48" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°23'55" TO SAID WESTERLY LINE; THENCE SOUTH 30°33'52" EAST, 5.00 FEET ALONG SAID WESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT IS APPROXIMATELY 62 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

LEGAL DESCRIPTION

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:



JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-001-902

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT

DESCRIPTION : PORTION OF LOT E OF TRACT NO. 5609, M.B. 76/68-71

BENCH MARK :

TITLE REPORT : FIDELITY NATIONAL TITE CO.
NO. 997-23077629-ML3

ADDRESS : 241 S. MORENO DRIVE,
BEVERLY HILLS, CA 90212

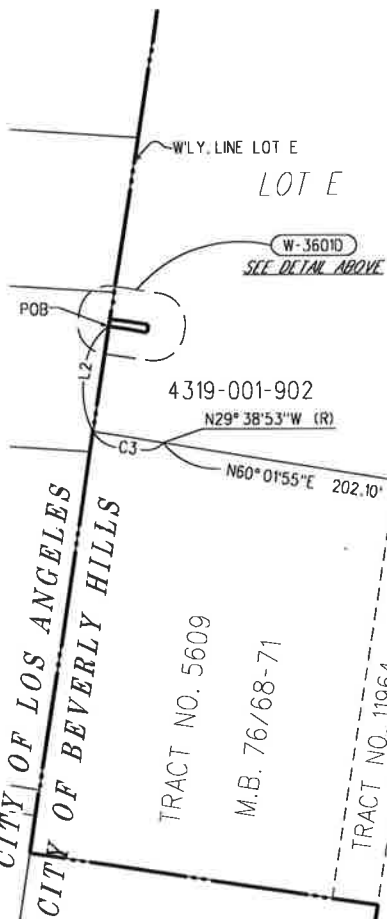
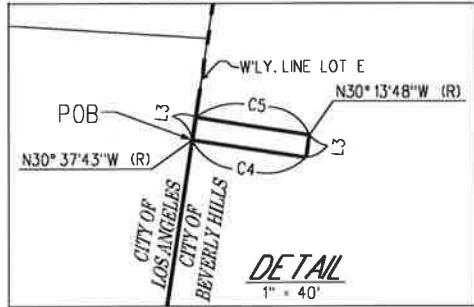
ASSESSOR'S REF. : 4319-001-902

R.O.W. REFERENCE : R-3036; W-3601

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

EXHIBIT B-2



R.S. 157/63-64

TRACT NO. 7710

Fd PK NL PER
RS 157/63-64

LOT 843

M.B. 83/94-95

POC
YOUNG DR.

LINE SEGMENT	BEARING	DISTANCE
L1	N34°10'50"E (R)	30.00'
L2	N30°33'52"W	69.70'
L3	N30°33'52"W	5.00'

CURVE	RADIUS	Δ	LENGTH
C1	1746.96'	02°55'29"	89.18'
C2	1776.96'	02°15'27"	70.01'
C3	3573.99'	00°44'24"	46.16'
C4	3587.35'	00°23'57"	25.00'
C5	3592.35'	00°23'55"	25.00'

PARCEL	TOTAL	W-3601D
AREA - SQUARE FEET	6.13± Ac.	125

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

APPROVED BY: *[Signature]* 10/3/18

MTA PROJECT MANAGER DATE

Submitted by: *[Signature]* L.S. 6334

PARCEL PLAT

W-3601D

CONTRACT NO./DESIGN UNIT	
SCALE	1"=120'
DATE	09/11/2018
DRAWN BY	T. RAINEY
CHECKED BY	J. NEDLIK
REV. DATE	REV. NO.



9/12/2018 9:46:51 AM

LEGAL DESCRIPTION

EXHIBIT "A-3"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT "E" OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 76, PAGES 68 THROUGH 71 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 202.10 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3573.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29°38'53" WEST, SAID NON-TANGENT CURVE HEREINAFTER KNOWN AS "COURSE A"; THENCE SOUTHWESTERLY ALONG SAID "COURSE A" 46.16 FEET THROUGH A CENTRAL ANGLE OF 00°44'24" TO A POINT ON THE WESTERLY LINE OF SAID LOT E, SAID POINT BEING THE **POINT OF BEGINNING**; THENCE SOUTH 30°33'52" EAST, 5.00 FEET ALONG SAID WESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3568.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°23'16" WEST; THENCE NORTHEASTERLY ALONG SAID CURVE 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°24'05" TO A POINT ON A NON-TANGENT LINE THAT IS PARALLEL WITH AND DISTANT 25.00 FEET FROM SAID WESTERLY LINE; THENCE NORTH 30°33'52" WEST, 5.00 FEET ALONG SAID PARALLEL LINE TO A POINT IN SAID "COURSE A", A RADIAL LINE TO SAID POINT BEARS NORTH 29°59'14" WEST; THENCE SOUTHWESTERLY ALONG SAID "COURSE A" 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°24'03" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT IS APPROXIMATELY 62 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

LEGAL DESCRIPTION

PREPARED BY:



JAMES L. ELLIOTT, P.L.S. 6334

AFFECTS APN: 4319-001-902



9-25-18

DATE

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT
 DESCRIPTION : PORTION OF LOT E OF TRACT NO. 5609, M.B. 76/68-71

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

BENCH MARK :

TITLE REPORT : FIDELITY NATIONAL TITE CO. NO. 997-23077629-ML3

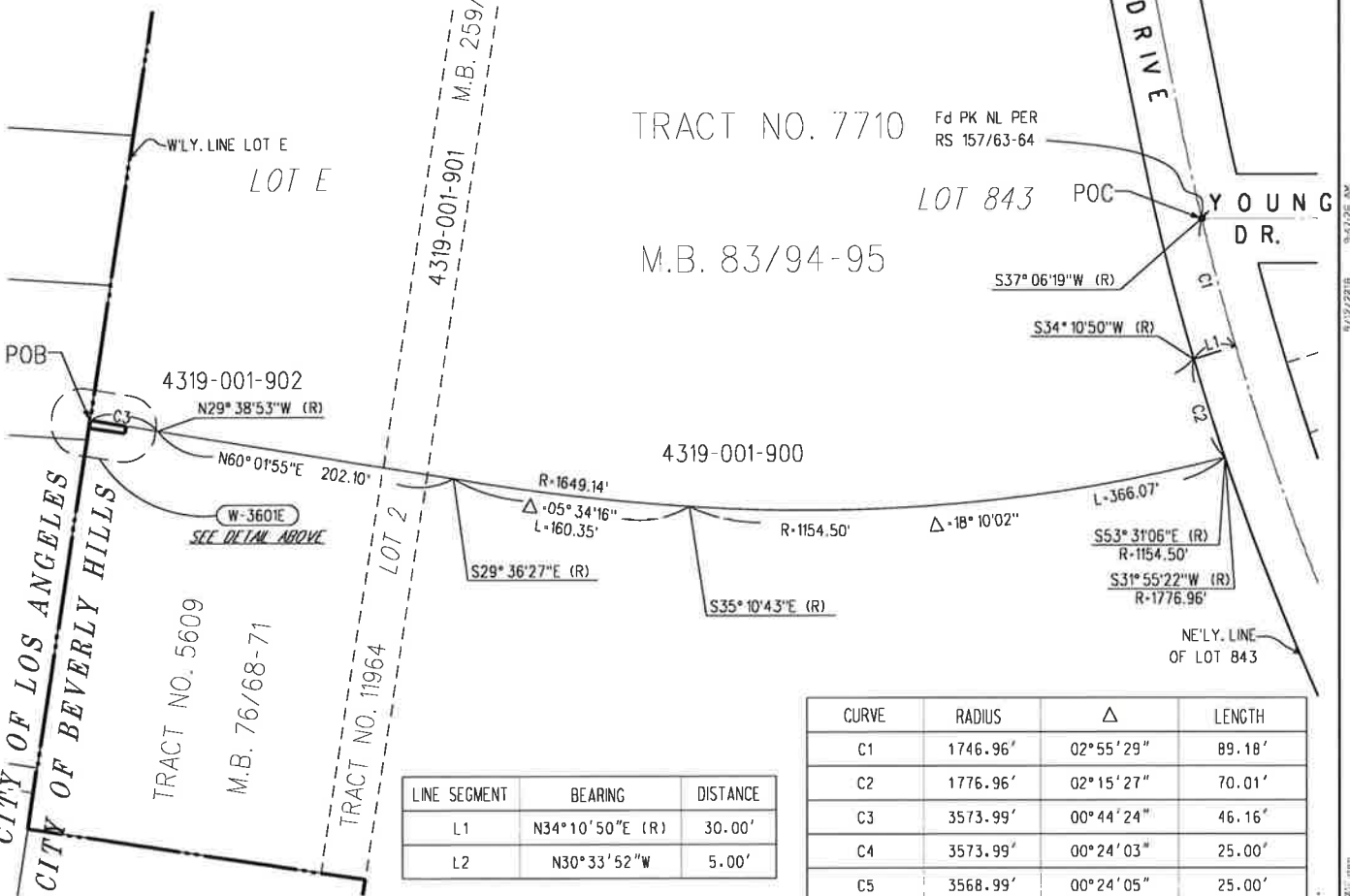
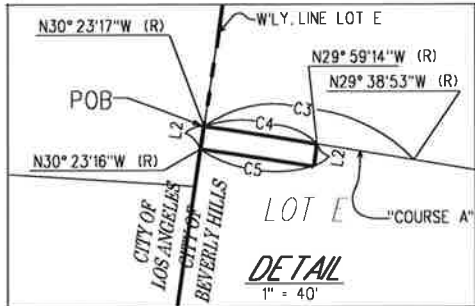
ADDRESS : 241 S. MORENO DRIVE, BEVERLY HILLS, CA 90212

ASSESSOR'S REF. : 4319-001-902

R.O.W. REFERENCE : R-3036; W-3601

NO.	DATE	REVISION DESCRIPTION

EXHIBIT B-3



LINE SEGMENT	BEARING	DISTANCE
L1	N34°10'50\"E (R)	30.00'
L2	N30°33'52\"W	5.00'

CURVE	RADIUS	Δ	LENGTH
C1	1746.96'	02°55'29"	89.18'
C2	1776.96'	02°15'27"	70.01'
C3	3573.99'	00°44'24"	46.16'
C4	3573.99'	00°24'03"	25.00'
C5	3568.99'	00°24'05"	25.00'

PARCEL	TOTAL	W-3601E
AREA - SQUARE FEET	6.13± Ac.	125

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

WSP JAMES P. ELLIOTT SURVEYORS
 No. 6334
 L.S. 6334

APPROVED BY: *Michael M...* 10/3/18
 MTA PROJECT MANAGER DATE

CONTRACT NO./DESIGN UNIT

SCALE 1"=120'

DATE 09/11/2018

DRAWN BY T. RAINEY

CHECKED BY J. NEDLIK

REV. DATE REV. NO.

PARCEL PLAT

W-3601E

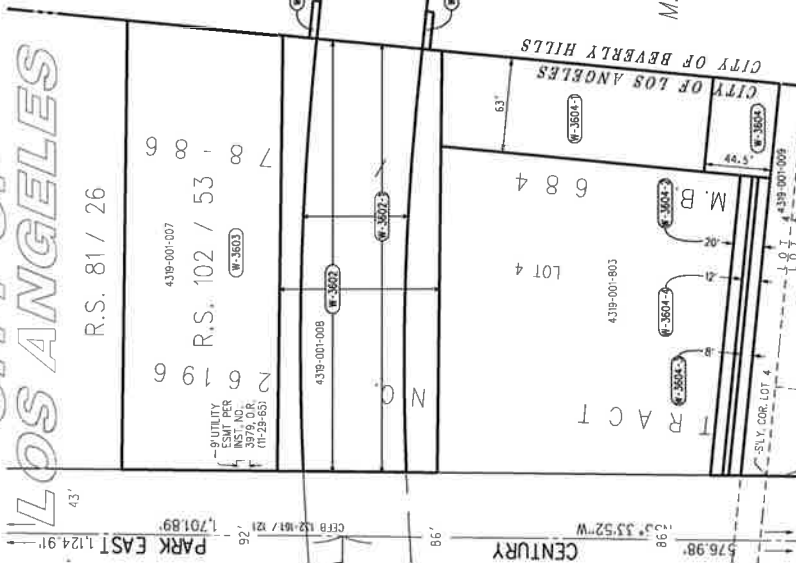
L:\ANSIM\AVAC\PK\CA\10108 Right of Way\Sheets\10108\2008\W-3601E.dwg 9/11/2018 9:42:05 AM

Exhibit - C



CITY OF LOS ANGELES

CITY OF BEVERLY HILLS



SEE DRAWING NO. R-3038 -- CONSTELLATION BLVD. PARK EAST 1.124.91' 43'

UTILITY EASEMENT PER 1978 O.R. (11-28-65)

M.B. 259 / 33

R.S. 157 / 63 - 64

TRACT NO. 7710

SEE DRAWING NO. R-3035

YOUNG DR. BHC'S 3/2'

MORENO DR. 60'

M.B. 83 / 94 - 95

SEE DRAWING NO. R-3037

PARCEL NO.	GRANTOR	TOTAL ACQ.	INST. NO.	DATE	RECORDING DATA	EST.	UPPER ELEV. (FT.)	LOWER ELEV. (FT.)	REMARKS
W-3604	PACIFIC BELL	57.176	2-712						LADWP VISTA SWITCHGEAR
W-3603	1940 CENTURY CITY LLC	30.006	30-006						CONSTRUCTION STAGING
W-3602-1	AUTO CLUB OF S.D. CA	29.452	19-535						TUNNEL
W-3602	AUTO CLUB OF S.D. CA	29.452	29-452						CONSTRUCTION STAGING
W-3601E	BEVERLY HILLS UNIFIED S.D.	6.13 AC	125						GROUTING EASEMENT
W-3601D	BEVERLY HILLS UNIFIED S.D.	6.13 AC	125						GROUTING EASEMENT
W-3601	BEVERLY HILLS UNIFIED S.D.	6.13 AC	16-068						TUNNEL
	GRANTOR	TOTAL ACQ.	INST. NO.	DATE	RECORDING DATA	EST.	UPPER ELEV. (FT.)	LOWER ELEV. (FT.)	REMARKS
		NET AREA (SQ.FT.)							

NOTE:
1. SEE DWG R-3004 FOR LEGEND.
2. ALL ACCESS SHALL BE FOR SITE ACCESS DURING CONSTRUCTION.



BENCH MARK ELEV. - 1180' (22000)

REVISIONS:

REV	DATE	BY	APP	REG. NO.	CONTR.	SCALE	DESCRIPTION

APPROVED BY: T. RANEY
 DRAWN BY: T. RANEY
 CHECKED BY: J. CALVALERA
 IN CHARGE: M. ELLIOTT
 DATE: 09/12/2018

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
Metro
PARSONS BRINCKERHOFF

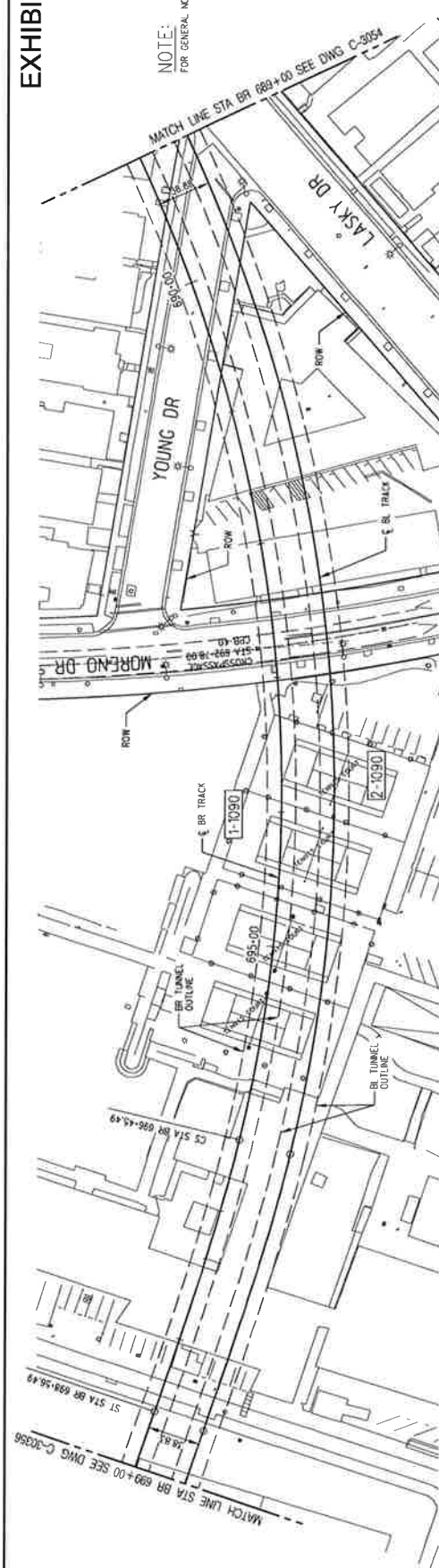
WESTSIDE PURPLE LINE EXTENSION - SECTION 2
 RIGHT-OF-WAY CONSTELLATION STATION
 CENTURY CITY RIGHT-OF-WAY MAP
 SHEET 36

CONTRACT NO. R-3036
 SCALE: 1"=40'
 SHEET NO.

EXHIBIT - D

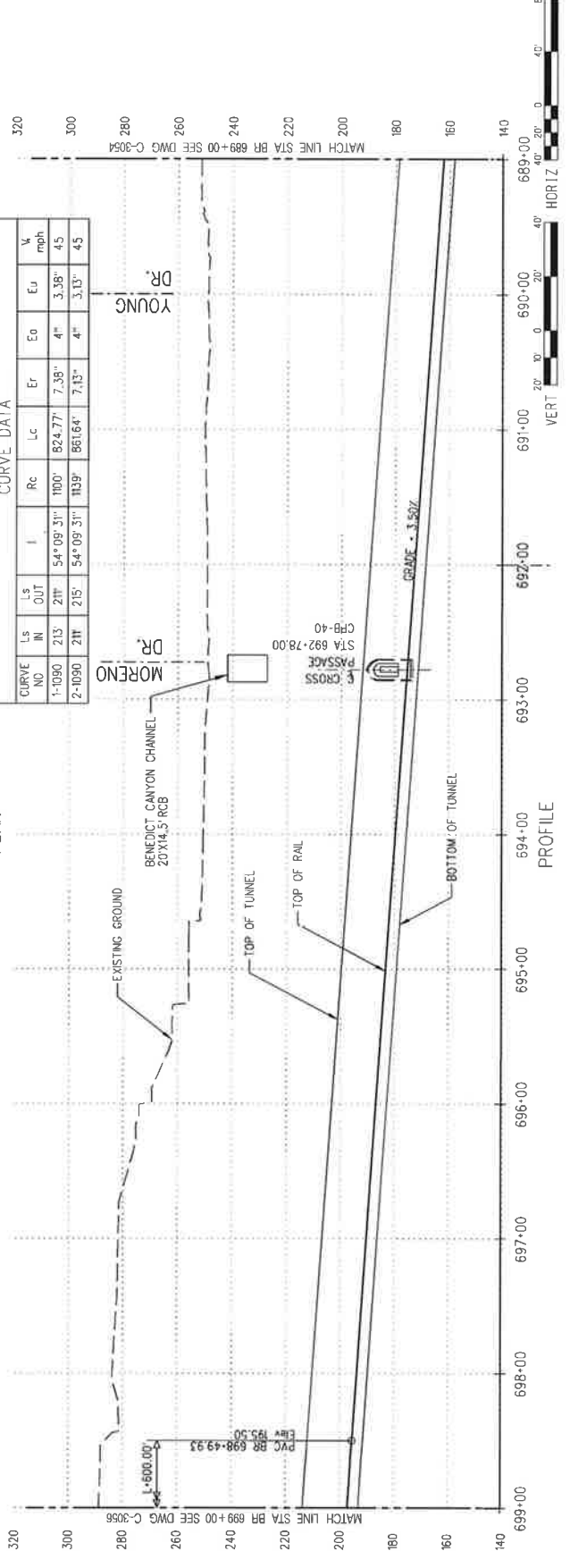


NOTE:
FOR GENERAL NOTES SEE DWG C-3011



CURVE DATA

CURVE NO	LS IN	LS OUT	I	Rc	Lc	Er	Eo	Eu	V
1-1090	213'	211'	54°09'31"	1100'	824.77'	7.38°	4"	3.38'	4.5
2-1090	211'	215'	54°09'31"	1139'	861.64'	7.13°	4"	3.13'	4.5



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

PARSONS BRINCKERHOFF

WESTSIDE PURPLE LINE EXTENSION - SECTION 2

TRACK ALIGNMENT BR PLAN AND PROFILE

RODEO DR TO CONSTELLATION BLVD STA 689+00 TO STA 699+00

ISSUED FOR SOLICITATION: 09/07/15
SCALE: HORIZ: 1"=40'
VERT: 1"=20'

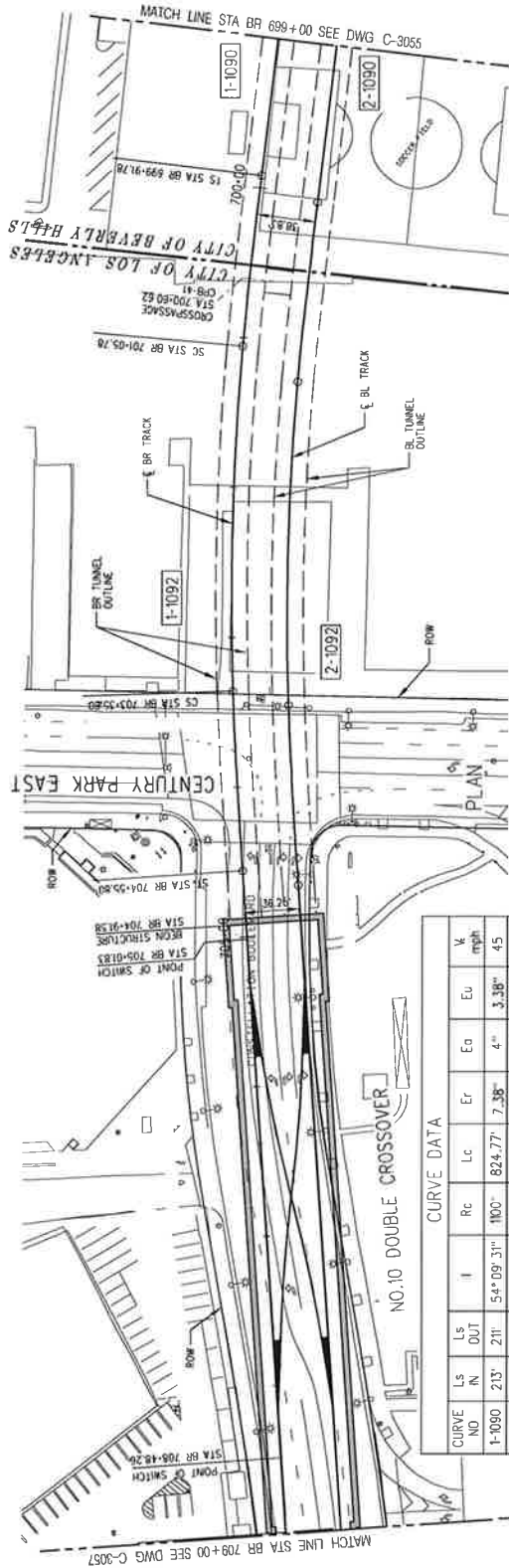
CONTRACT NO: C1120
PROJECT NO: C-3055
SHEET NO: 84

CONFORMED 01/26/2017

EXHIBIT - D

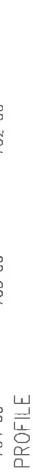
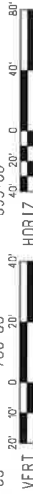
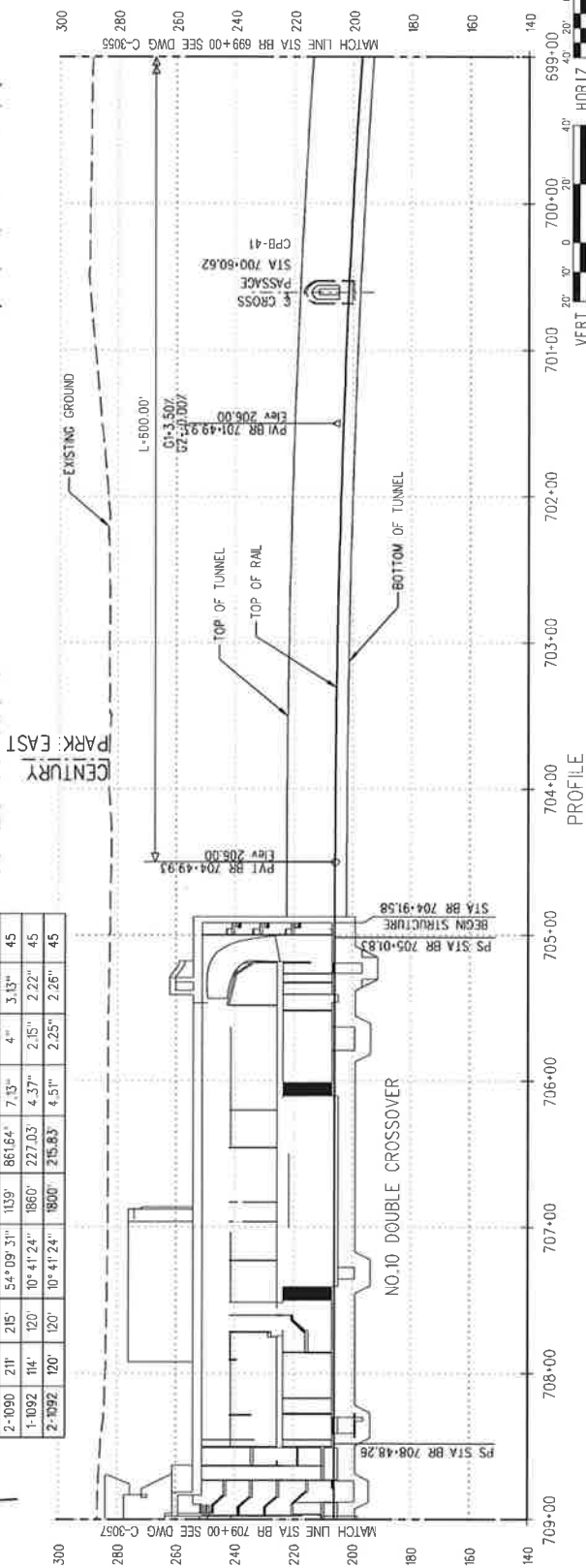


NOTE:
FOR GENERAL NOTES SEE DWG C-3011



CURVE DATA

CURVE NO.	Ls IN	Ls OUT	I	Rc	Lc	Er	Eo	Eu	V
1-1090	213'	211'	54° 09' 31"	1100'	824.77'	7.38"	4"	3.38"	45
2-1090	211'	215'	54° 09' 31"	1139'	861.64'	7.13"	4"	3.13"	45
1-1092	114'	120'	10° 41' 24"	1860'	227.03'	4.37"	2.15"	2.22"	45
2-1092	120'	120'	10° 41' 24"	1800'	215.83'	4.51"	2.25"	2.26"	45



WESTSIDE PURPLE LINE EXTENSION - SECTION 2
TRACK ALIGNMENT
BR PLAN AND PROFILE
CENTURY CITY CONSTELLATION STATION
STA 699+00 TO STA 709+00

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY



DESIGNED BY: M. ABBECCO
CHECKED BY: M. ABBECCO
AMENDMENT B: L. SALVATERRA
AMENDMENT E: L. SALVATERRA
ISSUED FOR SOLICITATION: L. BARRATT
DATE: 09/01/2015

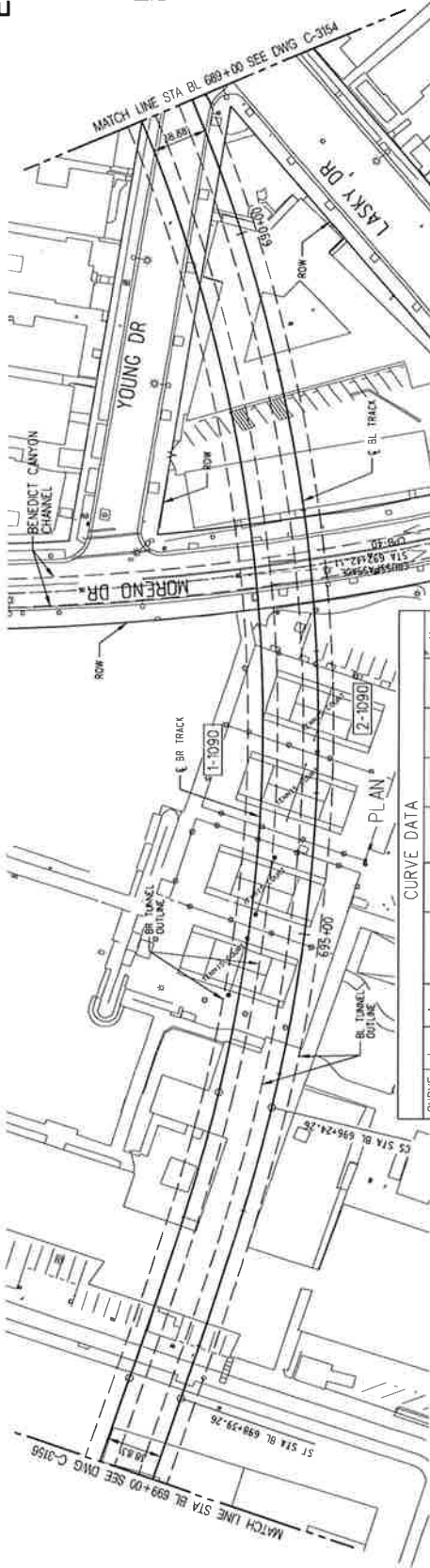
REV	DATE	BY	APP	REV NO	EXEMPS	SICAL HOLDER	DESCRIPTION
1	07/29/16	BA	LUE				
2	12/10/15	BA	LUE				
3	07/01/15						

CONTRACT NO. C1120
DRAWING NO. C-3056
SCALE: HORIZ. 1"=40'
VERT. 1"=80'
SHEET NO. 85

EXHIBIT - D

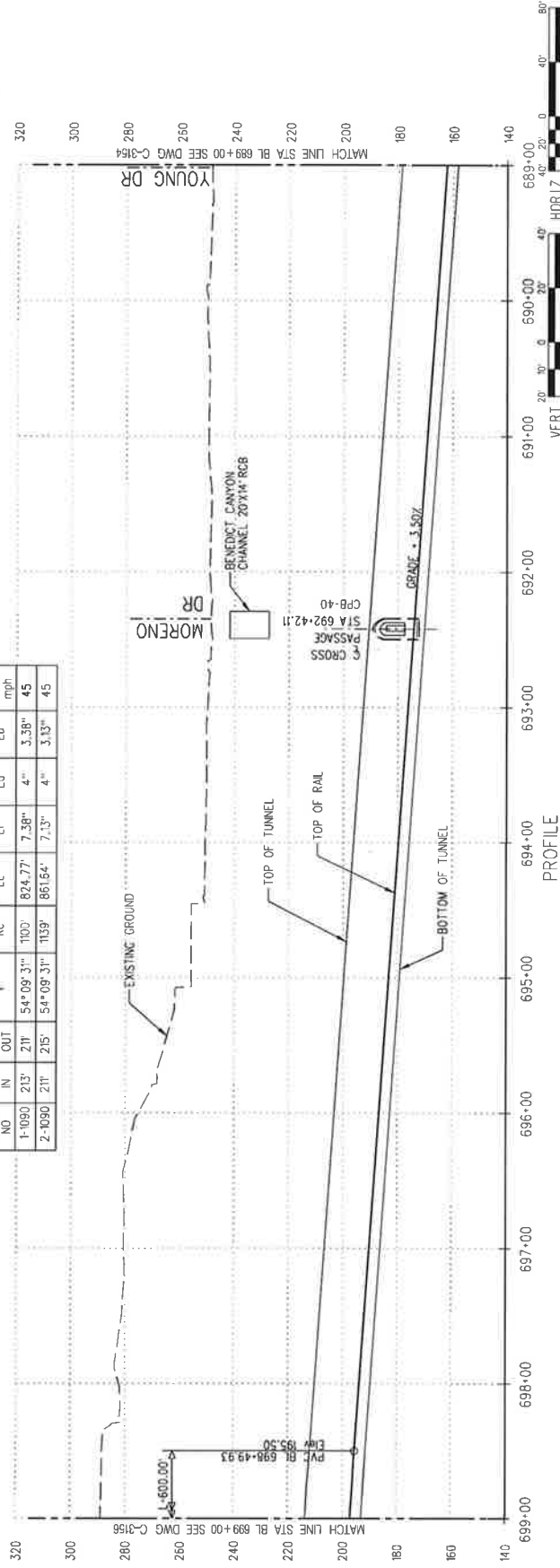


NOTE:
FOR GENERAL NOTES SEE DWG C-301.



CURVE DATA

CURVE NO.	LS IN	LS OUT	I	Rc	Lc	Er	Ea	Eu	W
1-1090	213'	211'	54°09'31"	1100'	824.77'	7.38°	4"	3.38"	45
2-1090	211'	215'	54°09'31"	1139'	861.64'	7.13°	4"	3.13"	45



WESTSIDE PURPLE LINE EXTENSION - SECTION 2

TRACK ALIGNMENT
BL PLAN AND PROFILE
RODEO DR TO CONSTELLATION BLVD
STA 689+00 TO STA 699+00

CONTRACT NO. C1120
SHEET NO. C-3155
SCALE: HORIZ: 1"=40'
VERT: 1"=20'
SHEET NO. 99

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

Metro
PARSONS
BRINCKERHOFF

ISSUED FOR SOLICITATION
DESCRIPTION: AMENDMENT B
DATE: 09/20/15
ISSUED FOR SOLICITATION
DESCRIPTION: AMENDMENT B
DATE: 09/20/15

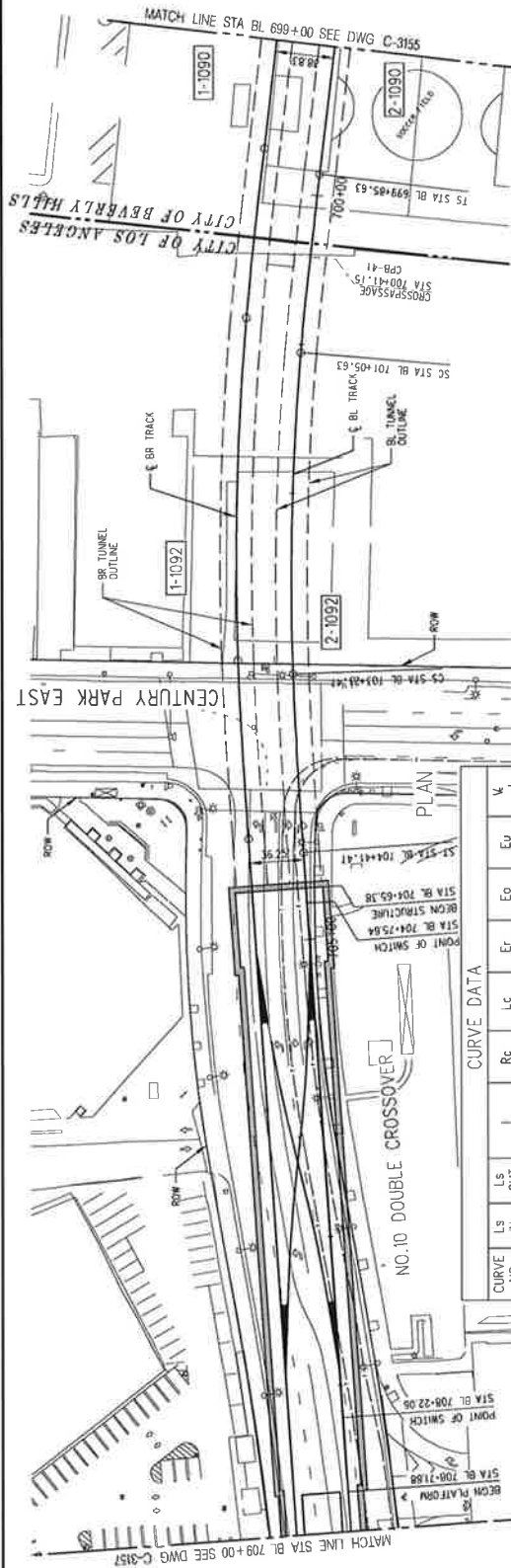
DESIGNED BY: M. ABBECCO
CHECKED BY: M. ABBECCO
DATE: 08/26/15
DESIGNED BY: L. SALVATERA
CHECKED BY: M. ABBECCO
DATE: 09/20/15

REV. DATE BY APP. REC. NO. CORRECTION

EXHIBIT - D

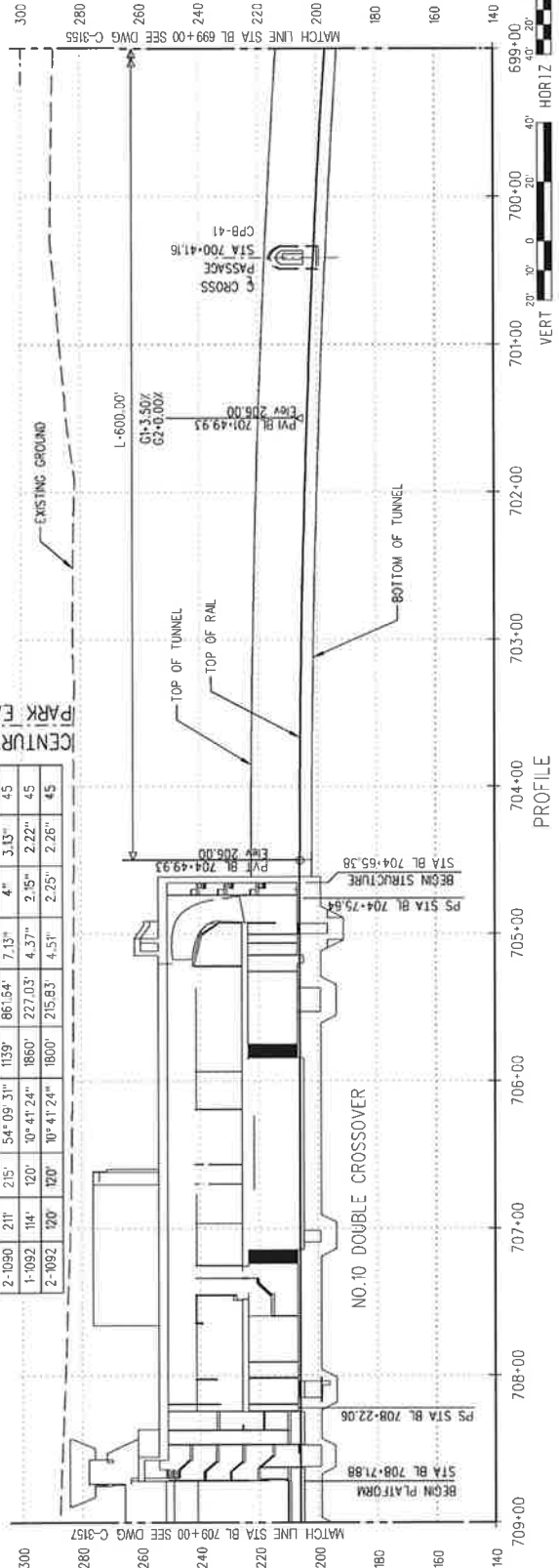


NOTE:
FOR GENERAL NOTES SEE DWG C-301.



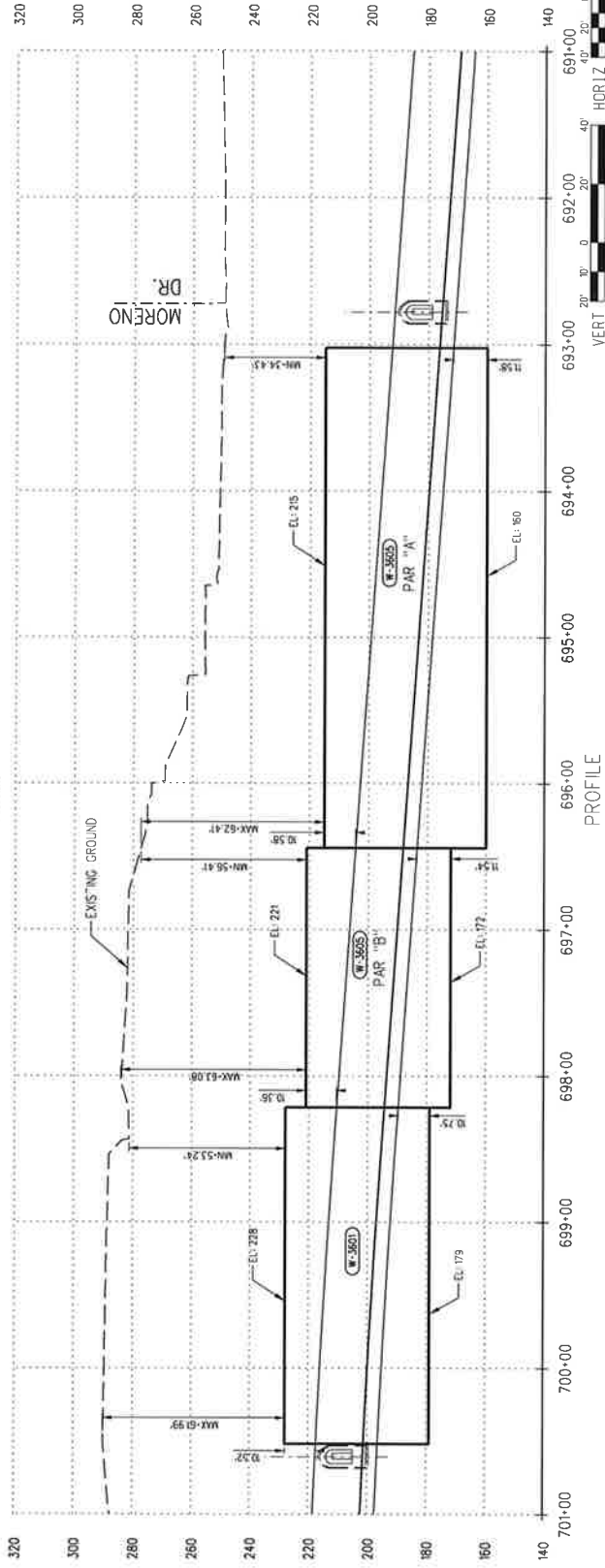
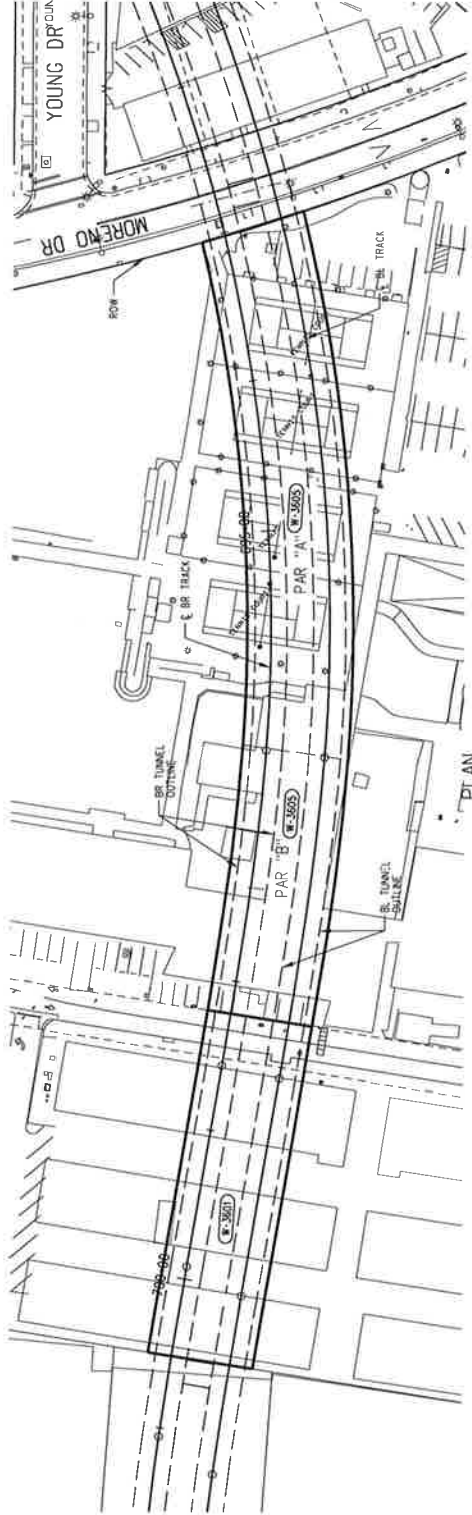
CURVE DATA

CURVE NO.	LS IN	LS OUT	I	Rc	Lc	Er	Eo	Eu	V _h mph
1-1090	213'	211'	54° 09' 31"	1100'	824.77'	7.38'	4"	3.38'	45
2-1090	211'	215'	54° 09' 31"	1139'	861.84'	7.13'	4"	3.13'	45
1-1092	114'	120'	10° 41' 24"	1860'	227.03'	4.37'	2.5'	2.22'	45
2-1092	120'	120'	10° 41' 24"	1800'	215.83'	4.51'	2.25'	2.26'	45



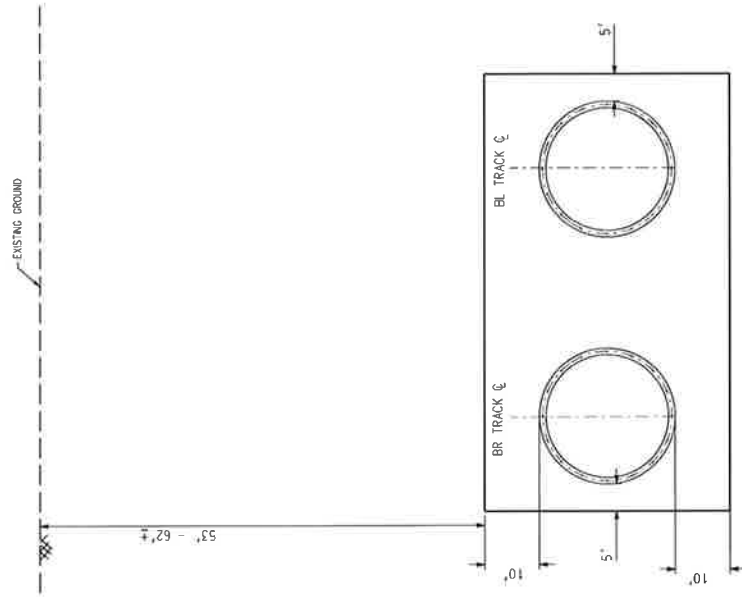
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY Parsons Brinckerhoff		WESTSIDE PURPLE LINE EXTENSION - SECTION 2 TRACK ALIGNMENT BL PLAN AND PROFILE CENTURY CITY CONSTELLATION STATION STA 699+00 TO STA 709+00
PROJECT NO. W. ABBECCO DESIGN BY W. ABBECCO CHECKED BY L. SALVATERA IN CHARGE C. BERRATTI DATE 09/01/2015	REVISIONS NO. DATE BY APP. REASON 01/02/16 AM ME 12/10/15 RA ME 01/05/15 D ME ISSUED FOR SOLICITATION	CONTRACT NO. C1120 DRAWING NO. C-3156 SCALE: HORIZ 1"=40' VERT 1"=20' SHEET NO. 100

EXHIBIT - E



<p>CONTRACT NO.</p> <p>DRAWING NO. EXHIBIT 0</p> <p>SCALE: HORIZ. 1"=40'</p> <p>SHEET NO. VERT. 1"=20'</p>		<p>WESTSIDE PURPLE LINE EXTENSION - SECTION 2</p> <p>W-3601 & W-3605</p> <p>SSE DEPTH</p> <p>BR TRACK</p>																			
<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>APP.</th> <th>REV. NO.</th> <th>CHANGES</th> <th>SCALE</th> <th>HOLDER</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DATE	BY	APP.	REV. NO.	CHANGES	SCALE	HOLDER	DESCRIPTION										<p>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</p> <p>Metro</p> <p>PARSONS BRINCKERHOFF</p>	
NO.	DATE	BY	APP.	REV. NO.	CHANGES	SCALE	HOLDER	DESCRIPTION													
<p>DESIGNED BY</p> <p>DRAWN BY</p> <p>CHECKED BY</p> <p>IN CHARGE</p> <p>DATE: 09/11/2018</p>		<p> </p>																			

Exhibit - E



W-3601 TUNNEL SUBSURFACE EASEMENT

CONTRACT NO.	
PROJECT NO.	
EXHIBIT E	
SHEET NO.	N.T.S.

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
 RIGHT-OF-WAY EXHIBIT
 TUNNEL SSE PARCEL
 W-3601

LOS ANGELES COUNTY
 METROPOLITAN TRANSPORTATION AUTHORITY

Metro
BRUNSON BRUNCKENHOFF

DESIGNED BY	JOSELYN
CHECKED BY	RAYEY
DATE	10/01/2018

NO.	DATE	BY	APP	REV	NO.	CONC.	REASON	DESCRIPTION

CERTIFICATION MEMORANDUM

WESTSIDE PURPLE LINE EXTENSION PROJECT

THURSDAY SEPTEMBER 27, 2018

PARCEL NUMBERS: W-3605

ATTACHMENTS: PROPERTY IMPACT STATEMENT
EXHIBIT "A" – LEGAL DESCRIPTION
EXHIBIT "B" – PLAT MAPS
EXHIBIT "C" – RIGHT-OF-WAY-DRAWING
EXHIBIT "D" – BR & BL TUNNEL PLAN AND PROFILE DRAWINGS
EXHIBIT "E" – CROSS SECTION OF TUNNEL SUBSURFACE EASEMENT

W-3605:

A SUBSURFACE EASEMENT (SSE) OF W-3605 IS REQUIRED BASED ON THE RIGHT-OF-WAY EXHIBIT, DATED SEPTEMBER 12, 2018. I CERTIFY THAT THE SSE IN PARCEL NUMBER W-3605 CONTAINING 36,959 SQUARE FEET OF PROPERTY IS REQUIRED FOR THE CONSTRUCTION AND OPERATION OF METRO'S WESTSIDE PURPLE LINE EXTENSION PROJECT.

 10/3/18

MICHAEL MCKENNA
EXECUTIVE OFFICER
PROJECT MANAGEMENT

PROPERTY IMPACT STATEMENT

PREPARED:	TUESDAY SEPTEMBER 11, 2018
REFERENCE DRAWING:	R-3036
REFERENCE PLAT:	W-3605
PARCEL ADDRESS:	241 S. MORENO DRIVE, BEVERLY HILLS, CA 90212
AFFECTED APN:	4319-001-900
OWNER:	LOS ANGELES UNIFIED SCHOOL DISTRICT

1. LOCATION AND DESCRIPTION:

THE PROPERTY CONTAINING THE RIGHT OF WAY ACQUISITIONS IDENTIFIED HEREIN CONSISTS OF 3 PARCELS, CONTAINING IN TOTAL, APPROXIMATELY 19 ACRES. THE SITE IS LOCATED ALONG THE WEST SIDE OF MORENO DRIVE, BETWEEN DURANT DRIVE AND OLYMPIC BOULEVARD AND IS DEVELOPED WITH THE MAIN BEVERLY HILLS UNIFIED SCHOOL DISTRICT HIGH SCHOOL CAMPUS.

2. NEED FOR THE PROPERTY:

A. PARCEL W-3605 IS NEEDED FOR THE TUNNEL ALIGNMENT FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2 (PROJECT) THAT TRAVELS UNDERNEATH THE PROPERTY DESCRIBED ABOVE. CONSTRUCTION AND OPERATION OF THE PROJECT SHALL REQUIRE THE ACQUISITION OF A SUBSURFACE EASEMENT (SSE) FOR THE ALIGNMENT AS SHOWN IN THE PROJECT DEFINITION DRAWINGS (SEE EXHIBIT D). THE REQUIRED RIGHT OF WAY ENVELOPE IN THE VERTICAL PLANE IS A VERTICAL DISTANCE OF APPROXIMATELY 10 FEET ABOVE THE HIGH POINT OF THE TUNNEL STRUCTURES AND APPROXIMATELY 10 FEET BELOW THE LOW POINT OF THE TUNNEL STRUCTURES. FOR THE HORIZONTAL PLANE, THE RIGHT OF WAY ENVELOPE IS DEFINED BY AN APPROXIMATELY 5 FEET OFFSET FROM THE OUTERMOST BR AND BL TUNNEL WALLS (SEE EXHIBIT E). AS THE TUNNEL TRAVERSES THE PROPERTY SOUTHWESTERLY FROM THE PARCEL'S NORTHEASTERLY PROPERTY LINE TO THE PARCEL'S SOUTHWESTERLY PROPERTY LINE, THE HIGH POINT OF SSE RANGES FROM APPROXIMATELY 34 TO 63 FEET BELOW THE EXISTING GROUND SURFACE, RESPECTIVELY (AS SHOWN IN EXHIBIT E). EXHIBIT C, RIGHT-OF-WAY MAP IS INCLUDED.

3. CONSTRUCTION REQUIREMENTS AND TECHNIQUES

THE TUNNELS SHALL BE EXCAVATED BY TUNNEL BORING MACHINES (TBMS) WITH POSITIVE FACE CONTROL APPROPRIATE FOR THE SOIL CONDITIONS THAT WILL BE ENCOUNTERED ON THE PROJECT. THESE MACHINES EXCAVATE THE TUNNEL IN A MANNER THAT LIMITS DISTURBANCE TO THE SURROUNDING GROUND, THEREBY MINIMIZING IMPACT AT THE SURFACE. CONTRACT SPECIFICATIONS INCLUDE REQUIREMENTS GOVERNING SURFACE SETTLEMENT AND FOR OPERATING THE TBMS. THE TBMS' PERFORMANCE WILL BE CONTINUOUSLY MONITORED FROM WITHIN THE TUNNEL AND FROM THE GROUND SURFACE USING SURVEYING AND GROUND

PROPERTY IMPACT STATEMENT

MOVEMENT DETECTION INSTRUMENTS. A FINAL SEGMENTAL TUNNEL LINING WILL BE ERECTED FROM WITHIN THE TBM AS THE TBM ADVANCES, PROVIDING IMMEDIATE PERMANENT SUPPORT OF THE GROUND AND SERVE AS THE FINAL TUNNEL LINING. THE TUNNEL HAS BEEN DESIGNED TO SUPPORT THE EXISTING SURFACE IMPROVEMENTS.

CONSTRUCTION IMPACTS:

THE CONSTRUCTION AND OPERATION OF THE SUBWAY TUNNELS SHALL RESULT IN LITTLE OR NO NOISE OR VIBRATION IMPACT EXCEPT FOR:

- I. ANY PERCEPTIBLE NOISE OR VIBRATION DURING CONSTRUCTION WILL BE BELOW METRO CRITERIA, FEDERAL, STATE AND LOCAL ORDINANCES AS DESCRIBED IN THE PROJECT SPECIFICATIONS (01 56 19).
- II. THE OPERATION OF THE SUBWAY PROJECT WILL NOT RESULT IN ADVERSE OPERATIONAL NOISE OR VIBRATION IMPACTS TO THE OCCUPANTS OF THIS PROPERTY.

METRO HAS PLANNED AND DESIGNED THE PROJECT TO PROTECT EXISTING BUILDINGS. IN THE UNLIKELY EVENT THAT IMPACTS TO EXISTING BUILDING OCCURS AS A RESULT OF METRO'S ACTION; IT IS METRO'S POLICY TO ADDRESS SUCH ISSUES EXPEDITIOUSLY. THE REPAIR WORK, IF REQUIRED, SHALL BE SCHEDULED TO MINIMIZE DISRUPTION AND INCONVENIENCE TO OCCUPANTS AND OTHER USERS OF THE PROPERTY.

FUTURE CONSTRUCTION MAY BE ACCOMMODATED OVER THE METRO RIGHT OF WAY WHEN CONDUCTED IN ACCORDANCE WITH METRO'S ADJACENT CONSTRUCTION MANUAL. ANY FUTURE DEVELOPMENT PLANS AT THIS LOCATION ARE SUBJECT TO METRO'S REVIEW AND APPROVAL.

4. OTHER CONSIDERATIONS

OCCUPANTS OF THIS PROPERTY WILL NOT BE REQUIRED TO RELOCATE.

5. RECOMMENDED ACQUISITION

AS DESCRIBED ABOVE AND SHOWN IN EXHIBITS A, LEGAL DESCRIPTIONS, AND EXHIBITS B, PLAT MAPS, IS RECOMMENDED.

WPLE PARCEL ID	APN #	PROJECT USE	SQ. FT. REQ.	ROW TAKE (PERMANENT OR TEMPORARY)
W-3605	4319-001-900	TUNNEL CONSTRUCTION/OPERATION	36,959	PERMANENT SSE

LEGAL DESCRIPTION

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

PARCEL "A"

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 843, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST, SAID POINT ALSO BEING THE **POINT OF BEGINNING**; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT HEREINAFTER KNOWN AS POINT "A"; THENCE NORTH 31°32'33" WEST, 70.05 FEET TO A POINT HEREINAFTER KNOWN AS POINT "B" SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1084.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°35'40" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE 335.07 FEET THROUGH A CENTRAL ANGLE OF 17°42'07" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED AS PARCEL "A", IS A HORIZONTAL PLANE WITH AN ELEVATION OF +215.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +160.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 34 TO 63 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 89 TO 118 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

PARCEL "B"

BEGINNING AT THE ABOVE DESCRIBED POINT "A", SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 18.14 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 2 OF TRACT NO. 11964, AS PER MAP RECORDED IN BOOK 259, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTH 30°33'21" WEST, 69.87 FEET ALONG SAID NORTHEASTERLY LINE; THENCE NORTH 59°58'27"

LEGAL DESCRIPTION

EAST, 0.86 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 3975.64 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 30°17'34" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE 101.47 FEET THROUGH A CENTRAL ANGLE OF 01°27'44" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 2011.79 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 32°46'42" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE 74.95 FEET THROUGH A CENTRAL ANGLE OF 02°08'05" TO THE ABOVE DESCRIBED POINT "B"; THENCE SOUTH 31°32'33" EAST, 70.05 FEET TO THE POINT OF **BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED AS PARCEL "B", IS A HORIZONTAL PLANE WITH AN ELEVATION OF +221.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +172.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 56 TO 63 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 105 TO 112 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-001-900

GRANTOR : LOS ANGELES UNIFIED SCHOOL DISTRICT

DESCRIPTION : PORTION OF LOT 843 OF TRACT NO. 7710 M.B. 83/94-95

BENCH MARK :

TITLE REPORT : FIDELITY NATIONAL TITE CO.
NO. 997-23077629-ML3

ADDRESS : 241 S. MORENO DR.
BEVERLY HILLS, CA 90212

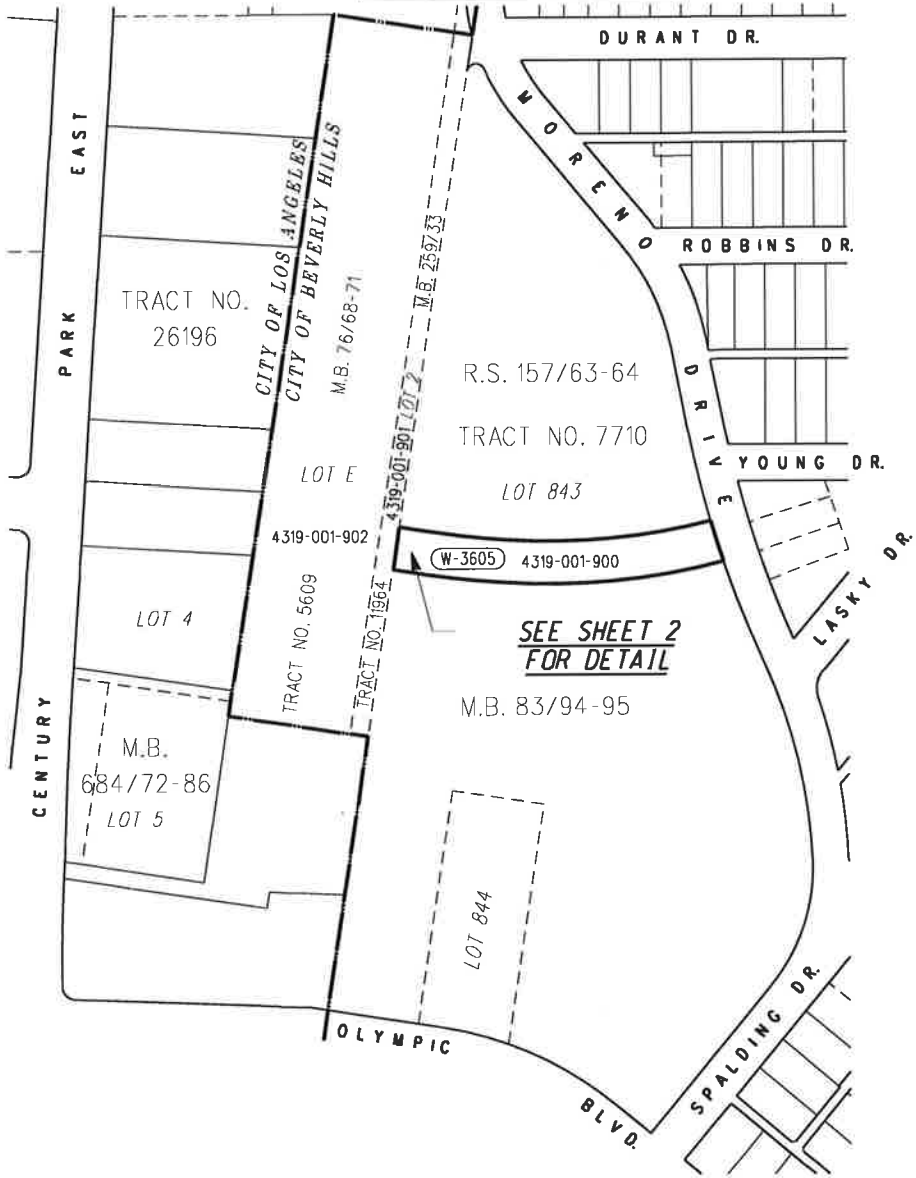
ASSESSOR'S REF. : 4319-001-900

R.O.W. REFERENCE : R-3601; W-3605

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

EXHIBIT B (1 OF 3)



PARCEL	TOTAL	W-3605		
AREA - SQUARE FEET	18.92± Ac.	36.959		

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

LICENCED LAND SURVEYOR
JAMES P. ELLIOTT
 NO. 6334

APPROVED BY: *Michael M...* 10/3/18

MTA PROJECT MANAGER DATE

CONTRACT NO./DESIGN UNIT

SCALE 1" = 300'

DATE 09/11/2018

DRAWN BY T. RAINEY

CHECKED BY J. NEDLIK

REV. DATE REV. NO.

PARCEL PLAT

W-3605

SHEET 1 OF 3

9/12/2018 9:44:37 AM

GRANTOR : LOS ANGELES UNIFIED SCHOOL DISTRICT

DESCRIPTION : PORTION OF LOT 843 OF TRACT NO. 7710 M.B. 83/94-95

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

BENCH MARK :

TITLE REPORT : FIDELITY NATIONAL TITE CO.
NO. 997-23077629-ML3

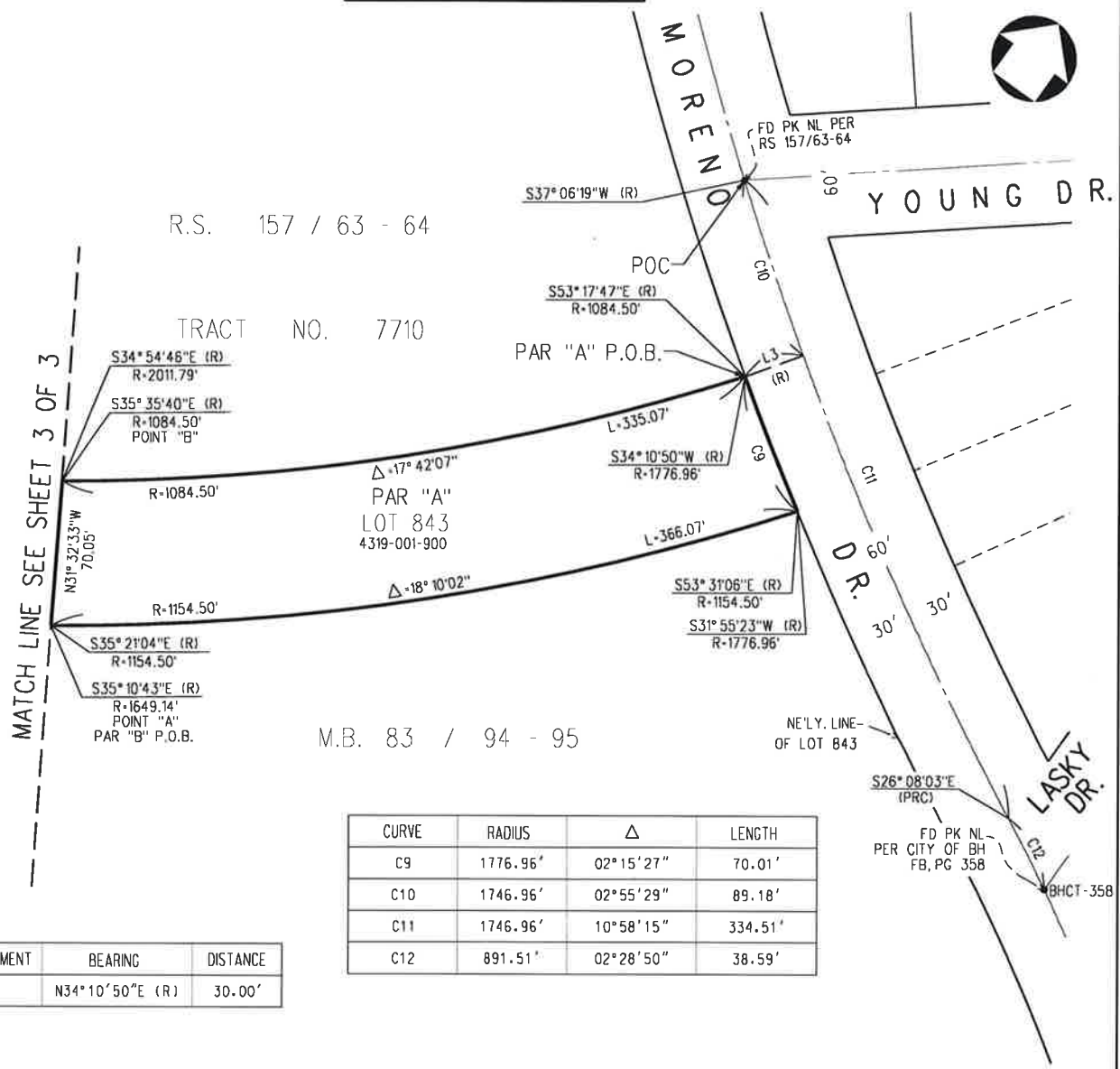
ADDRESS : 241 S. MORENO DR.
BEVERLY HILLS, CA 90212

ASSESSOR'S REF.: 4319-001-900

R.O.W. REFERENCE : R-3601; W-3605

NO.	DATE	REVISION DESCRIPTION

EXHIBIT B (2 OF 3)



CURVE	RADIUS	Δ	LENGTH
C9	1776.96'	02°15'27"	70.01'
C10	1746.96'	02°55'29"	89.18'
C11	1746.96'	10°58'15"	334.51'
C12	891.51'	02°28'50"	38.59'

LINE SEGMENT	BEARING	DISTANCE
L3	N34°10'50"E (R)	30.00'

PARCEL	TOTAL	W-3605
AREA - SQUARE FEET	18.92± Ac.	36,959

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

LICENSURED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6338

APPROVED BY: *Michael Mc...* 10/13/18

MTA PROJECT MANAGER DATE

PARCEL PLAT

W-3605

SHEET 2 OF 3

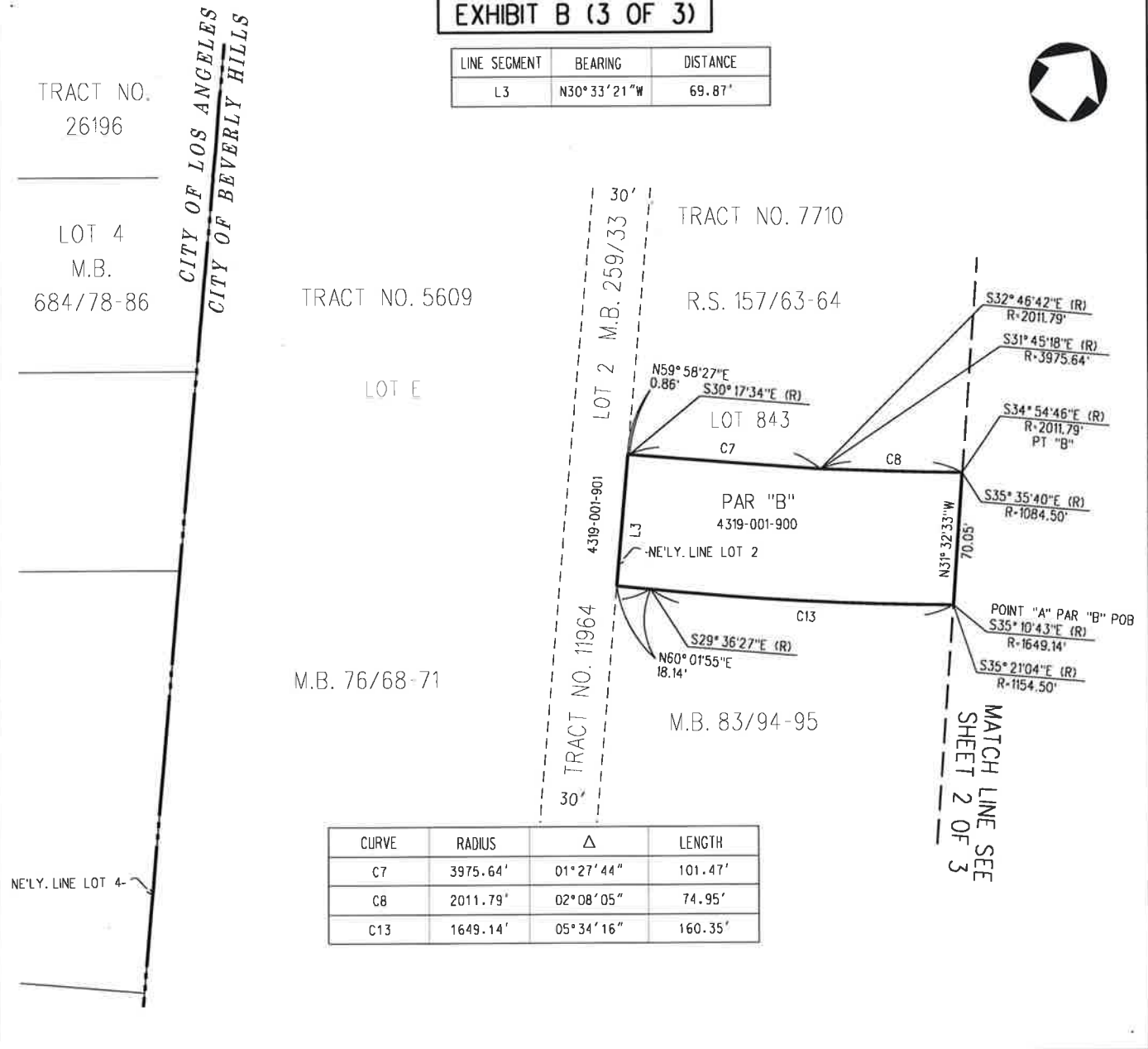
CONTRACT NO./DESIGN UNIT	
SCALE	1"=80'
DATE	09/11/2018
DRAWN BY	T. RAINEY
CHECKED BY	J. NEDLIK
REV. DATE	REV. NO.

9/12/2018 9:44:48 AM
C:\PDS\B\W\PC\B\W\3605\181011\181011.dwg

GRANTOR : LOS ANGELES UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 843 OF TRACT NO. 7710 M.B. 83/94-95			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITE CO. NO. 997-23077629-ML3	ADDRESS : 241 S. MORENO DR. BEVERLY HILLS, CA 90212		
ASSESSOR'S REF. : 4319-001-900	R.O.W. REFERENCE : R-3601; W-3605	NO.	DATE
			REVISION DESCRIPTION

EXHIBIT B (3 OF 3)

LINE SEGMENT	BEARING	DISTANCE
L3	N30°33'21"W	69.87'



CURVE	RADIUS	Δ	LENGTH
C7	3975.64'	01°27'44"	101.47'
C8	2011.79'	02°08'05"	74.95'
C13	1649.14'	05°34'16"	160.35'

PARCEL	TOTAL	W-3605	
AREA - SQUARE FEET	18.92± Ac.	36,959	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

LICENSURED SURVEYOR
 JAMES L. ELLIOTT
 NO. 6334

APPROVED BY: *[Signature]* 10/12/18

DATE: 10/12/18

MTA PROJECT MANAGER

PARCEL PLAT

W-3605

SHEET 3 OF 3

CONTRACT NO./DESIGN UNIT	
SCALE	1"=80'
DATE	09/11/2018
DRAWN BY	T. RAINEY
CHECKED BY	J. NEDLIK
REV. DATE	REV. NO.

9/22/2018 11:48:48 AM
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EXHIBIT - C



CITY OF LOS ANGELES

CITY OF BEVERLY HILLS

R.S. 81 / 26

TRACT NO. 5609
 439-001-802
 LOT E (W-3601)

R.S. 157 / 63 - 64

TRACT NO. 7710

TRACT NO. 5609

439-001-900

LOT 2

LOT 843

W-3605

W-3605

W-3601

W-3601

W-3602

W-3602

W-3603

W-3603

W-3604

W-3604

W-3605

W-3605

W-3606

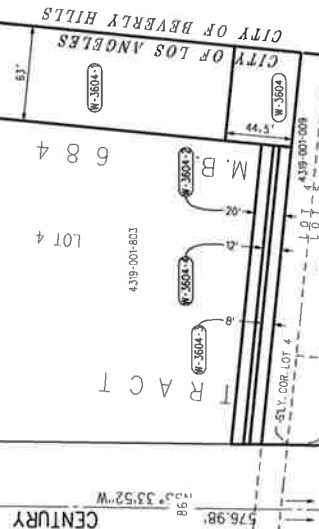
W-3606

W-3607

W-3607

W-3608

W-3608



SEE DRAWING NO. R-3038

SEE DRAWING NO. R-3035

M.B. 83 / 94 - 95

M.B. 76 / 68 - 71

SEE DRAWING NO. R-3037

PARCEL NO.	GRANTOR	TOTAL ACQ.	INST. NO.	DATE	RECORDING DATA	UPPER ELEV. (FT.)	LOWER ELEV. (FT.)	REMARKS
W-3604	PACIFIC BELL	57.176	2774					LAMP VISTA SWITCHGEAR
W-3603	1940 CENTURY CITY LLC	30.006	30.006					CONSTRUCTION STAGING
W-3602-1	AUTO CLUB OF SO. CA	29.852	19.534					TUNNEL
W-3602	AUTO CLUB OF SO. CA	29.852	29.852					CONSTRUCTION STAGING
W-3601E	BEVERLY HILLS UNIFIED S.D.	6.13	125					GROUTING EASEMENT
W-3601D	BEVERLY HILLS UNIFIED S.D.	6.13	125					GROUTING EASEMENT
W-3601	BEVERLY HILLS UNIFIED S.D.	6.13	16,068					TUNNEL
GRANTOR		TOTAL	ACQ.	INST. NO.	DATE	RECORDING DATA	UPPER ELEV. (FT.)	LOWER ELEV. (FT.)
		NET AREA (SQ.FT.)						

NOTE:
 1 SEE DRG R-3024 FOR LEGEND
 2 FOR SITE ACCESS DURING CONSTRUCTION



BENCH MARK
 TDB
 ELEV. TDB
 (2200)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

PARSONS BRINCKERHOFF

REVISION BY
 DATE
 CHECKED BY
 DATE
 DESIGNED BY
 DATE

REV.	DATE	BY	APP	REC. NO.	EXPIRES	DESCRIPTION

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
 RIGHT-OF-WAY
 CENTURY CITY CONSTELLATION STATION
 RIGHT-OF-WAY MAP
 SHEET 36

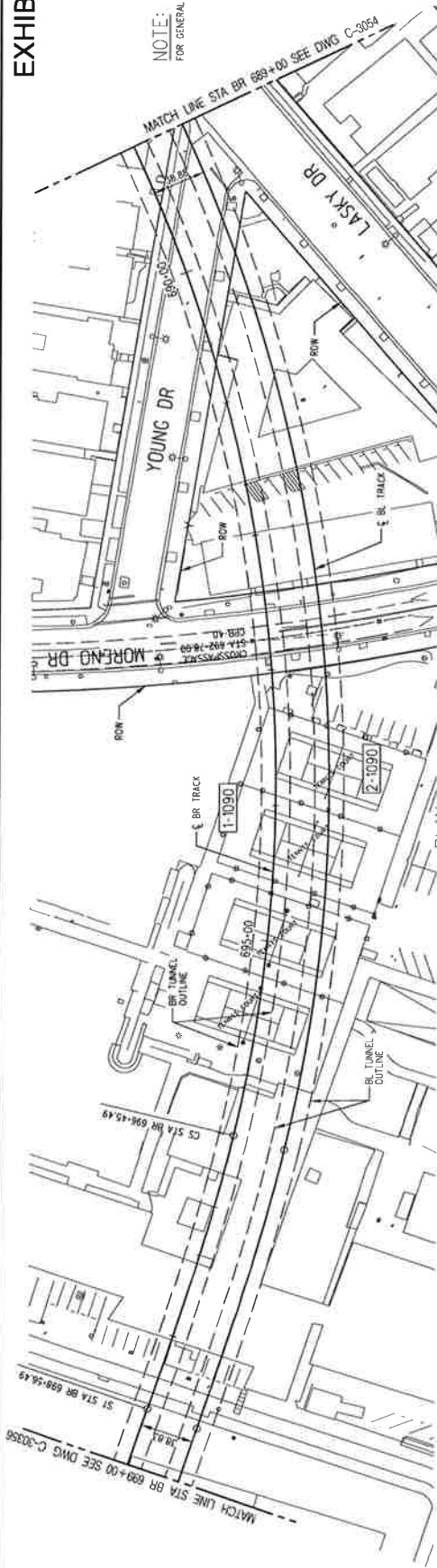
CONTRACT NO.
 DRAWING NO.
 R-3036
 SCALE
 1"=40'
 SHEET NO.

EXHIBIT - D



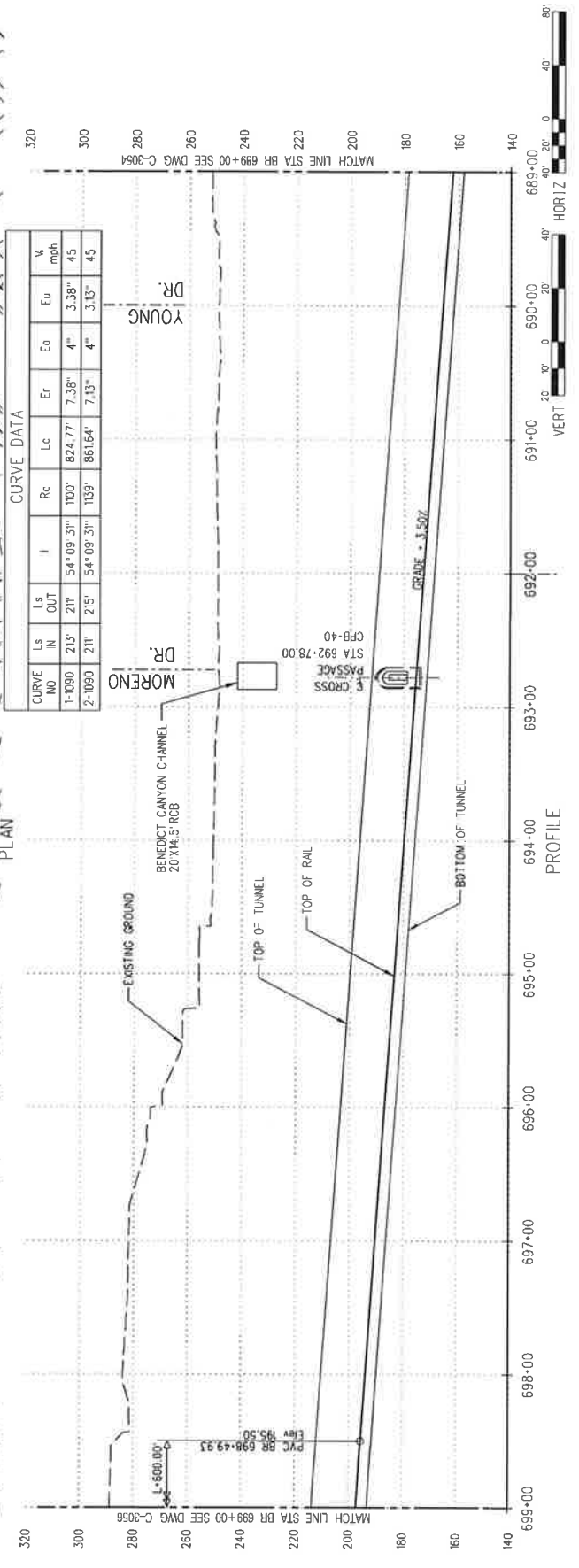
NOTE:
FOR GENERAL NOTES SEE DWG C-3011

CONFORMED 01/26/2017



CURVE DATA

CURVE NO	Ls	Ls IN	Ls OUT	I	Rc	Lc	Er	Eo	Eu	V
1-1090	213'	211'	211'	54° 09' 31"	1100'	824.77'	7.38"	4"	3.38"	45
2-1090	211'	211'	215'	54° 09' 31"	1139'	861.64'	7.13"	4"	3.13"	45

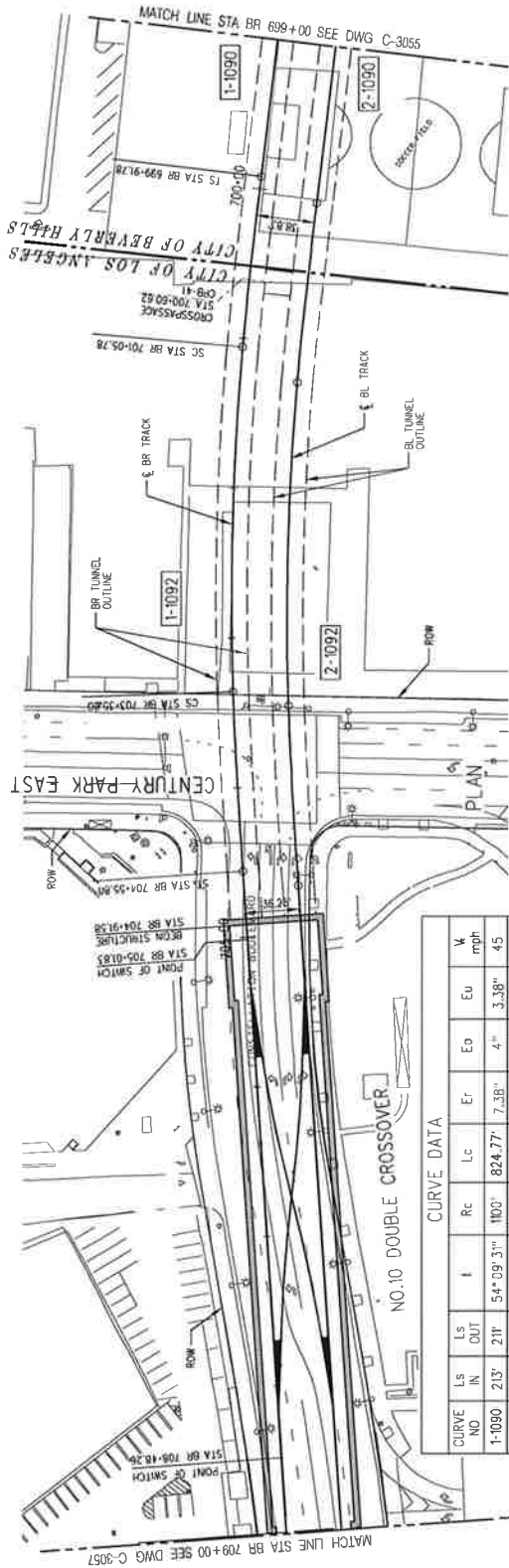


<p>PROJECT NO: C1120 DRAWING NO: C-3055 SCALE: HORIZ: 1"=40' VERT: 1"=20' SHEET NO: 84</p>		<p>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</p>		<p>WESTSIDE PURPLE LINE EXTENSION - SECTION 2 TRACK ALIGNMENT BR PLAN AND PROFILE RODEO DR TO CONSTELLATION BLVD STA 689+00 TO STA 699+00</p>	
<p>DESIGNED BY: W. ARBECCO CHECKED BY: J. SALVATIERRA IN CHARGE: C. GIBBELL DATE: 09/01/2015</p>		<p>AMENDMENT 5 ISSUED FOR SUBMITTAL</p>		<p>DATE: 02/02/16 BY: ME DATE: 12/07/15 BY: ME DATE: 09/01/15 BY: ME</p>	
<p>APPROVED: [Signature]</p>		<p>SCALE: 1/8"=1'-0"</p>		<p>DATE: 02/02/16</p>	

EXHIBIT - D

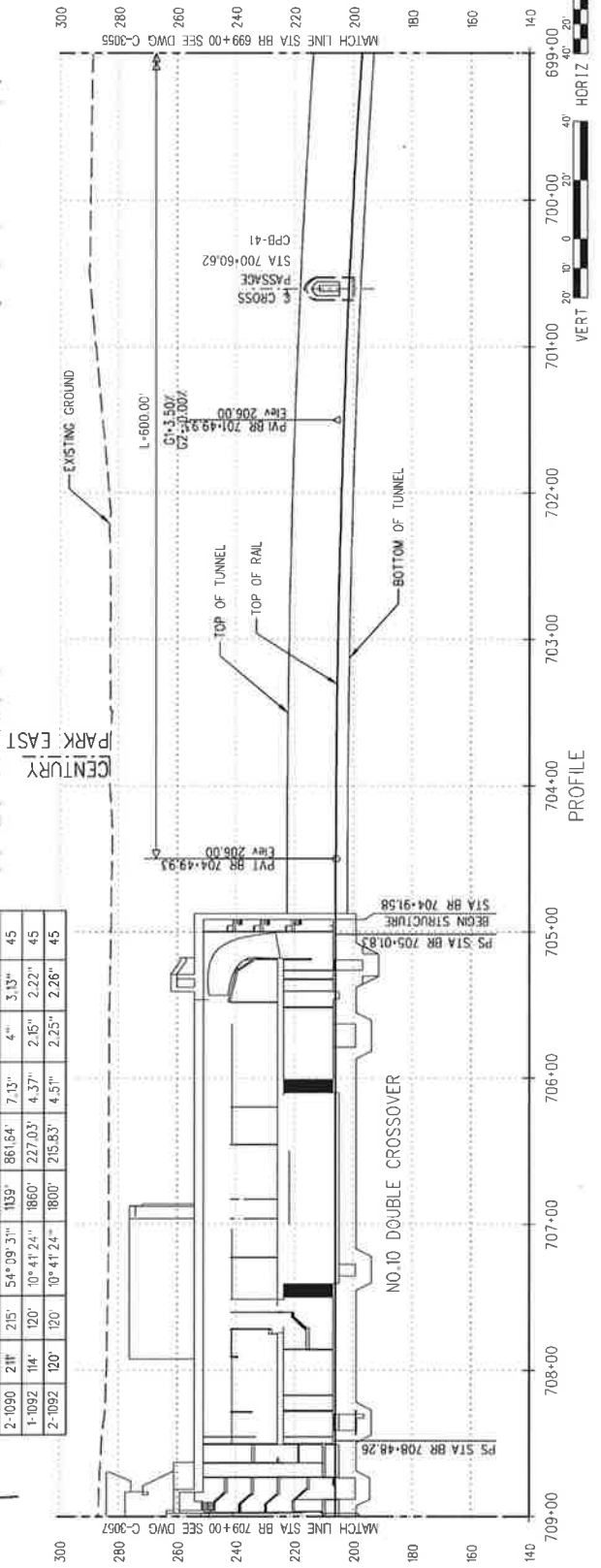


NOTE:
FOR GENERAL NOTES SEE DWG C-301



CURVE DATA

CURVE NO	LS IN	LS OUT	I	Rc	Lc	Er	Ed	Eu	V mph
1-1090	213'	211'	54°09'31"	110'	824.77'	7.38"	4"	3.38"	45
2-1090	211'	215'	54°09'31"	1139'	861.54'	7.13"	4"	3.13"	45
1-1092	114'	120'	10°41'24"	880'	227.03'	4.37"	2.15"	2.22"	45
2-1092	120'	120'	10°41'24"	1800'	215.83'	4.51"	2.25"	2.28"	45

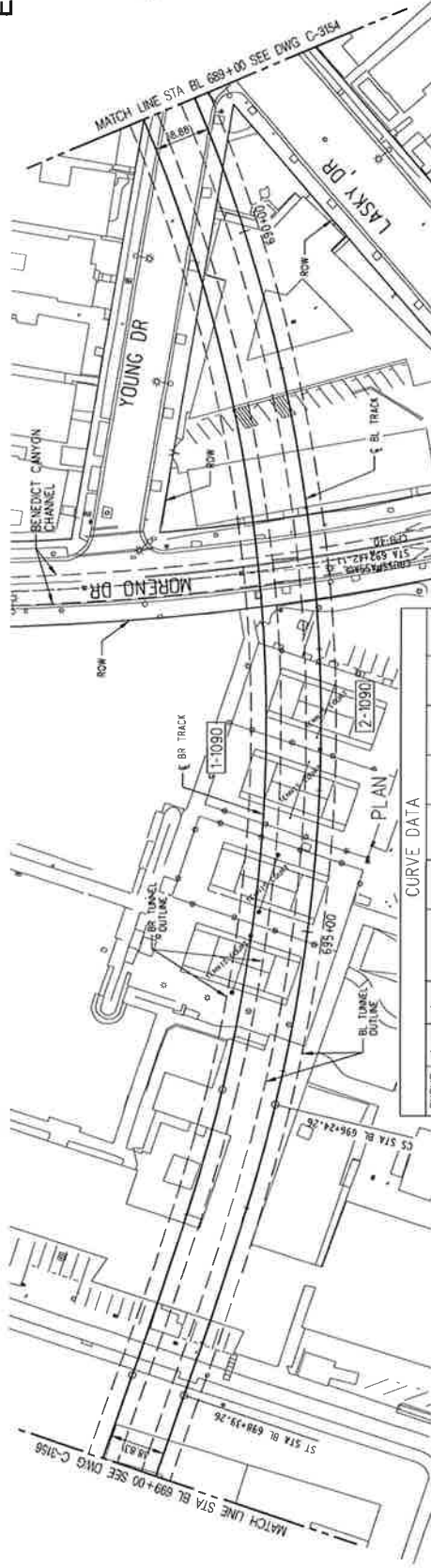


LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PARSONS BRINCKERHOFF		WESTSIDE PURPLE LINE EXTENSION - SECTION 2 TRACK ALIGNMENT BR PLAN AND PROFILE CENTURY CITY CONSTELLATION STATION STA 699+00 TO STA 709+00
REVISIONS: NO. DATE BY APP. PREP. NO. DESCRIPTION 1 12/22/16 BA ME 2 12/10/15 BA ME 3 09/07/15 C. BARRETT ISSUED FOR SOLICITATION 4 09/07/2015	PREPARED BY: W. ARBEGO DRAWN BY: W. ARBEGO CHECKED BY: J. SALVATERRA IN CHARGE: C. BARRETT DATE: 09/07/2015	CONTRACT NO: C1120 DRAWING NO: C-3056 SCALE: HORIZ: 1"=40' VERT: 1"=20' SHEET NO: 85

EXHIBIT - D

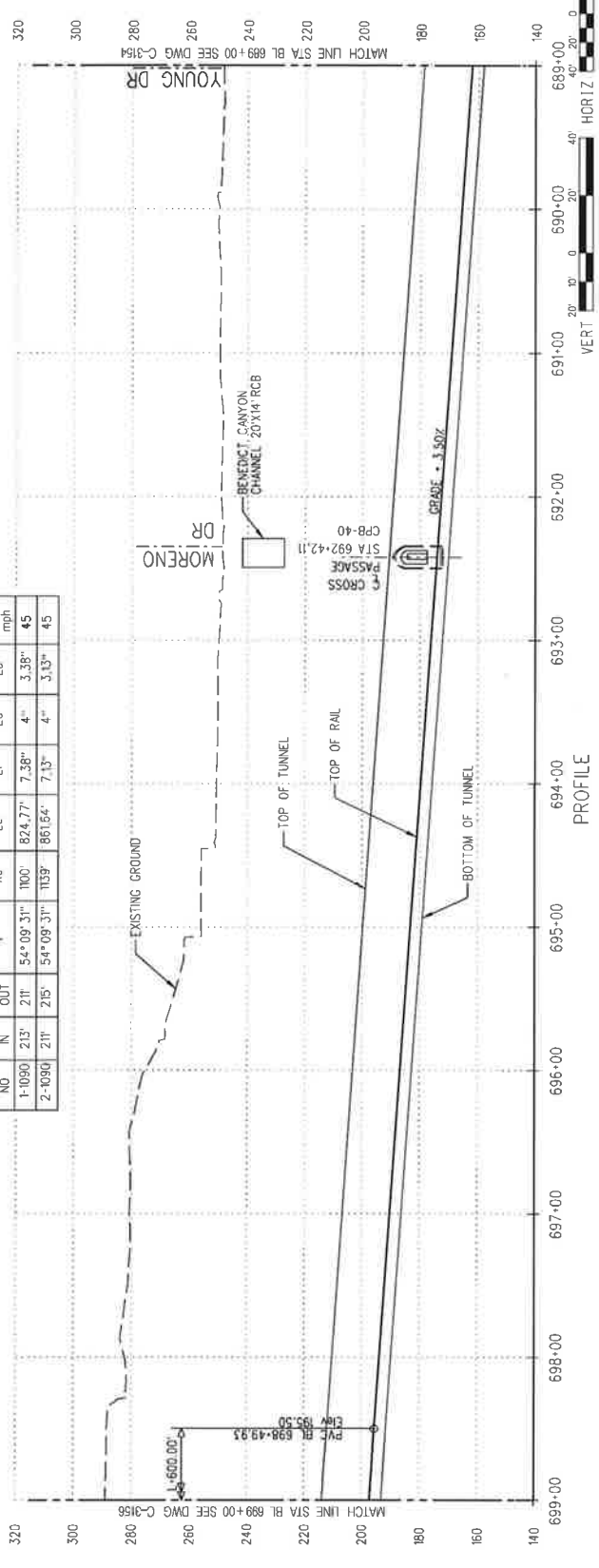


NOTE:
FOR GENERAL NOTES SEE DWG C-301I



CURVE DATA

CURVE NO	LS IN	LS OUT	I	Rc	Lc	Er	Eo	V	mph
1-1090	213'	211'	54°09'31"	1100'	824.77'	7.38"	4"	3.38"	45
2-1090	211'	215'	54°09'31"	1139'	861.64'	7.13"	4"	3.13"	45



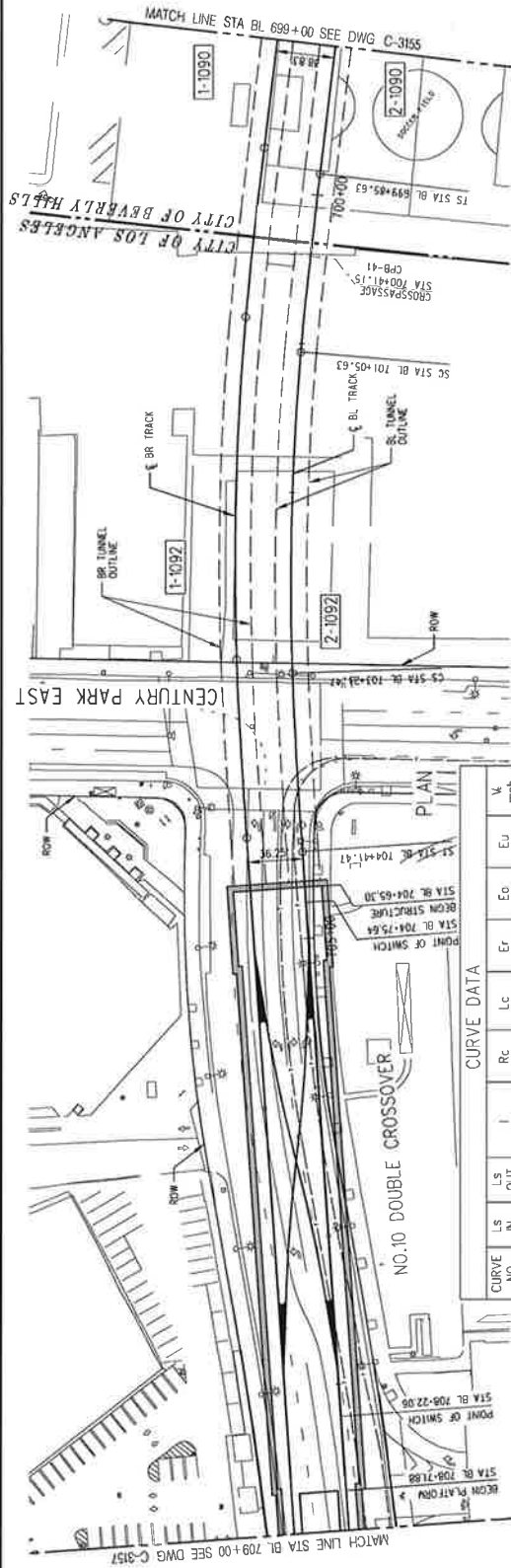
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY		Metro		PARSONS BRINCKERHOFF	
PROJECT NO. C1120		DRAWING NO. C-3155		SHEET NO. 2	
SCALE: HORIZ. 1"=40'		SCALE: VERT. 1"=20'		SHEET NO. 99	
WESTSIDE PURPLE LINE EXTENSION - SECTION 2					
TRACK ALIGNMENT					
BL PLAN AND PROFILE					
RODEO DR TO CONSTELLATION BLVD					
STA 689+00 TO STA 699+00					
ISSUED FOR SOLICITATION		SCALE		REVISION	
REV	DATE	BY	APP	FILE NO	EXPLANATION
0	09/07/15	C. BARRETT			
1	12/07/15	J. SALVATIERRA			
2	02/02/16	A.M. UE			
DESIGNED BY: W. ARBEGO CHECKED BY: W. ARBEGO PROJECT MANAGER: J. SALVATIERRA IN CHARGE: C. BARRETT DATE: 09/07/2015					

ALL DRAWINGS AND/OR VERTICAL ALIGNMENT SUBMITTALS FOR THIS PROJECT SHALL BE SUBMITTED TO THE METROPOLITAN TRANSPORTATION AUTHORITY AND THE CALIFORNIA HIGH SPEED RAIL AUTHORITY FOR REVIEW AND APPROVAL. THE SUBMITTALS SHALL BE MADE TO THE PROJECT MANAGER, LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, 100 SOUTH MAIN STREET, LOS ANGELES, CALIFORNIA 90012. THE SUBMITTALS SHALL BE MADE TO THE PROJECT MANAGER, CALIFORNIA HIGH SPEED RAIL AUTHORITY, 100 SOUTH MAIN STREET, LOS ANGELES, CALIFORNIA 90012. THE SUBMITTALS SHALL BE MADE TO THE PROJECT MANAGER, CALIFORNIA HIGH SPEED RAIL AUTHORITY, 100 SOUTH MAIN STREET, LOS ANGELES, CALIFORNIA 90012. THE SUBMITTALS SHALL BE MADE TO THE PROJECT MANAGER, CALIFORNIA HIGH SPEED RAIL AUTHORITY, 100 SOUTH MAIN STREET, LOS ANGELES, CALIFORNIA 90012.

EXHIBIT - D

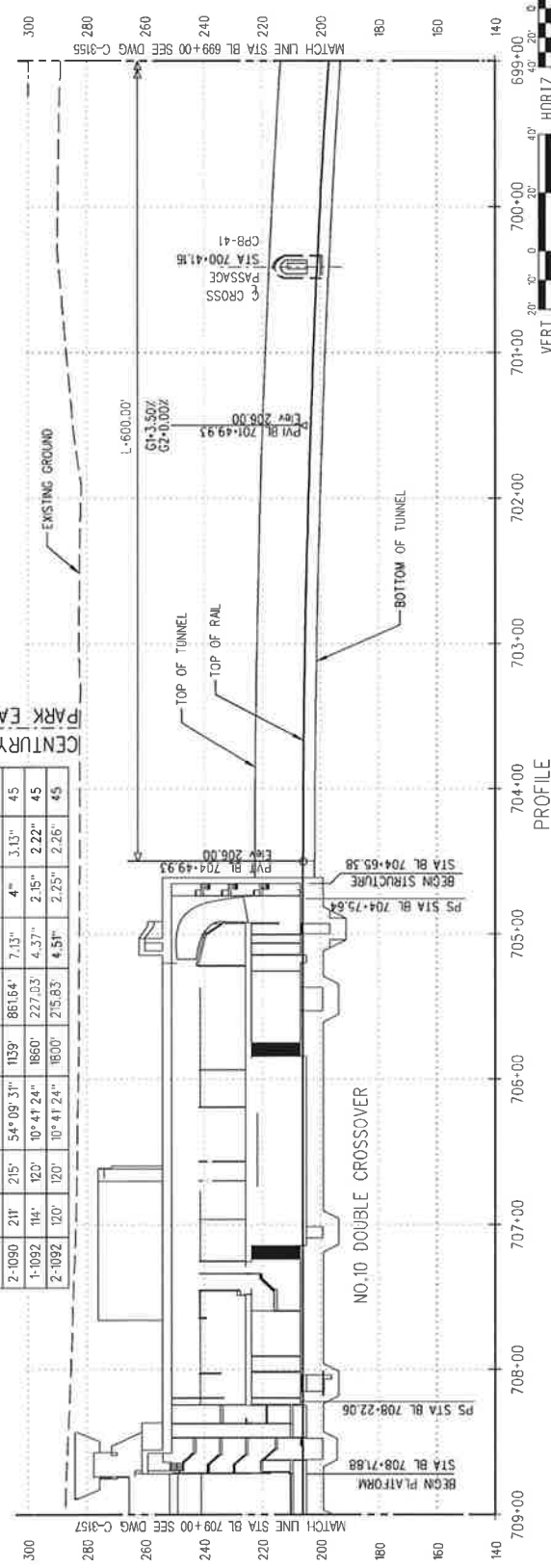


NOTE:
FOR GENERAL NOTES SEE DWG C-3011



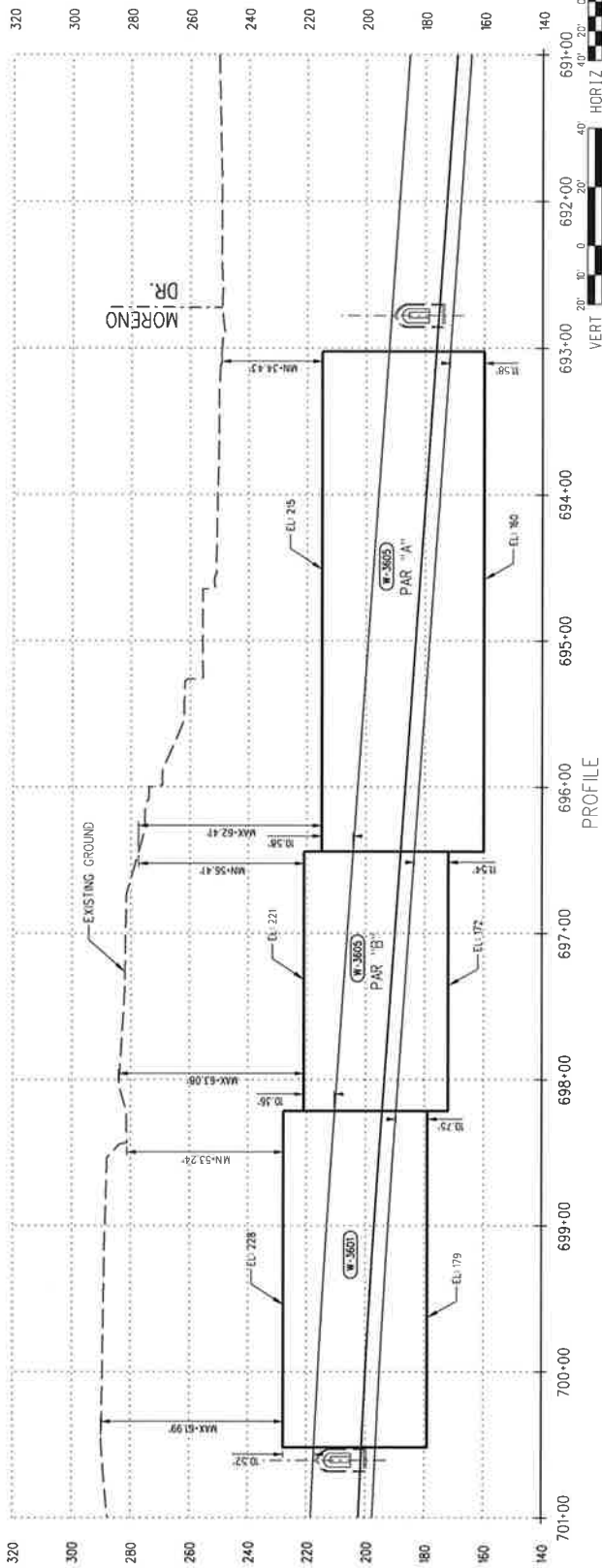
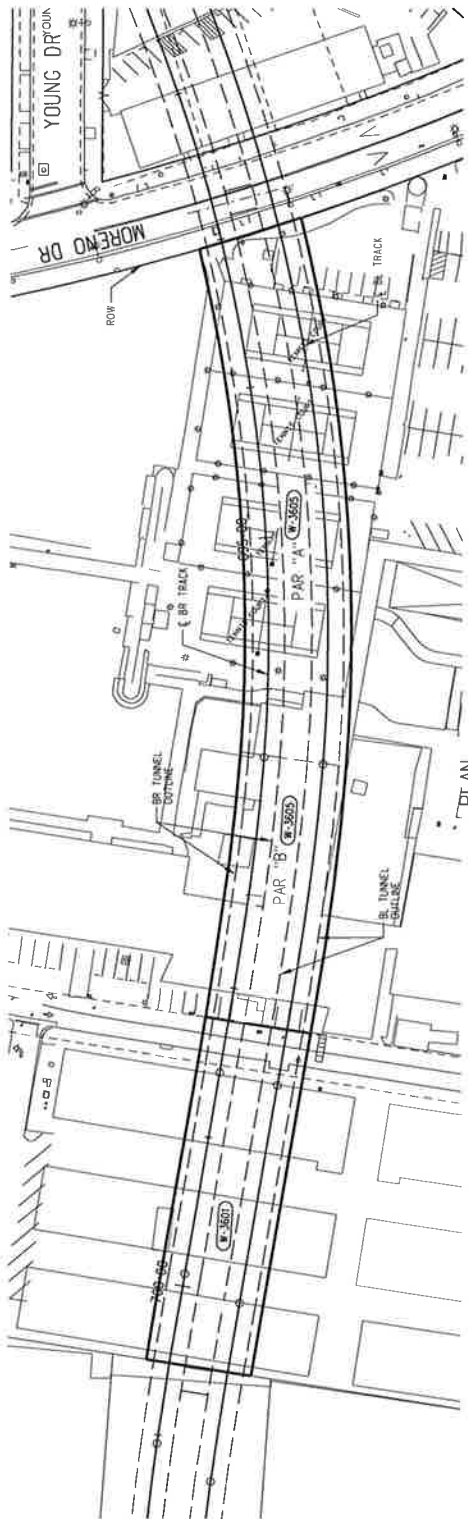
CURVE DATA

CURVE NO.	LS IN	LS OUT	I	Rc	Lc	Er	Eo	Eu	V
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2-1090	211'	215'	54° 09' 31"	1139'	861.64'	7.13"	4"	3.13"	45
1-1092	114'	120'	10° 41' 24"	1860'	227.03'	4.37"	2.15"	2.22"	45
2-1092	120'	120'	10° 41' 24"	1800'	215.83'	4.51"	2.25"	2.26"	45



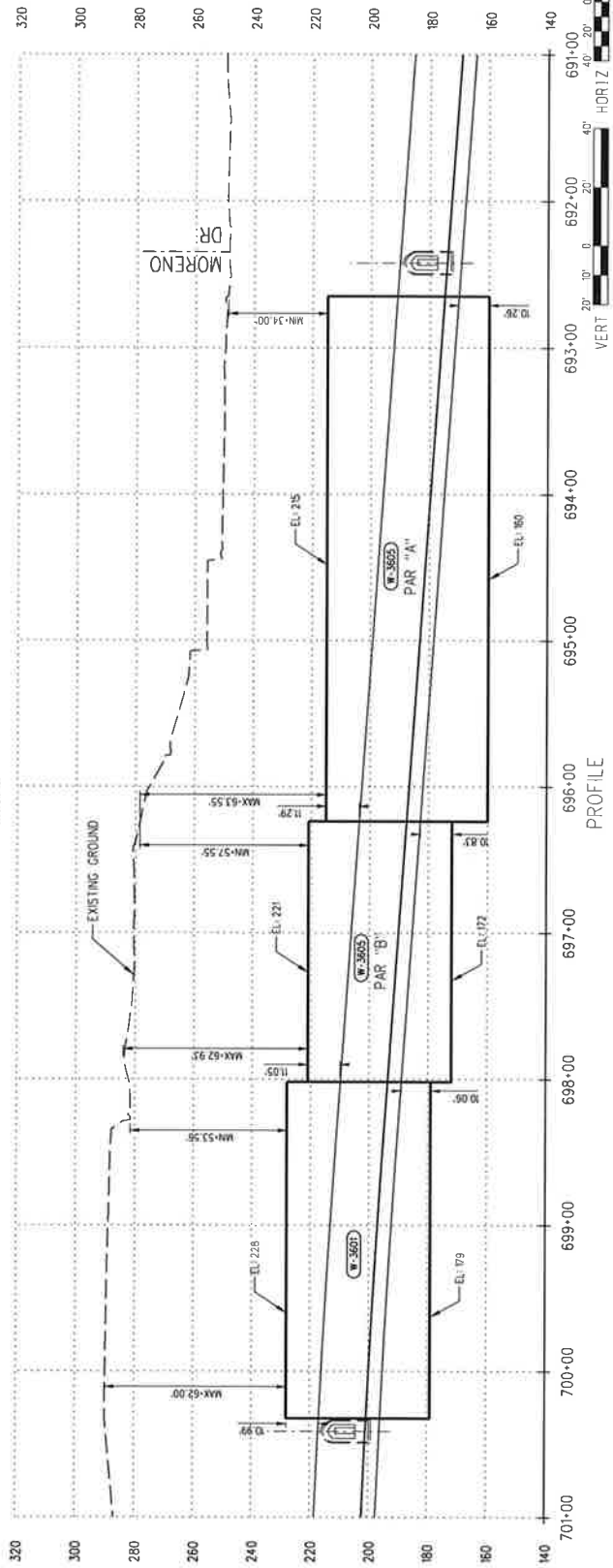
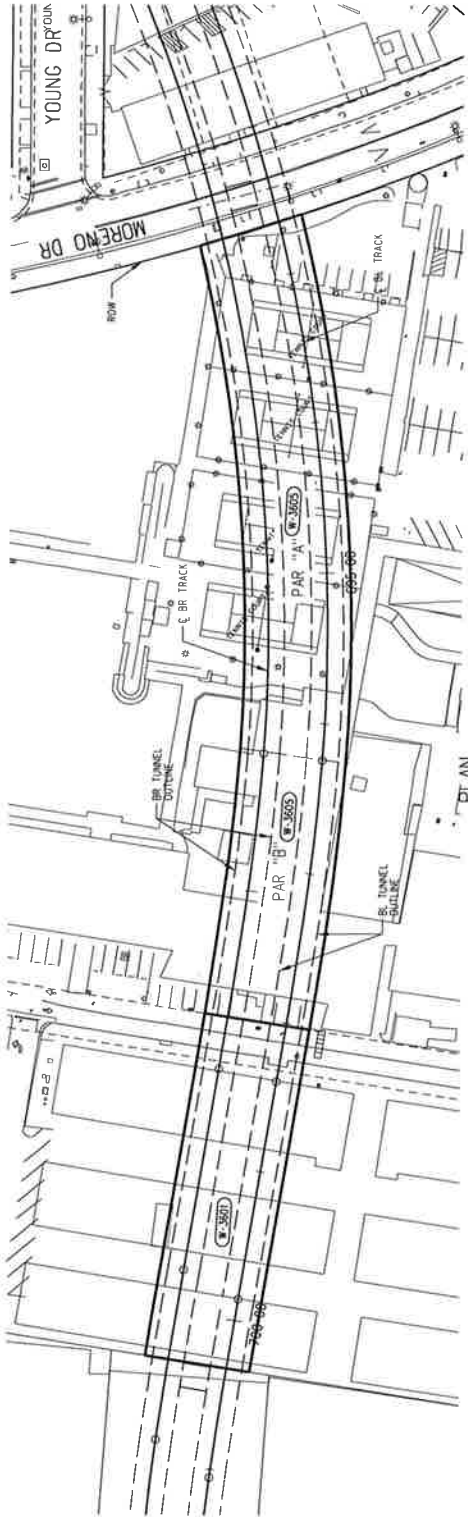
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY 		WESTSIDE PURPLE LINE EXTENSION - SECTION 2 TRACK ALIGNMENT BL PLAN AND PROFILE CENTURY CITY CONSTELLATION STATION STA 699+00 TO STA 709+00	
REVISIONS: NO. DATE BY APP. REASON 1 02/02/16 JAM LUE 2 12/09/15 BA LUE 3 09/01/15 D LUE 4 09/01/15 D LUE		CONTRACT NO. C1120 DRAWING NO. C-3156 SCALE: HORIZ: 1"=40' VERT: 1"=20' SHEET NO. 100	
PREPARED BY: J. ALBERG CHECKED BY: J. ALBERG DESIGNED BY: J. SAMUEL IN CHARGE: J. BERRILL DATE: 09/01/2015		AMENDMENT 5 AMENDMENT 5 ISSUED FOR SOLICITATION	

EXHIBIT - E



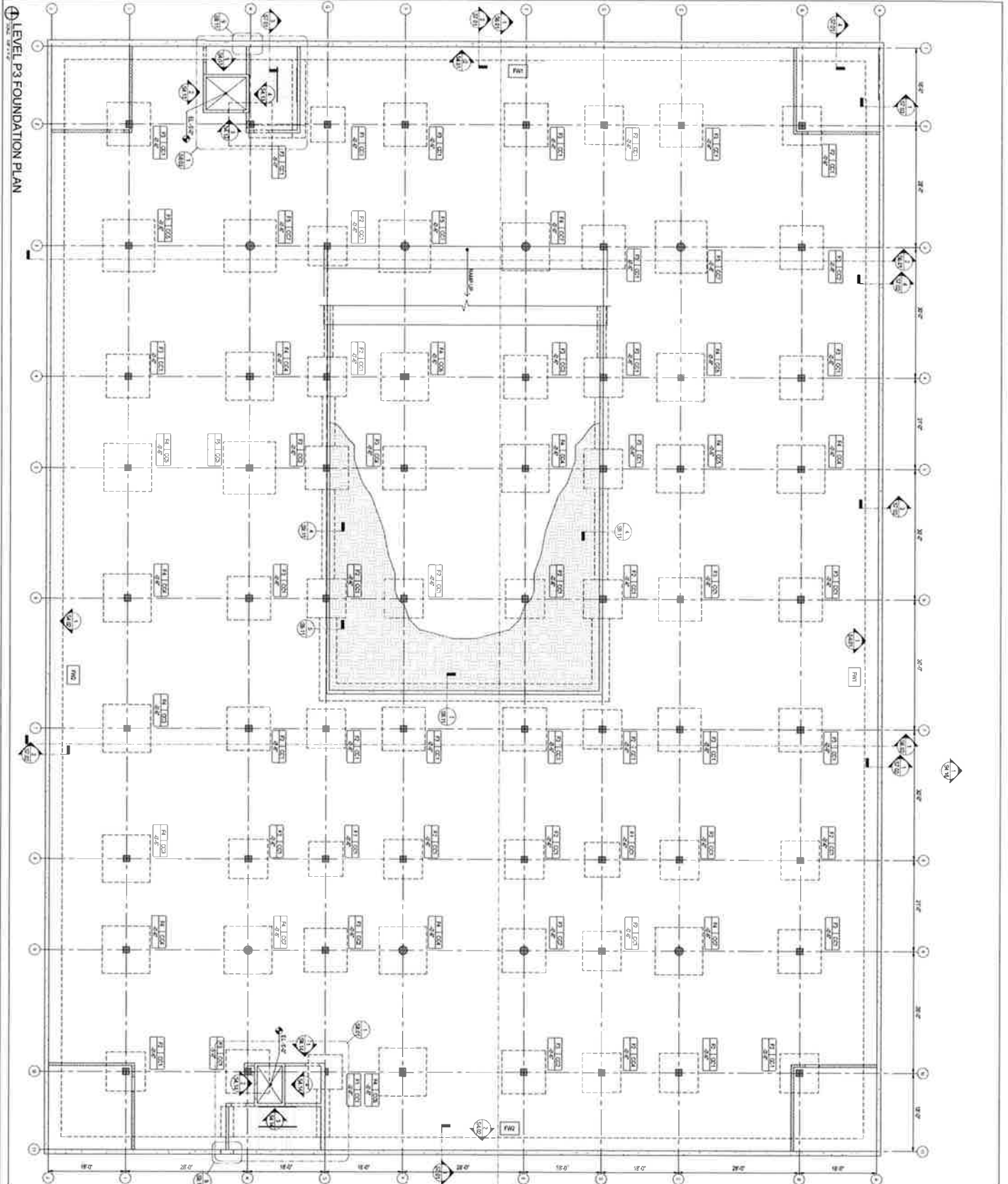
Metro PARSONS BRINCKERHOFF		LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY		WESTSIDE PURPLE LINE EXTENSION - SECTION 2	
DRAWING NO. EXHIBIT 0 SCALE: HORIZ 1"=40' VERT 1"=20'		W-3601 & W-3605 SSE DEPTH BR TRACK		CONTRACT NO. SHEET NO.	
DESIGNED BY DRAWN BY CHECKED BY IN CHARGE DATE 09/11/2018	DESCRIPTION				
REC'D DATE BY APP REC'D CHECKED SCALE HOLDER	DESCRIPTION				

EXHIBIT - E



		LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY		WESTSIDE PURPLE LINE EXTENSION - SECTION 2	
		PARSONS BRINCKERHOFF		W-3601 & W-3605 SSE DEPTH BL TRACK	
DESIGNED BY CHECKED BY W. CHAIKE DATE 09/11/2018	CONTRACT NO. DRAWING NO. EXHIBIT SCALE HORIZ: 1"=40' VERT: 1"=20'	SHEET NO. 0	SHEET NO. 1	SHEET NO. 2	SHEET NO. 3

EXHIBIT B1 –B2 – BHUSD MODERNIZATION PLAN



LEVEL P3 FOUNDATION PLAN



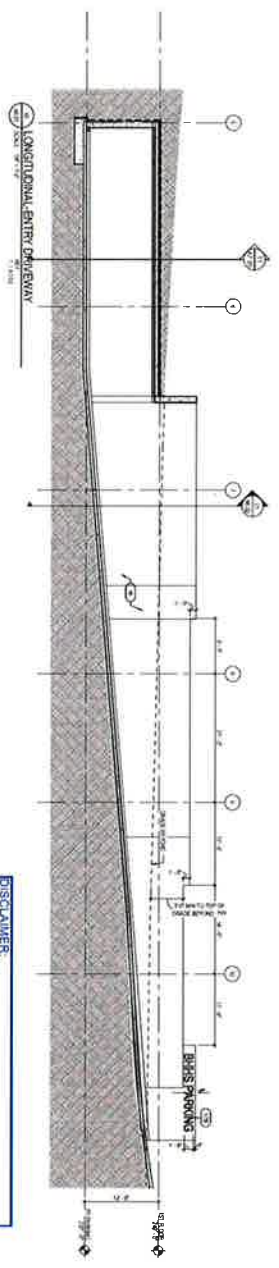
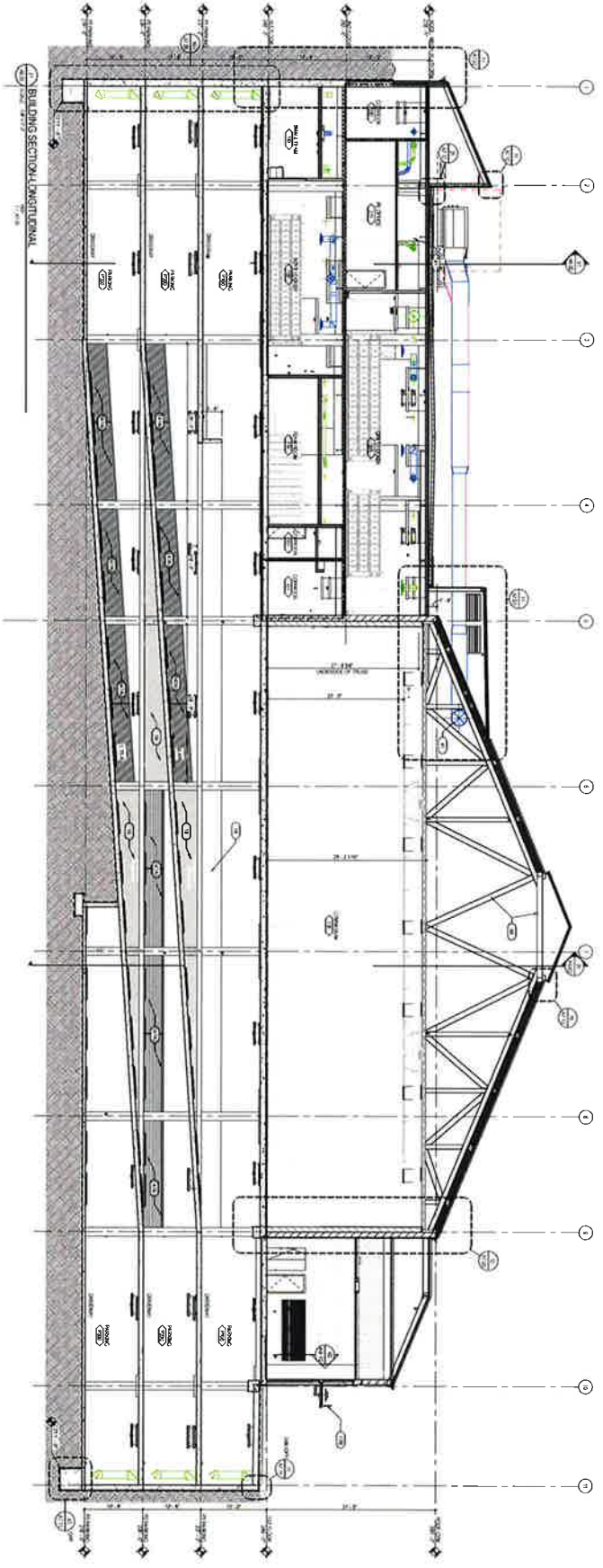
KEY PLAN

DISCLAIMER
 THIS DRAWING IS UNDER
 PRELIMINARY REVIEW BY
 THE DIVISION OF STATE
 ARCHITECT. MODIFICATION IS
 TO BE EXPECTED IN THE FINAL
 PERMITTED DRAWING.

- FOUNDATION PLAN NOTES**
1. FOR GENERAL NOTES AND TYPICAL DETAILS SEE 901 SERIES SHEETS.
 2. VERIFY ALL DIMENSIONS FROM TO START OF WORK EXCEPT WHERE NOTED OTHERWISE.
 3. VERIFY ALL DIMENSIONS FROM TO START OF WORK EXCEPT WHERE NOTED OTHERWISE.
 4. SEE APPROVAL, SPACING FOR CONCRETE SLAB FOUNDATION DIMENSIONS, SLOPE, GROUNDS, ETC. AND OTHER WALL OVERALL DIMENSIONS, SPACING, REINFORCEMENT ETC. NOT INDICATED ON THIS PLAN.
 5. TYPICAL SLAB REINFORCEMENT SHALL BE AS FOLLOWS:
 A. 4" CONCRETE SLAB WITH REINFORCING BARS
 B. 2" COURSE SAND
 C. 2" COURSE SAND
 D. 2" COURSE SAND
 E. 2" COURSE SAND
 6. REINFORCEMENT SHALL BE AS FOLLOWS:
 A. 4" CONCRETE SLAB WITH REINFORCING BARS
 B. 2" COURSE SAND
 C. 2" COURSE SAND
 D. 2" COURSE SAND
 E. 2" COURSE SAND
 7. REINFORCEMENT SHALL BE AS FOLLOWS:
 A. 4" CONCRETE SLAB WITH REINFORCING BARS
 B. 2" COURSE SAND
 C. 2" COURSE SAND
 D. 2" COURSE SAND
 E. 2" COURSE SAND
 8. REINFORCEMENT SHALL BE AS FOLLOWS:
 A. 4" CONCRETE SLAB WITH REINFORCING BARS
 B. 2" COURSE SAND
 C. 2" COURSE SAND
 D. 2" COURSE SAND
 E. 2" COURSE SAND
 9. REINFORCEMENT SHALL BE AS FOLLOWS:
 A. 4" CONCRETE SLAB WITH REINFORCING BARS
 B. 2" COURSE SAND
 C. 2" COURSE SAND
 D. 2" COURSE SAND
 E. 2" COURSE SAND
 10. REINFORCEMENT SHALL BE AS FOLLOWS:
 A. 4" CONCRETE SLAB WITH REINFORCING BARS
 B. 2" COURSE SAND
 C. 2" COURSE SAND
 D. 2" COURSE SAND
 E. 2" COURSE SAND

REVISIONS

NO.	DATE	DESCRIPTION
1	01/26/15	ISSUED FOR PERMITTING
2	01/26/15	REVISED PER PERMITTING COMMENTS
3	01/26/15	REVISED PER PERMITTING COMMENTS
4	01/26/15	REVISED PER PERMITTING COMMENTS
5	01/26/15	REVISED PER PERMITTING COMMENTS



DISCLAIMER:
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 THE DIVISION OF STATE ARCHITECT. MODIFICATIONS IS
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LEGEND NOTES

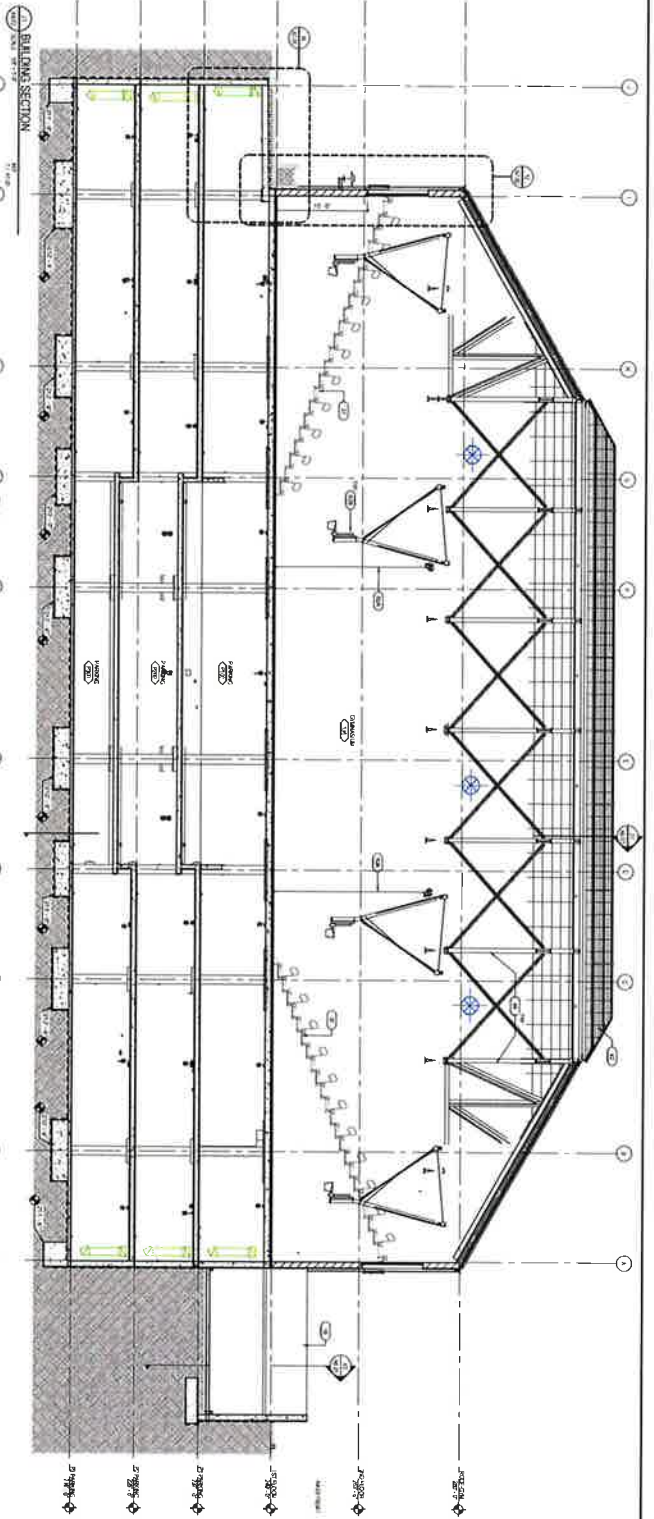
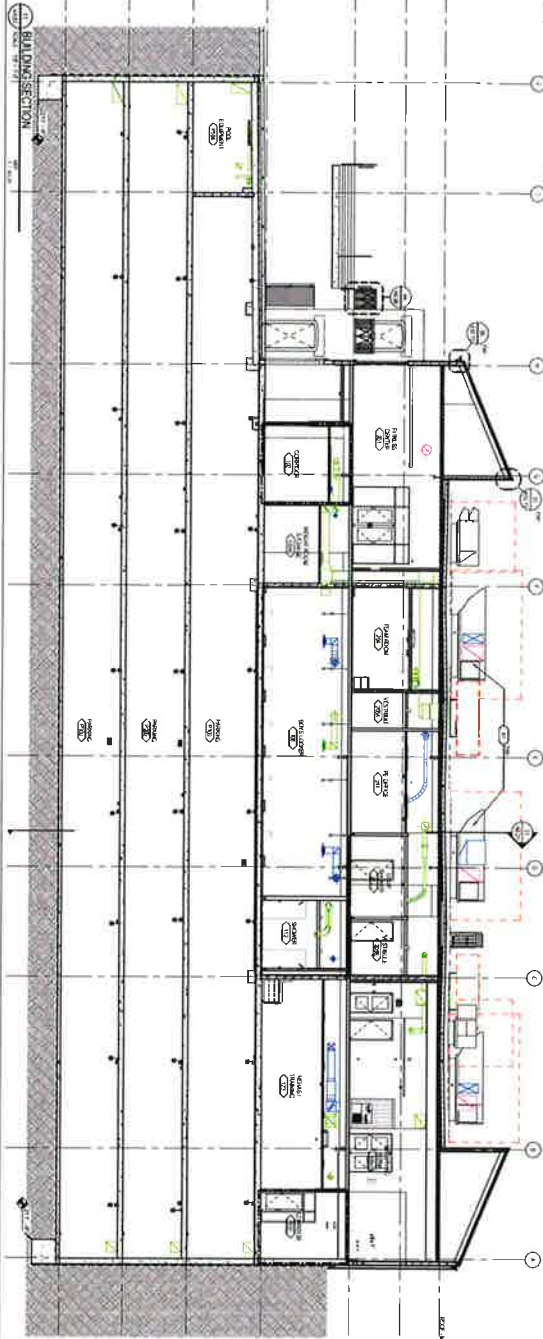
- LIGHTING FIXTURES
- AIR HANDLING UNITS
- MECHANICAL SYSTEMS
- ZZZZZZ DRAIN
- OVERHEAD

KEY PLAN



- REVISIONS**
- | | | | |
|---|--------|-----|---------------------|
| 1 | 2/1/16 | ADD | REVISED PER PERMITS |
| 2 | 2/1/16 | ADD | REVISED PER PERMITS |
| 3 | 2/1/16 | ADD | REVISED PER PERMITS |
| 4 | 2/1/16 | ADD | REVISED PER PERMITS |

REVISIONS



LEGEND NOTES

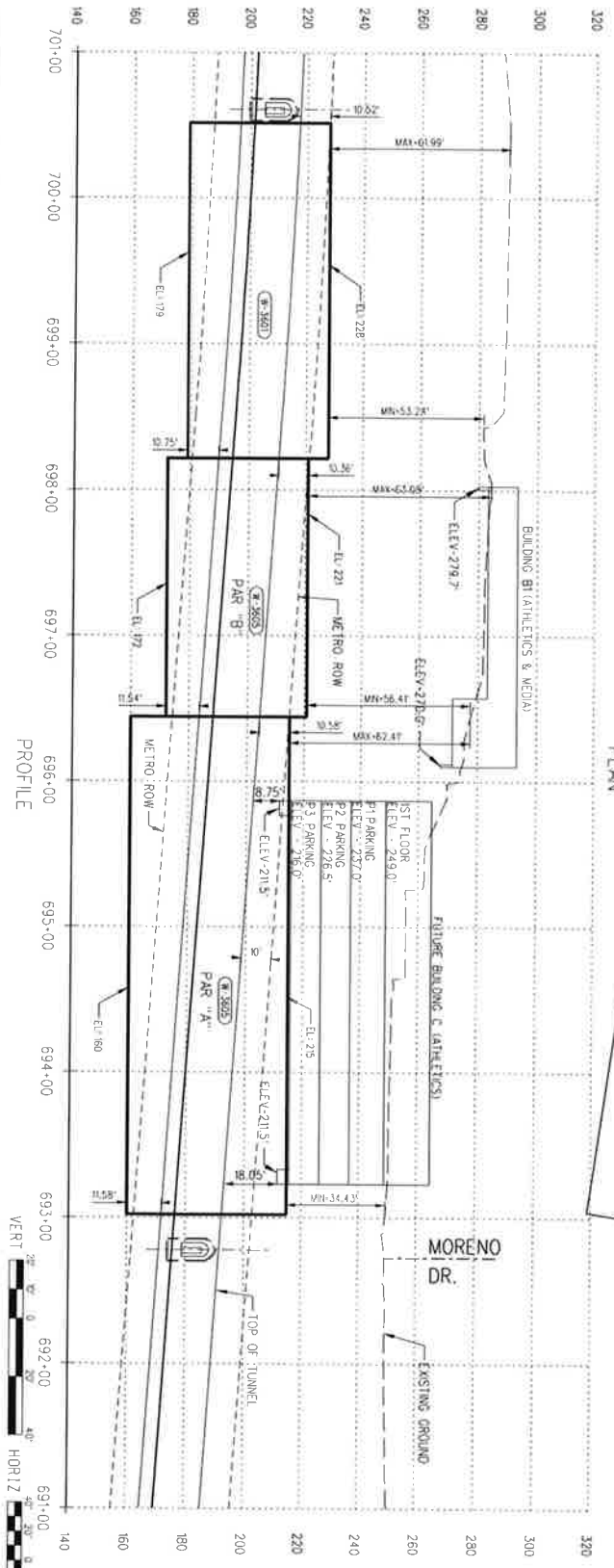
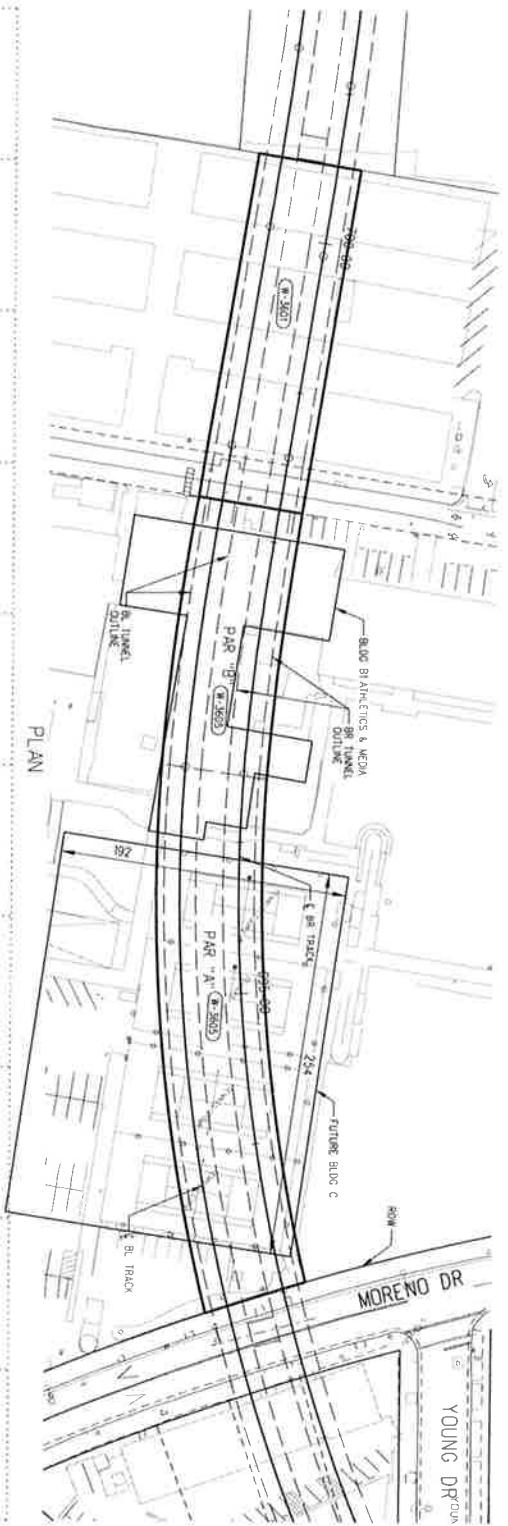
- LIGHTNING PROTECTION SYSTEM
- AIR CONDITIONING SYSTEM
- MECHANICAL SYSTEM
- ELECTRICAL SYSTEM
- PLUMBING SYSTEM
- HANGING CEILING
- FLOORING
- WALLS
- ROOFING
- FOUNDATION
- EXTERIOR FINISHES
- INTERIOR FINISHES
- GLASS
- METAL
- CONCRETE
- MASONRY
- WOOD
- OTHER

DISCLAIMER
 THIS DRAWING IS UNDER PERMITTING PROCESS WITH THE DIVISION OF STATE ARCHITECT. MODIFICATION IS TO BE EXPECTED IN THE FINAL PERMITTED DRAWING.



DATE: 1/26/2016
 DRAWN BY: JORDAN
 CHECKED BY: JORDAN

EXHIBIT C – DIAGRAM OF BUILDING C



REV.	DATE	BY	APP.	DESCRIPTION


Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PARSONS BRINCKERHOFF
 CONSULTING ENGINEERS

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
 W-3601 & W-3605
 SSE DEPTH
 BR TRACK

CONTRACT NO.
EXHIBIT C
 SCALE: VERT. 1"=20'
 SHEET NO.

Note: Information related to Future Building C referenced from drawings dated 01/29/2016 prepared by DLR Group.



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2 - PARCEL NO. W-3601,
W-3601D, W-3601E**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a permanent subsurface tunnel easement , and two temporary subsurface grouting easements, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), and described in the Subsurface Easement (Exhibit C), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

(a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Section 2 ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the

Project, and the FEIS/FEIR documents are consistent with CEQA; and;

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the proposed Project;

(b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

(d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and

(e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is appropriated to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is appropriated, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use as it exists or may reasonably be expected to exist in the future.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an

Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 23rd day of May, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")
- 3 - Subsurface Easement (Exhibit "C")

**EXHIBIT A
LEGAL DESCRIPTION**

EXHIBIT "A-1"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT "E" OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 76, PAGES 68 THROUGH 71 INCLUSIVE OF MAPS, AND LOT 2 OF TRACT NO. 11964, AS PER MAP RECORDED IN BOOK 259, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 18.14 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 2, SAID POINT BEING THE **POINT OF BEGINNING**; THENCE SOUTH 60°01'55" WEST, 183.96 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3573.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29°38'53" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE 46.16 FEET THROUGH A CENTRAL ANGLE OF 00°44'24" TO THE SOUTHWESTERLY LINE OF SAID LOT E; THENCE NORTH 30°33'52" WEST, 69.70 FEET ALONG SAID SOUTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3587.35 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°37'43" WEST; THENCE SOUTHEASTERLY ALONG SAID CURVE 63.12 FEET THROUGH A CENTRAL ANGLE OF 01°00'29"; THENCE NON-TANGENT TO SAID CURVE NORTH 60°01'55" EAST, 130.81 FEET; THENCE NORTH 59°58'27" EAST, 36.19 FEET TO A POINT ON SAID NORTHEASTERLY LINE OF LOT 2; THENCE SOUTH 30°33'21" EAST, 69.87 FEET ALONG SAID NORTHEASTERLY LINE TO THE POINT OF **BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED AS PARCEL "C", IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 53 TO 62 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 102 TO 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-001-901 AND 4319-001-902

W-3601

EXHIBIT "A-2"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT "E" OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 76, PAGES 68 THROUGH 71 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 202.10 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3573.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29°38'53" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE 46.16 FEET THROUGH A CENTRAL ANGLE OF 00°44'24" TO THE WESTERLY LINE OF SAID LOT E; THENCE NORTH 30°33'52" WEST, 69.70 FEET ALONG SAID WESTERLY LINE TO THE **POINT OF BEGINNING**, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3587.35 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°37'43" WEST; THENCE NORTHEASTERLY ALONG SAID CURVE 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°23'57" TO A POINT ON A NON-TANGENT LINE THAT IS PARALLEL WITH AND DISTANT 25.00 FEET FROM SAID WESTERLY LINE; THENCE NORTH 30°33'52" WEST, 5.00 FEET ALONG SAID PARALLEL LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3592.35, A RADIAL LINE TO SAID POINT BEARS NORTH 30°13'48" WEST; THENCE SOUTHWESTERLY ALONG SAID CURVE 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°23'55" TO SAID WESTERLY LINE; THENCE SOUTH 30°33'52" EAST, 5.00 FEET ALONG SAID WESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT IS APPROXIMATELY 62 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

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PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-001-902

W-3601D

EXHIBIT "A-3"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT "E" OF TRACT NO. 5609, AS PER MAP RECORDED IN BOOK 76, PAGES 68 THROUGH 71 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 202.10 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3573.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 29°38'53" WEST, SAID NON-TANGENT CURVE HEREINAFTER KNOWN AS "COURSE A"; THENCE SOUTHWESTERLY ALONG SAID "COURSE A" 46.16 FEET THROUGH A CENTRAL ANGLE OF 00°44'24" TO A POINT ON THE WESTERLY LINE OF SAID LOT E, SAID POINT BEING THE **POINT OF BEGINNING**; THENCE SOUTH 30°33'52" EAST, 5.00 FEET ALONG SAID WESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 3568.99 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 30°23'16" WEST; THENCE NORTHEASTERLY ALONG SAID CURVE 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°24'05" TO A POINT ON A NON-TANGENT LINE THAT IS PARALLEL WITH AND DISTANT 25.00 FEET FROM SAID WESTERLY LINE; THENCE NORTH 30°33'52" WEST, 5.00 FEET ALONG SAID PARALLEL LINE TO A POINT IN SAID "COURSE A", A RADIAL LINE TO SAID POINT BEARS NORTH 29°59'14" WEST; THENCE SOUTHWESTERLY ALONG SAID "COURSE A" 25.00 FEET THROUGH A CENTRAL ANGLE OF 00°24'03" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT IS APPROXIMATELY 62 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-001-902

W-3601E

**EXHIBIT B
PLAT MAP**

EXHIBIT B

Plat Map of the Required Subsurface Easement, Parcel W-3601 (1 of 3)

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 2 OF TRACT NO. 11964 M.B. 259/33 PORTION OF LOT E OF TRACT NO. 5609 M.B. 76/68-71			
BENCH MARK :			
TITLE REPORT :	FIDELITY NATIONAL TITLE CO. NO. 397-23077629-M.3	ADDRESS :	241 S. MORENO DR. BEVERLY HILLS, CA 90212
ASSESSOR'S REF. :	4319-001-901 & -902	R.O.W. REFERENCE :	R-3601; W-3601
		NO.	DATE
			REVISION DESCRIPTION



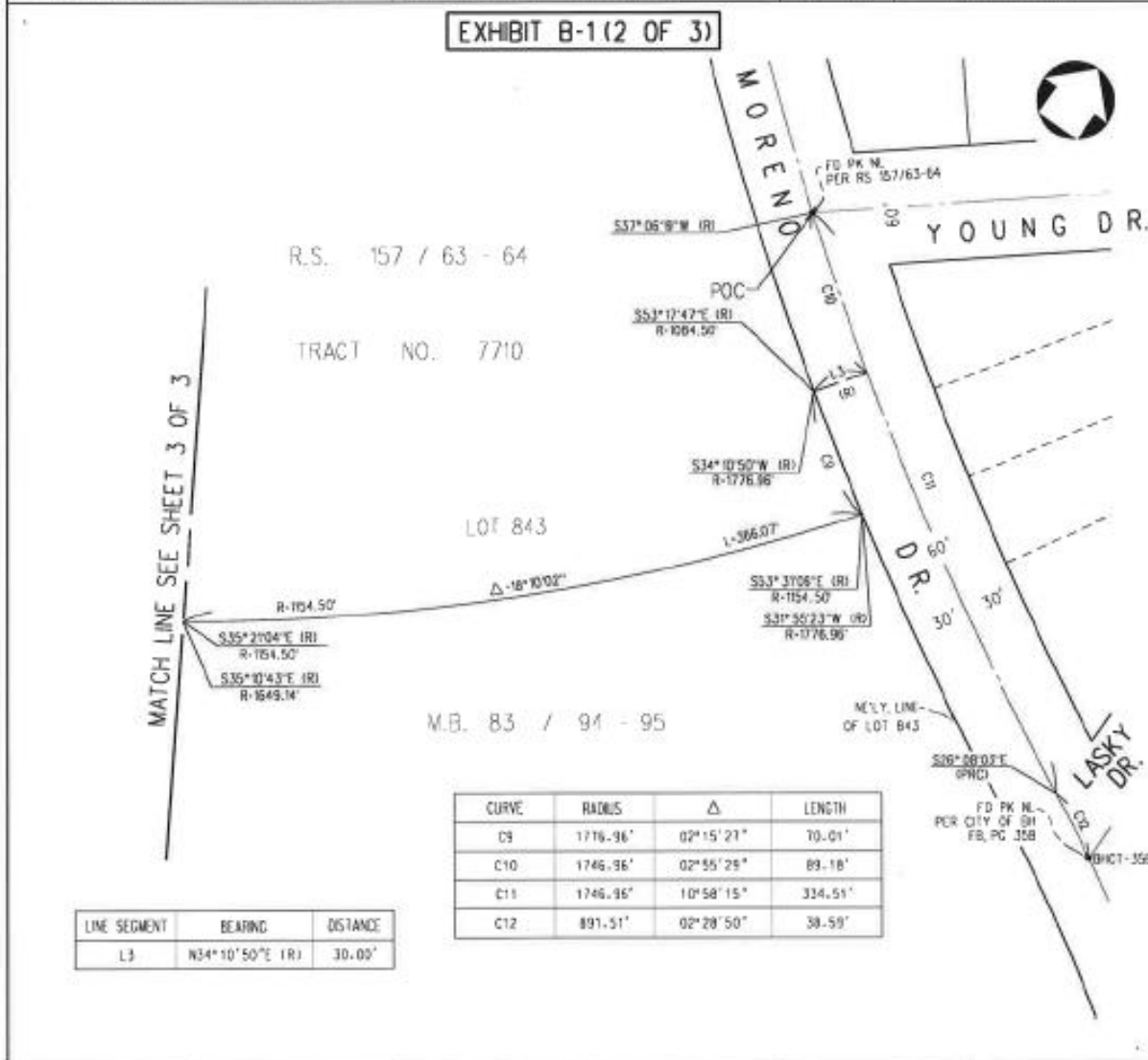
PARCEL	TOTAL	W-3601	
AREA - SQUARE FEET	6,131 AC.	16,068	

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<p><i>PARCEL PLAT</i></p> <p>W-3601</p> <p>SHEET 1 OF 3</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY: 		SCALE 1" = 300' DATE 09/11/2018 DRAWN BY T. RAINEY CHECKED BY J. NEOLIK REV. DATE REV. NO.
MTA PROJECT MANAGER DATE 10/2/18			

Plat Map of the Required Subsurface Easement, Parcel W-3601 (2 of 3)

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 2 OF TRACT NO. 11864 M.B. 259/33 PORTION OF LOT E OF TRACT NO. 5609 M.B. 76/68-11			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE CO. NO. 917-23017829-M3	ADDRESS : 241 S. MORENO DR. BEVERLY HILLS, CA 90212		
ASSESSOR'S REF. : 4319-001-901 & -902	R.O.W. REFERENCE : R-3601 W-3601	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT B-1 (2 OF 3)



PARCEL	TOTAL	W-3601		
AREA - SQUARE FEET	6,131 Ac.	16,060		

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<h1 style="margin: 0;">PARCEL PLAT</h1> <h2 style="margin: 0;">W-3601</h2> <h3 style="margin: 0;">SHEET 2 OF 3</h3>	CONTRACT NO./DESIGN UNIT SCALE 1"=80' DATE 09/11/2018 DRAWN BY T. RAINEY CHECKED BY J. NEELIK REV. DATE REV. NO.
	APPROVED BY: _____ WTA PROJECT MANAGER DATE: _____	

M

Metro

LICENSED LAND SURVEYOR

JAMES P. ELLIOTT

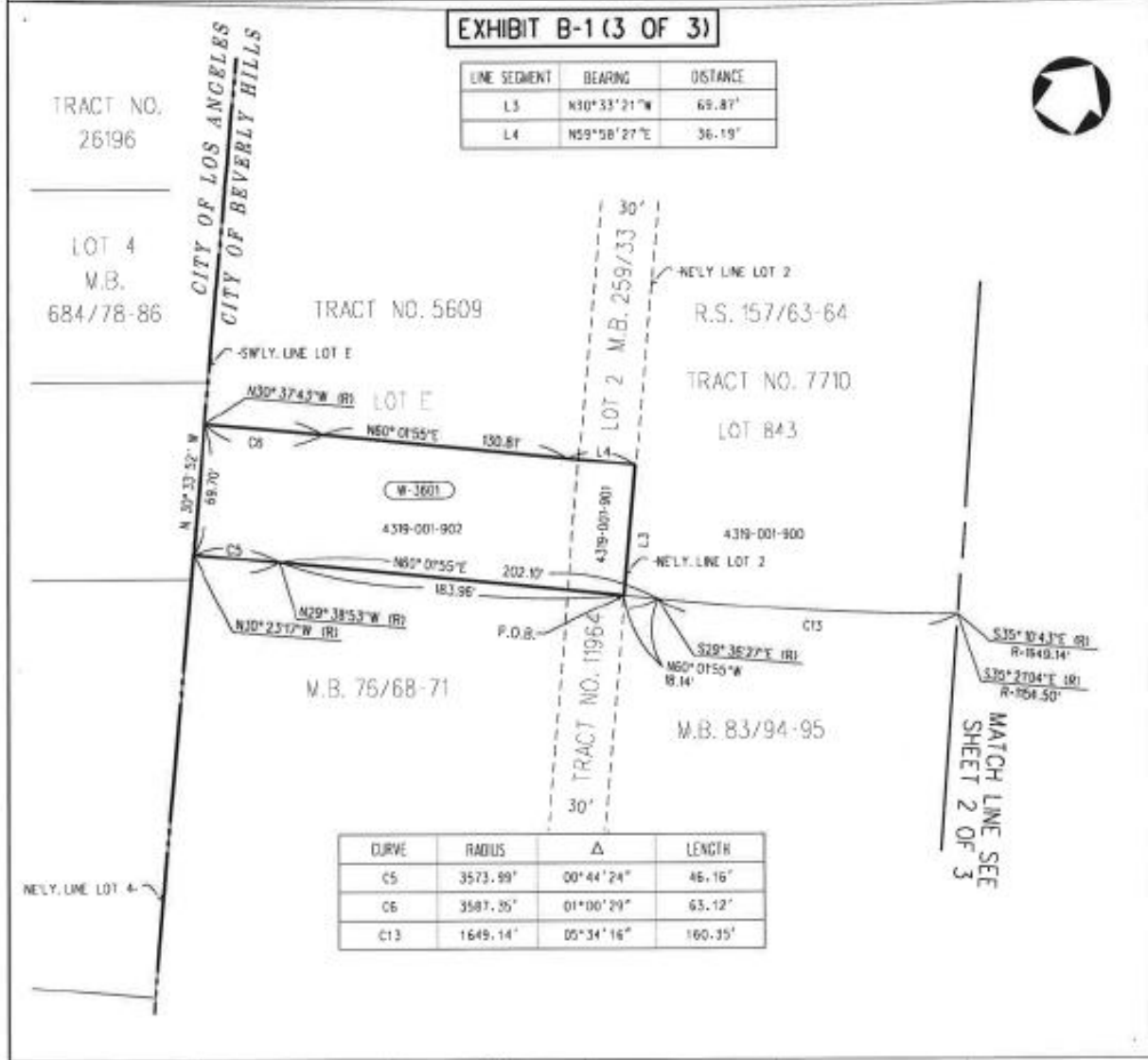
NO. 6234

Jimm Elliott

STATE OF CALIFORNIA

Plat Map of the Required Subsurface Easement, Parcel W-3601 (3 of 3)

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 2 OF TRACT NO. 11964 M.B. 259/33 PORTION OF LOT E OF TRACT NO. 5609 M.B. 75/68-71			
BENCH MARK :			
TITLE REPORT :	FIDELITY NATIONAL TITLE CO. NO. 997-23077629-M3	ADDRESS :	241 S. MORENO DR. BEVERLY HILLS, CA 90212
ASSESSOR'S REF. :	4319-001-901 & -902	R.O.W. REFERENCE :	R-3601; W-3601
		NO.	DATE
		REVISION DESCRIPTION	



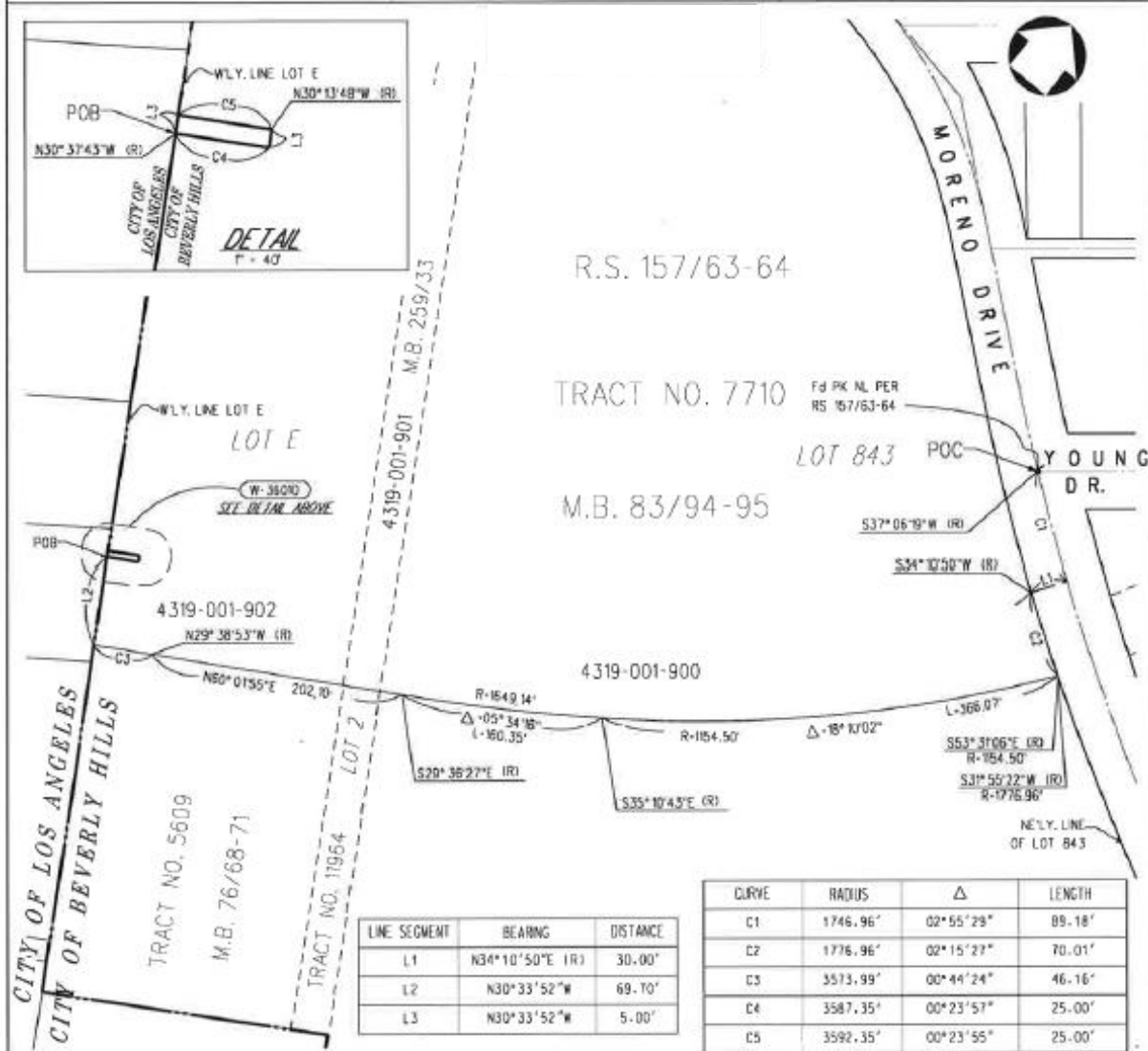
PARCEL	TOTAL	W-3601	
AREA - SQUARE FEET	6.13± Ac.	16,068	

Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<h2 style="margin: 0;">PARCEL PLAT</h2> <h3 style="margin: 0;">W-3601</h3> <p style="margin: 0;">SHEET 3 OF 3</p>	CONTRACT NO./DESIGN UNIT SCALE DATE DRAWN BY CHECKED BY REV. DATE REV. NO.
	APPROVED BY: MTA PROJECT MANAGER _____ DATE _____	09/11/2018 T. RAINEY J. MEDLIK



Plat Map of the Required Subsurface Easement, Parcel W-3601D

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.
DESCRIPTION : PORTION OF LOT E OF TRACT NO. 5609, M.B. 76/68-71		
BENCH MARK :		
TITLE REPORT : FIDELITY NATIONAL TITLE CO. NO. 997-23077629-M.3	ADDRESS : 241 S. MORENO DRIVE, BEVERLY HILLS, CA 90212	
ASSESSOR'S REF. : 4319-001-902	R.O.W. REFERENCE : R-3036; W-3601	NO. DATE REVISION DESCRIPTION



LINE SEGMENT	BEARING	DISTANCE
L1	N34°10'50"E (R)	30.00'
L2	N30°33'52"W	69.70'
L3	N30°33'52"W	5.00'

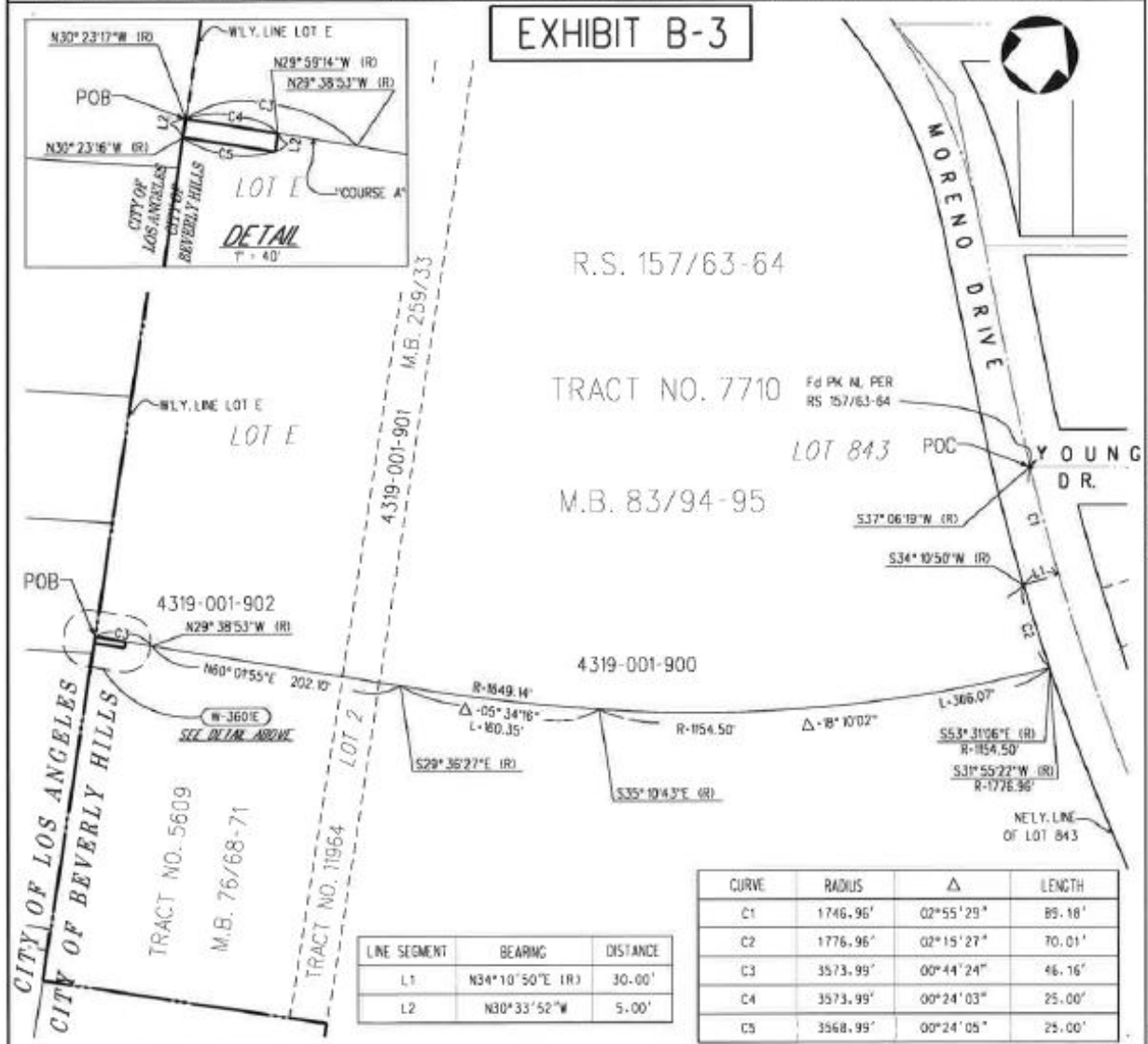
CURVE	RADIUS	Δ	LENGTH
C1	1746.96'	02°55'29"	89.18'
C2	1776.96'	02°15'27"	70.01'
C3	3573.99'	00°44'24"	46.16'
C4	3587.35'	00°23'57"	25.00'
C5	3592.35'	00°23'55"	25.00'

PARCEL	TOTAL	W-3601D	
AREA - SQUARE FEET	6,135 Ac.	125	

<p>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</p>	<p>PARCEL PLAT</p> <p>W-3601D</p>	CONTRACT NO./DESIGN UNIT
	<p>APPROVED BY:</p> <p><i>[Signature]</i></p> <p>WTA PROJECT MANAGER DATE</p>	<p>SCALE</p> <p>1" = 120'</p> <p>DATE</p> <p>09/11/2018</p> <p>DRAWN BY</p> <p>T. RAINEY</p> <p>CHECKED BY</p> <p>J. NEULIK</p> <p>REV. DATE REV. NO.</p>

Plat Map of the Required Subsurface Easement, Parcel W-3601E

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.
DESCRIPTION : PORTION OF LOT E OF TRACT NO. 5609, M.B. 76/68-71		
BENCH MARK :		
TITLE REPORT : FIDELITY NATIONAL TITLE CO. NO. 997-23077629-ML3	ADDRESS : 241 S. MORENO DRIVE, BEVERLY HILLS, CA 90212	
ASSESSOR'S REF. : 4319-001-902	R.O.W. REFERENCE : R-3036; W-3601	NO. DATE REVISION DESCRIPTION



PARCEL	TOTAL	W-3601E
AREA - SQUARE FEET	6.13± Ac.	125

 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	PARCEL PLAT W-3601E	CONTRACT NO./DESIGN UNIT SCALE DATE DRAWN BY CHECKED BY REV. DATE
	APPROVED BY: MTA PROJECT MANAGER	DATE 09/11/2018 T. RAJNEY J. NEDLIK REV. NO.

EXHIBIT C
SUBSURFACE EASEMENT

EXHIBIT C

SUBSURFACE EASEMENT

A perpetual, assignable and exclusive subsurface easement ("Easement") to the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA"), its successors, and assigns.

This Easement shall be for use by LACMTA and its "Permitees" (which term refers to the officers, directors, employees, agents, contractors, licensees, customers, visitors, invitees, tenants and concessionaires of LACMTA) to construct, maintain, repair, operate, replace, relocate, remove, use and occupy LACMTA's improvements for mass transit purposes, including, but not limited to, a portion of an underground rail tunnel, and all incidental uses related thereto ("LACMTA's Facilities"). LACMTA intends to use the Easement to operate and provide rail train service as part of LACMTA's rail transit operations.

There shall be no building or use of any property upon, above, or contiguous to the Easement that would interfere with, damage or endanger LACMTA's Facilities, or the excavation, construction, maintenance, replacement, enjoyment or use thereof. In order to ensure the structural integrity of LACMTA's Facilities, there shall be no excavation or construction above or adjacent to the Easement without LACMTA's express written consent, and after LACMTA's review of the plans and specifications for excavation or construction. LACMTA's right to consent to such excavation or construction is limited to this purpose, and LACMTA may not unreasonably withhold its consent.

The Easement and all the provisions hereof shall inure to the benefit of, and be binding upon, all parties who claim an interest in the property and LACMTA, and their respective successors and assigns.

3224729.1

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2
PARCEL NO. W-3605**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a permanent subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), and described in the Subsurface Easement (Exhibit C), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

(a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Section 2 ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is appropriated to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is appropriated, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use as it exists or may reasonably be expected to exist in the future.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or

to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 23rd day of May, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")
- 3 - Subsurface Easement (Exhibit "C")

EXHIBIT A
LEGAL DESCRIPTION

LEGAL DESCRIPTION

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 843 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED LAND:

PARCEL "A"

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID INTERSECTION BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 89.18 FEET THROUGH A CENTRAL ANGLE OF 02°55'29"; THENCE RADIAL TO SAID CURVE SOUTH 34°10'50" WEST, 30.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAID LOT 843, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1776.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°10'50" WEST, SAID POINT ALSO BEING THE **POINT OF BEGINNING**; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY LINE AND SAID CURVE 70.01 FEET THROUGH A CENTRAL ANGLE OF 02°15'27" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 53°31'06" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 366.07 FEET THROUGH A CENTRAL ANGLE OF 18°10'02" TO A POINT HEREINAFTER KNOWN AS POINT "A"; THENCE NORTH 31°32'33" WEST, 70.05 FEET TO A POINT HEREINAFTER KNOWN AS POINT "B" SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1084.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°35'40" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE 335.07 FEET THROUGH A CENTRAL ANGLE OF 17°42'07" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED AS PARCEL "A", IS A HORIZONTAL PLANE WITH AN ELEVATION OF +215.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +160.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 34 TO 63 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 89 TO 118 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

PARCEL "B"

BEGINNING AT THE ABOVE DESCRIBED POINT "A", SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1649.14 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 35°10'43" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 160.35 FEET THROUGH A CENTRAL ANGLE OF 05°34'16"; THENCE NON-TANGENT TO SAID CURVE SOUTH 60°01'55" WEST, 18.14 FEET TO A POINT ON THE NORTHEASTERLY LINE OF LOT 2 OF TRACT NO. 11964, AS PER MAP RECORDED IN BOOK 259, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTH 30°33'21" WEST, 69.87 FEET ALONG SAID NORTHEASTERLY LINE; THENCE NORTH 59°58'27"

EAST, 0.86 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 3975.64 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 30°17'34" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE 101.47 FEET THROUGH A CENTRAL ANGLE OF 01°27'44" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 2011.79 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 32°46'42" EAST; THENCE NORTHEASTERLY ALONG SAID CURVE 74.95 FEET THROUGH A CENTRAL ANGLE OF 02°08'05" TO THE ABOVE DESCRIBED POINT "B"; THENCE SOUTH 31°32'33" EAST, 70.05 FEET TO THE POINT OF **BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED AS PARCEL "B", IS A HORIZONTAL PLANE WITH AN ELEVATION OF +221.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +172.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 56 TO 63 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES FROM APPROXIMATELY 105 TO 112 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-001-900

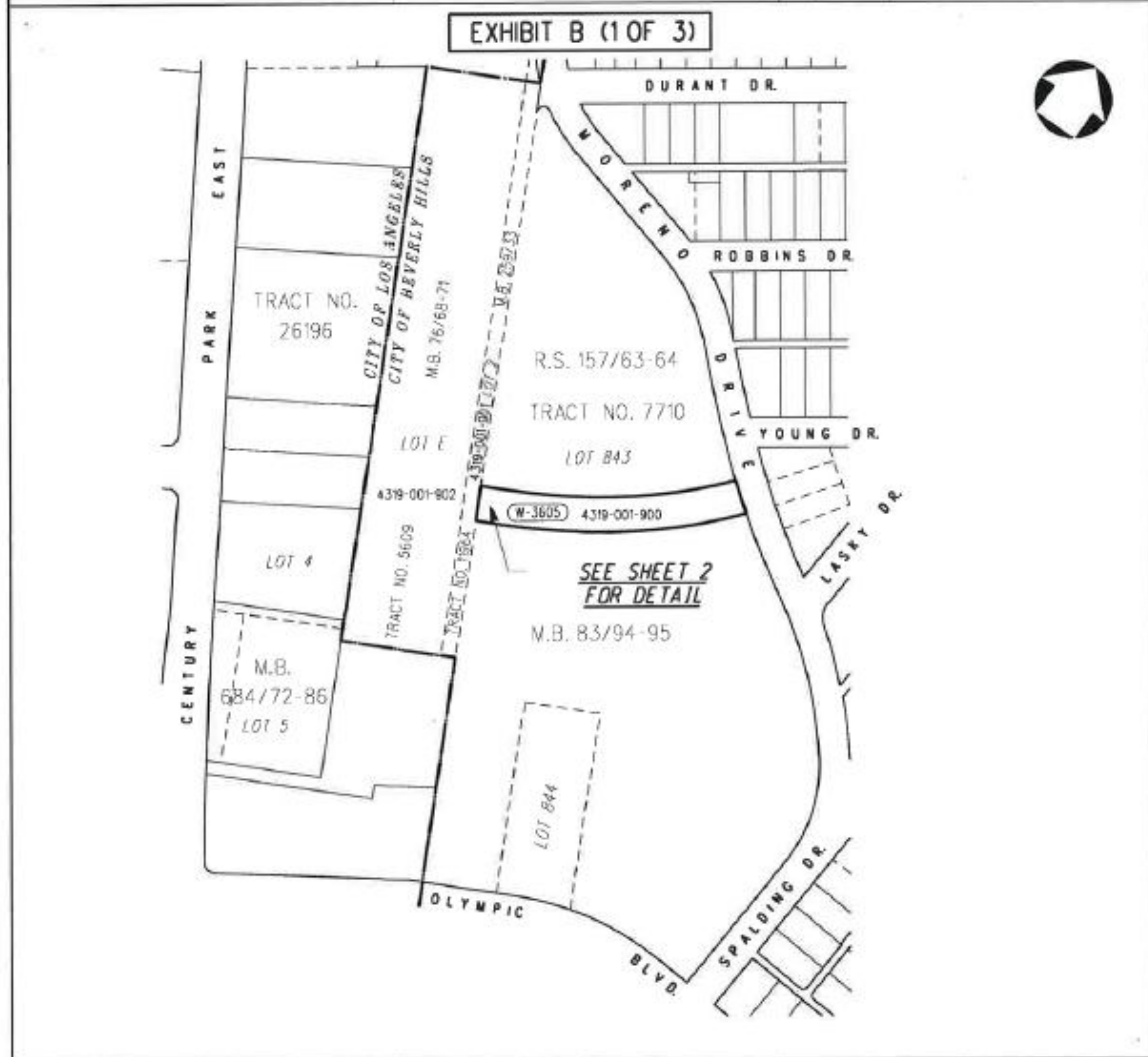
W-3605

**EXHIBIT B
PLAT MAP**

EXHIBIT B

Plat Map of the Required Subsurface Easement, Parcel W-3605 (1 of 3)

GRANTOR : LOS ANGELES UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are collected from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 843 OF TRACT NO. 7710 M.B. 83/94-95			
BENCH MARK :			
TITLE REPORT :	FIDELITY NATIONAL TITE CO. NO. 997-23077629-WL3	ADDRESS :	241 S. MORENO DR. BEVERLY HILLS, CA 90212
ASSESSOR'S REF. :	4319-001-900	R.O.W. REFERENCE :	R-3601: W-3605
		NO.	DATE
		REVISION DESCRIPTION	

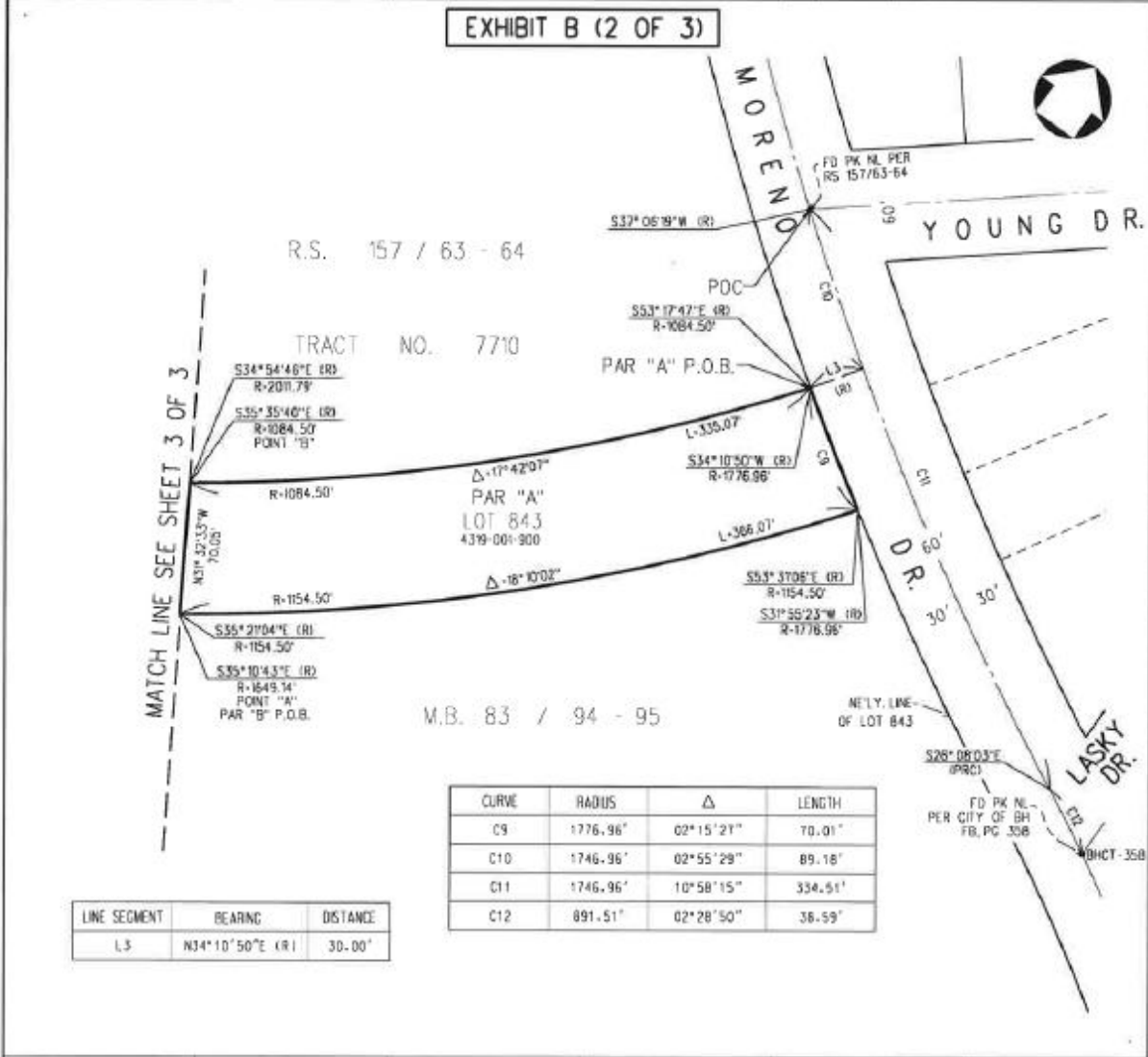


PARCEL	TOTAL	W-3605	
AREA - SQUARE FEET	18.92± Ac.	36,959	

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<p>PARCEL PLAT</p> <p>W-3605</p> <p>SHEET 1 OF 3</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY: MTA PROJECT MANAGER		SCALE: 1" = 300' DATE: 09/11/2018 DRAWN BY: T. RAINEY CHECKED BY: J. NEDLIK REV. DATE: REV. NO.:

Plat Map of the Required Subsurface Easement, Parcel W-3605 (2 of 3)

GRANTOR : LOS ANGELES UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOT 843 OF TRACT NO. 7710 M.B. 83/94-95			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE CO. NO. 997-23071629-M.3	ADDRESS : 241 S. MORENO DR. BEVERLY HILLS, CA 90212		
ASSESSOR'S REF. : 4319-001-900	R.O.W. REFERENCE : R-3601 W-3605	NO.	DATE
		REVISION DESCRIPTION	



CURVE	RADIUS	Δ	LENGTH
C9	1776.96'	02°15'21"	70.01'
C10	1746.96'	02°55'29"	89.18'
C11	1746.96'	10°58'15"	334.51'
C12	891.51'	02°28'50"	38.59'

LINE SEGMENT	BEARING	DISTANCE
L3	N34°10'50"E (R)	30.00'

PARCEL	TOTAL	W-3605
AREA - SQUARE FEET	18.92± Ac.	36,959

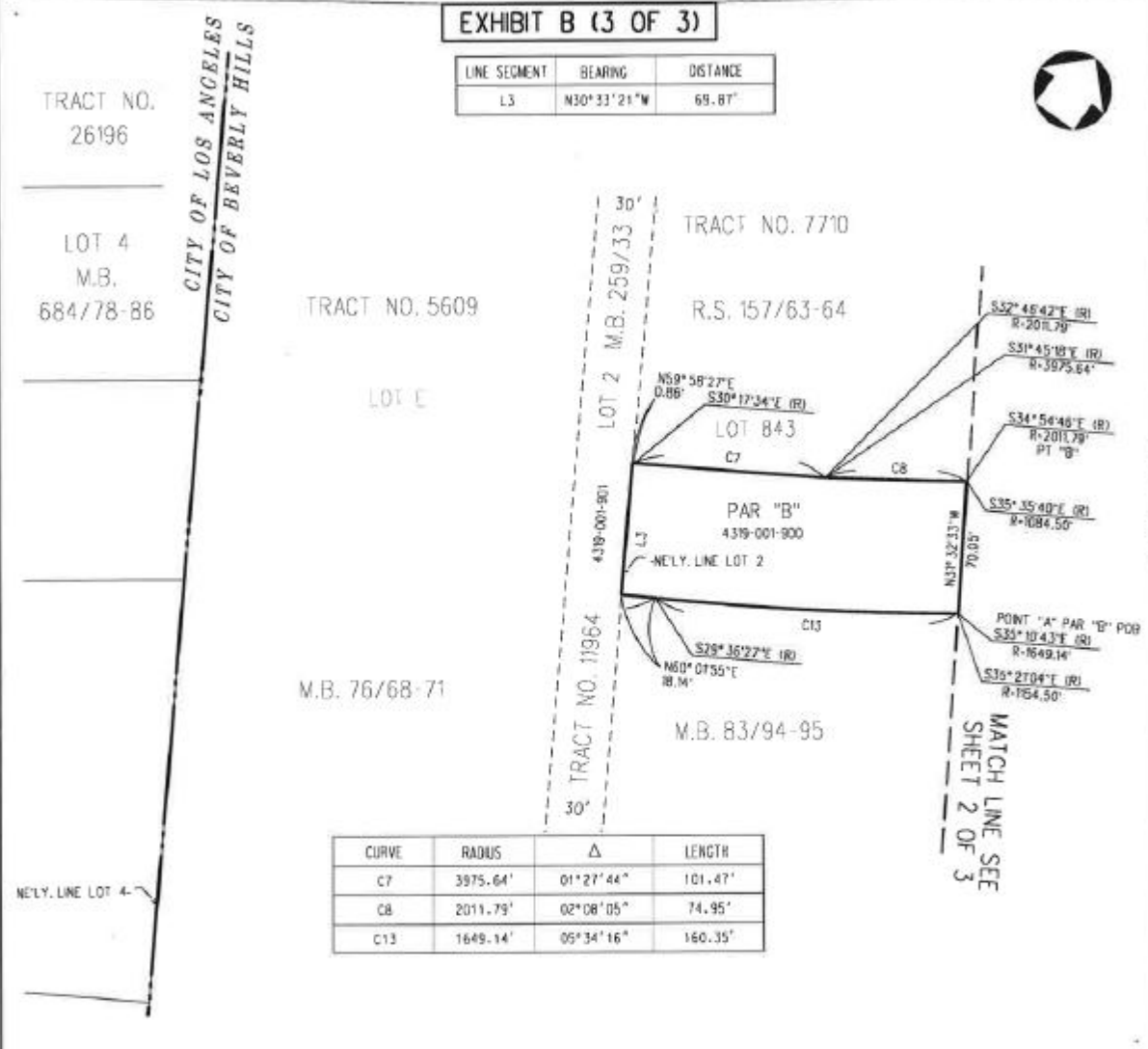
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<h2 style="margin: 0;">PARCEL PLAT</h2> <h3 style="margin: 0;">W-3605</h3> <p style="margin: 0;">SHEET 2 OF 3</p>	CONTRACT NO./DESIGN UNIT SCALE DATE DRAWN BY CHECKED BY REV. DATE REV. NO.
	APPROVED BY: MTA PROJECT MANAGER DATE	

Plat Map of the Required Subsurface Easement, Parcel W-3605 (3 of 3)

GRANTOR : LOS ANGELES UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.		
DESCRIPTION : PORTION OF LOT 843 OF TRACT NO. 7710 M.B. 83/94-95				
BENCH MARK :				
TITLE REPORT : FIDELITY NATIONAL TITLE CO. NO. 997-23071629-M.3	ADDRESS : 241 S. MORENO DR. BEVERLY HILLS, CA 90212			
ASSESSOR'S REF. : 4319-001-900	R.O.W. REFERENCE : R-3601; W-3605	NO.	DATE	REVISION DESCRIPTION

EXHIBIT B (3 OF 3)

LINE SEGMENT	BEARING	DISTANCE
L3	N30°33'21"W	69.87'



CURVE	RADIUS	Δ	LENGTH
C7	3975.64'	01°27'44"	101.47'
C8	2011.79'	02°08'05"	74.95'
C13	1649.14'	05°34'16"	160.35'

PARCEL	TOTAL	W-3605		
AREA - SQUARE FEET	18.92± Ac.	36.959		

<p>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</p> <p>APPROVED BY: <i>[Signature]</i></p> <p>MTA PROJECT MANAGER DATE</p>	<p style="font-size: 2em; font-weight: bold;">PARCEL PLAT</p> <p style="font-size: 1.5em; font-weight: bold;">W-3605</p> <p style="font-size: 1.2em;">SHEET 3 OF 3</p>	<p>CONTRACT NO./DESIGN UNIT</p> <p>SCALE 1"=80'</p> <p>DATE 09/11/2018</p> <p>DRAWN BY T. RAINEY</p> <p>CHECKED BY J. NEDLIK</p> <p>REV. DATE REV. NO.</p>
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EXHIBIT C
SUBSURFACE EASEMENT

EXHIBIT C

SUBSURFACE EASEMENT

A perpetual, assignable and exclusive subsurface easement ("Easement") to the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA"), its successors, and assigns.

This Easement shall be for use by LACMTA and its "Permitees" (which term refers to the officers, directors, employees, agents, contractors, licensees, customers, visitors, invitees, tenants and concessionaires of LACMTA) to construct, maintain, repair, operate, replace, relocate, remove, use and occupy LACMTA's improvements for mass transit purposes, including, but not limited to, a portion of an underground rail tunnel, and all incidental uses related thereto ("LACMTA's Facilities"). LACMTA intends to use the Easement to operate and provide rail train service as part of LACMTA's rail transit operations.

There shall be no building or use of any property upon, above, or contiguous to the Easement that would interfere with, damage or endanger LACMTA's Facilities, or the excavation, construction, maintenance, replacement, enjoyment or use thereof. In order to ensure the structural integrity of LACMTA's Facilities, there shall be no excavation or construction above or adjacent to the Easement without LACMTA's express written consent, and after LACMTA's review of the plans and specifications for excavation or construction. LACMTA's right to consent to such excavation or construction is limited to this purpose, and LACMTA may not unreasonably withhold its consent.

The Easement and all the provisions hereof shall inure to the benefit of, and be binding upon, all parties who claim an interest in the property and LACMTA, and their respective successors and assigns.



Board Report

File #: 2019-0204, **File Type:** Policy

Agenda Number: 42.

REVISED
REGULAR BOARD MEETING
MAY 23, 2019

SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT PROJECT SECTION 2

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- 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").

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

BACKGROUND

Acquisition of the above-referenced permanent subsurface tunnel easement ("Easement"), referred to herein as "Property" is required for the construction of and operation of the Westside Purple Line Westside Extension Project Section 2 ("Project"). The Easement is required for the tunnel alignment that will connect the Century City Constellation station with the Beverly Hills Wilshire Rodeo Station.

A written offer was delivered to the Owners of Record ("Owners"), as required by California Government Code Section 7267.2. The Owners have not accepted the offer of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not at this time reached a negotiated settlement. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to determine the value of the Property and to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain Law, Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of property by eminent domain), California Code of Civil Procedure Sections 1240.510-530 (which authorize the acquisition of property appropriated to public use for a compatible public use), and California Code of Civil Procedure Sections 1240.610-700 (which authorize the acquisition

of property appropriated to a public use for a more necessary public use), LACMTA has prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA from all interested parties, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before, and by a vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that have been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funding for the acquisition of the Property is included in the approved fiscal year 2019, Project budget under Measure R Project 865522 (Purple Line Westside Extension Project Section 2), in Cost Center 8510, and Account Number 53103 (Acquisition of Land).

Impact to Budget

The approved FY19 budget is designated for the Westside Purple Line Extension, Section 2 and does not have an impact to operations funding sources. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision making process with regards to the acquisition of their property.

Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these properties for the Westside Purple Line Extension which will provide an additional mobility option.

NEXT STEPS

If this action is approved by the Board, the LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

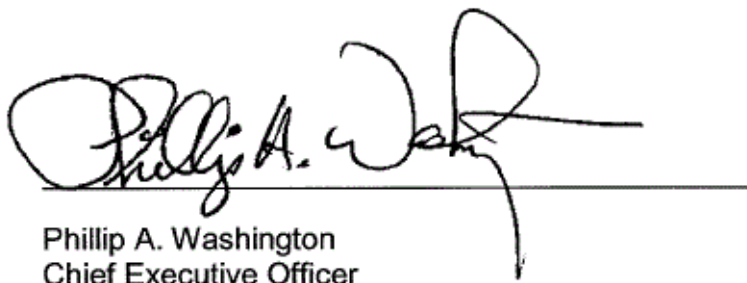
Attachment A - Staff Report

Attachment B - Resolution of Necessity

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

Holly Rockwell, Sr. Executive Officer - Real Estate, Transit Oriented Communities and
Demand Transportation Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY”) FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2

BACKGROUND

The Property is required for the construction and operation of the Westside Purple Line Extension Section 2 ("Project").

The address, record owners (as indicated by a title report) ("Owners"), physical description, and nature of the property interest sought to be acquired for the Project are summarized below. A written offer for acquisition of the permanent subsurface tunnel easement under the Property was mailed the property Owner by letter dated February 28, 2018. The parcel is identified as W-3507 (APN: 4319-005-900) (**APN: 4328-005-900**) (hereinafter the "Property").

Parcel No. Assessor's No.	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest (s) Sought
W-3507	255 S Lasky Drive Beverly Hills, CA 90201	Beverly Hills Unified School District	Construction and Operation of underground tunnel	Subsurface Tunnel Easement

A. Environmental Review

The Los Angeles County Metropolitan Transportation Authority ("LACMTA") and the Federal Transit Administration ("FTA") prepared a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Project pursuant to the National Environmental Policy Act (NEPA) (42 USC Section 4321, et seq.) and the California Environmental Quality Act (CEQA) (Cal. Public Resources Codes Section 21000 et seq.) A Draft EIS/EIR (DEIS/DEIR) was circulated for public review and comment. The Final EIS/EIR (FEIS/FEIR) was released in March 2012 for public review. On April 26, 2012, the LACMTA Board certified the Final EIS/EIR under CEQA and approved Phase 1 of the Project (Wilshire/Fairfax to Wilshire/La Cienega). On May 24, 2012, LACMTA's Board adopted findings regarding the reasonableness of the Constellation Station location and approved Phase 2 of the Project (Wilshire/La Cienega to Constellation/Avenue of the Stars) and Phase 3 of the Project (Constellation/Avenue of the Stars to Westwood/VA Hospital). On August 9, 2012, FTA issued its Record of Decision (ROD). On November 22, 2017, FTA issued a Final Supplemental Environmental Impact Statement (FSEIS), and Supplemental Record of Decision (ROD) for Section 2 of the Project.

Due to their bulk, the FEIS/FEIR and FSEIS are not included in the Board's agenda packet. However, these environmental review documents are publicly available; are incorporated herein by reference; and are made a part of the record of the hearing (including documents and information relied upon by the LACMTA Board) on this Resolution of Necessity.

B. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion in Los Angeles County. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

C The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

As part of the environmental review process for the Project, an Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guide way, alternative alignments and transit technologies within the proposed Project Area. The fixed-guide way alternative alignments studied and analyzed during the AA process were heavy rail

transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. As referenced above, on April 26, 2012, the Board certified the FEIS/FEIR, and on May 24, 2012, the Board approved the route and station locations for the Project; on August 9, 2012, FTA issued a ROD; and, on November 22, 2017, FTA issued a Supplemental ROD for Section 2 of the Project.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

LACMTA does not anticipate that the Project will cause significant injury to the BHUSD property, including the displacement or relocation of certain owners and users of private or public property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

D. The Property is necessary for the Project.

LACMTA's Property Impact Statement was certified on October 3, 2018, and is attached hereto as Exhibit "A". The Property Impact Statement sets forth the permanent

subsurface tunnel easement needed for the Project. The Property is required for construction and operation of the underground tunnel connecting Wilshire/Rodeo Station and Century City/Constellation Station. The permanent subsurface easement required for the Project are listed and described in the Property Impact Statement. The legal description of the required subsurface easement is attached to each Resolution of Necessity as Exhibit A and is depicted on the Plat Map attached to the Resolution of Necessity as Exhibit B. The Property requirements were chosen based upon the approved FEIS/FEIR for the Project, referenced above.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

E. LACMTA's proposed use of the Property is compatible with BHUSD's Administration Building use (California Code of Civil Procedure Sections 1240.510-530).

1. The easement will not unreasonably interfere with or impair the continuance of BHUSD's existing Administration Building use.

As set forth in LACMTA's Property Impact Statement, the high point of the permanent subsurface tunnel easement is 49 feet below the existing ground surface of the Administration Building. None of the areas included within the proposed permanent subsurface easement are used by BHUSD.

BHUSD is using the surface of the Property as an Administration Building. The permanent subsurface tunnel easement will not cause an unreasonable interference with, or impairment of, the existing Administration Building use.

2. The Project will not unreasonably interfere with or impair the continuance of BHUSD's existing Administration Building use.

a. BHUSD's Administration Building will not need to be relocated or displaced.

As further set forth in LACMTA's Property Impact Statement, there is no requirement for BHUSD's Administration Building to be relocated or displaced either during or after construction of the Project. LACMTA is aware that BHUSD is considering a Beverly Hills High School Modernization Project for the main campus. But, LACMTA is not aware of any intended development to BHUSD's Administration Building site as part of the Modernization Project.

b. Any potential noise and vibration impacts from the construction and operation of the tunnels will be negligible.

As stated in LACMTA's Property Impact Statement, LACMTA's Construction Requirements and Techniques include the following:

THE TUNNELS SHALL BE EXCAVATED BY TUNNEL BORING MACHINES (TBMS) WITH POSITIVE FACE

CONTROL APPROPRIATE FOR THE SOIL CONDITIONS THAT WILL BE ENCOUNTERED ON THE PROJECT. THESE MACHINES EXCAVATE THE TUNNEL IN A MANNER THAT LIMITS DISTURBANCE TO THE SURROUNDING GROUND, THEREBY MINIMIZING THE IMPACT AT THE SURFACE. CONTRACT SPECIFICATIONS INCLUDE REQUIREMENTS GOVERNING SUBSURFACE SETTLEMENT AND FOR OPERATING THE TBMS. THE TBMS' PERFORMANCE WILL BE CONTINUOUSLY MONITORED FROM WITHIN THE TUNNEL AND FROM THE GROUND SURFACE USING SURVEYING AND GROUND MOVEMENT DETECTION INSTRUMENTS. A FINAL SEGMENTAL TUNNEL LINING WILL BE ERECTED FROM WITHIN THE TBM AS THE TBM ADVANCES, PROVIDING IMMEDIATE PERMANENT SUPPORT OF THE GROUND AND SERVE AS THE FINAL TUNNEL LINING. THE TUNNEL HAS BEEN DESIGNED TO SUPPORT THE EXISTING SURFACE IMPROVEMENTS.

LACMTA's Construction Impacts are described as follows:

THE CONSTRUCTION AND OPERATION OF THE SUBWAY TUNNELS SHALL RESULT IN LITTLE OR NO NOISE OR VIBRATION IMPACT EXCEPT FOR:

- I. ANY PERCEPTIBLE NOISE OR VIBRATION DURING CONSTRUCTION WILL BE BELOW METRO CRITERIA, FEDERAL , STATE AND LOCAL ORDINANCES DESCRIBED IN THE PROJECT SPECIFICATIONS (01 56 19).

- II. THE OPERATION OF THE SUBWAY PROJECT WILL NOT RESULT IN ADVERSE OPERATIONAL NOISE OR VIBRATION IMPACTS TO THE OCCUPANTS OF THIS PROPERTY

METRO HAS PLANNED AND DESIGNED THE PROJECT TO PROTECT EXISTING BUILDINGS. IN THE UNLIKELY EVENT THAT IMPACTS TO THE EXISTING BUILDING OCCURS AS A RESULT OF METRO'S ACTION, IT IS METRO'S POLICY TO ADDRESS SUCH ISSUES EXPEDITIOUSLY. THE REPAIR WORK, IF REQUIRED, SHALL BE SCHEDULED TO MINIMIZE DISRUPTION AND INCONVENIENCE TO OCCUPANTS AND OTHER USES OF THE PROPERTY.

The Project will not cause unreasonable interference with, or impairment of, BHUSD's existing use of the Administration Building.

c. The FSEIS addressed subsurface gas risks during construction.

Chapter 4 of the FSEIS (incorporated herein by reference) addresses, among other matters, subsurface gas conditions and oil wells during construction. Given the ground conditions, existing gas concentrations, and tunneling methods to be used, there is not a plausible mechanism by which the proposed tunneling could cause a substantial amount of gas to migrate to or be released from the ground surface. Although there is an existing risk of methane or hydrogen sulfide gas migrating from the ground to the adjacent buildings or being released to the ground surface, the incremental risk of such a release due to tunneling is negligible.

d. The FSEIS addressed subsurface gas risks during operations.

Chapter 4 of the FSEIS (incorporated herein by reference) addresses, among other matters, subsurface gas conditions and oil wells during operations. The overall level of risk with the potential presence of methane and hydrogen sulfide gas along the Section 2 alignment, including through BHUSD's Administration Building, is low. LACMTA has specified design and construction measures to address gassy environments during operation of the Project. Tunnels and stations will be designed to provide a redundant protection system against gas intrusion hazard. The FSEIS concludes that the presence of the constructed tunnel will have no influence on the long-term migration of soil to the ground surface or into buildings or increase the risk of explosion, resulting in no adverse effect.

3. Additionally, neither the easement nor the Project will unreasonably interfere with or impair the continuance of BHUSD's Administration Building use which may reasonably be expected to exist in the future.

As previously stated, LACMTA is not aware of any planned changes in the public use of the Administration Building site.

F. Alternatively, LACMTA's proposed use of the Property is a more necessary public use than BHUSD's existing use.

LACMTA is not seeking to exercise its eminent domain authority to displace BHUSD's Administration Building. LACMTA's Project is a compatible public use with the existing use. Yet, even if LACMTA's Project is not completely compatible in all respects with the Administration Building use, for the reasons stated above, LACMTA's Project is a more necessary public use under applicable law. As such, LACMTA is legally authorized to acquire the easement by eminent domain.

G. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owners of the Property by examining the county assessor's record a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owners for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

H. Metro has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

I. Metro has complied with the California Environmental Quality Act.

As set forth above, LACMTA has complied with CEQA.

Accordingly, LACMTA also fulfilled all statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2 to acquire the Property by

eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

EXHIBITS TO STAFF REPORT

1. Exhibit A – Property Impact Statement (Parcel W-3507)

CERTIFICATION MEMORANDUM

WESTSIDE PURPLE LINE EXTENSION PROJECT

THURSDAY SEPTEMBER 27, 2018

PARCEL NUMBERS: W-3507
ATTACHMENTS: PROPERTY IMPACT STATEMENT
EXHIBIT "A" – LEGAL DESCRIPTION
EXHIBIT "B" – PLAT MAP
EXHIBIT "C" – RIGHT-OF-WAY-DRAWING
EXHIBIT "D" – BR & BL TUNNEL PLAN AND PROFILE DRAWINGS
EXHIBIT "E" – CROSS SECTION OF TUNNEL SUBSURFACE EASEMENT

W-3507:

A SUBSURFACE EASEMENT (SSE) OF W-3507 IS REQUIRED BASED ON THE RIGHT-OF-WAY DRAWING, REVISION 1. I CERTIFY THAT THE SSE IN PARCEL NUMBER W-3507 CONTAINING 14,793 SQUARE FEET OF PROPERTY IS REQUIRED FOR THE CONSTRUCTION AND OPERATION OF METRO'S WESTSIDE PURPLE LINE EXTENSION PROJECT.

 10/3/18

MICHAEL MCKENNA
EXECUTIVE OFFICER
PROJECT MANAGEMENT

PROPERTY IMPACT STATEMENT

PREPARED:	WEDNESDAY, SEPTEMBER 26 2018
REFERENCE DRAWING:	R-3035
REFERENCE PLAT:	W-3507
PARCEL ADDRESS:	255 S. LASKY DRIVE, BEVERLY HILLS, CA 90212
AFFECTED APN:	4328-005-900
OWNER:	BEVERLY HILLS UNIFIED SCHOOL DISTRICT

1. LOCATION AND DESCRIPTION:

PARCEL W-3507, CONTAINING 14,793 SQUARE FEET IS A TRIANGULAR SHAPED PARCEL, BOUNDED BY MORENO DRIVE, YOUNG DRIVE AND LASKY DRIVE. THE SITE IS DEVELOPED WITH A 2 STORY BEVERLY HILLS UNIFIED SCHOOL DISTRICT ADMINISTRATION BUILDING.

2. NEED FOR THE PROPERTY:

THE TUNNEL ALIGNMENT FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 2 (PROJECT) TRAVELS UNDERNEATH THE PROPERTY DESCRIBED ABOVE. CONSTRUCTION AND OPERATION OF THE PROJECT SHALL REQUIRE THE ACQUISITION OF A SUBSURFACE EASEMENT (SSE) FOR THE ALIGNMENT AS SHOWN IN THE PROJECT DEFINITION DRAWINGS (SEE EXHIBIT D). THE REQUIRED RIGHT OF WAY ENVELOPE IN THE VERTICAL PLANE IS A VERTICAL DISTANCE OF APPROXIMATELY 10 FEET ABOVE THE HIGH POINT OF THE TUNNEL STRUCTURES AND APPROXIMATELY 10 FEET BELOW THE LOW POINT OF THE TUNNEL STRUCTURES. FOR THE HORIZONTAL PLANE, THE RIGHT OF WAY ENVELOPE IS DEFINED BY A 5 FEET OFFSET FROM THE OUTERMOST BR AND BL TUNNEL WALLS (SEE EXHIBIT E). AS THE TUNNEL TRAVERSES THE PROPERTY SOUTHWESTERLY FROM THE PARCEL'S NORTHERLY PROPERTY LINE TO THE PARCEL'S SOUTHERLY PROPERTY LINE, THE HIGH POINT OF SSE IS APPROXIMATELY 49 FEET BELOW THE EXISTING GROUND SURFACE, RESPECTIVELY (AS SHOWN IN EXHIBIT E). EXHIBIT C, RIGHT-OF-WAY MAP IS INCLUDED.

3. DESIGN REQUIREMENTS

APN #	PROJECT USE	SQ. FT. REQ.	ROW TAKE (PERMANENT OR TEMPORARY)
4328-005-900	TUNNEL CONSTRUCTION/OPERATION	14,793	PERMANENT SSE

4. CONSTRUCTION REQUIREMENTS AND TECHNIQUES

THE TUNNELS SHALL BE EXCAVATED BY TUNNEL BORING MACHINES (TBMS) WITH POSITIVE FACE CONTROL APPROPRIATE FOR THE SOIL CONDITIONS THAT WILL BE ENCOUNTERED ON THE PROJECT. THESE MACHINES EXCAVATE THE TUNNEL IN A MANNER THAT LIMITS DISTURBANCE TO THE SURROUNDING GROUND, THEREBY MINIMIZING IMPACT AT THE SURFACE. CONTRACT

PROPERTY IMPACT STATEMENT

SPECIFICATIONS INCLUDE REQUIREMENTS GOVERNING SURFACE SETTLEMENT AND FOR OPERATING THE TBMS. THE TBMS' PERFORMANCE SHALL BE MONITORED FROM WITHIN THE TUNNEL AND FROM THE GROUND SURFACE USING SURVEYING AND GROUND MOVEMENT DETECTION INSTRUMENTS. A FINAL SEGMENTAL TUNNEL LINING WILL BE ERECTED FROM WITHIN THE TBM AS THE TBM ADVANCES, PROVIDING IMMEDIATE PERMANENT SUPPORT OF THE GROUND AND SERVE AS THE FINAL TUNNEL LINING. THE TUNNEL HAS BEEN DESIGNED TO SUPPORT THE EXISTING SURFACE IMPROVEMENTS.

CONSTRUCTION IMPACTS:

THE CONSTRUCTION AND OPERATION OF THE SUBWAY TUNNELS SHALL RESULT IN LITTLE OR NO NOISE OR VIBRATION IMPACT EXCEPT FOR:

- I. ANY PERCEPTIBLE NOISE OR VIBRATION DURING CONSTRUCTION WILL BE BELOW METRO CRITERIA, FEDERAL, STATE AND LOCAL ORDINANCES AS DESCRIBED IN THE PROJECT SPECIFICATIONS (01 56 19).
- II. THE OPERATION OF THE SUBWAY PROJECT WILL NOT RESULT IN ADVERSE OPERATIONAL NOISE OR VIBRATION IMPACTS TO THE OCCUPANTS OF THIS PROPERTY.

METRO HAS PLANNED AND DESIGNED THE PROJECT TO PROTECT EXISTING BUILDING. IN THE UNLIKELY EVENT THAT IMPACTS TO EXISTING BUILDING OCCURS AS A RESULT OF METRO'S ACTION; IT IS METRO'S POLICY TO ADDRESS SUCH ISSUES EXPEDITIOUSLY. THE REPAIR WORK, IF REQUIRED, SHALL BE SCHEDULED TO MINIMIZE DISRUPTION AND INCONVENIENCE TO OCCUPANTS AND OTHER USERS OF THE PROPERTY.

FUTURE CONSTRUCTION MAY BE ACCOMMODATED OVER THE METRO RIGHT OF WAY WHEN CONDUCTED IN ACCORDANCE WITH METRO'S ADJACENT CONSTRUCTION MANUAL. ANY FUTURE DEVELOPMENT PLANS AT THIS LOCATION ARE SUBJECT TO METRO'S REVIEW AND APPROVAL.

5. OTHER CONSIDERATIONS

OCCUPANTS OF THIS PROPERTY WILL NOT BE REQUIRED TO RELOCATE.

6. RECOMMENDED ACQUISITION

A SUBSURFACE EASEMENT (W-3507) PER THE ATTACHED EXHIBIT A, LEGAL DESCRIPTION, AND EXHIBIT B, PLAT.

LEGAL DESCRIPTION

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOTS 838, 839, 840 AND 841 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 THROUGH 95 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 90.18 FEET THROUGH A CENTRAL ANGLE OF 02°57'27"; THENCE RADIAL TO SAID CURVE, NORTH 34°08'52" EAST, 30.00 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 839, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1716.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°08'52" WEST, SAID POINT BEING THE **POINT OF BEGINNING**; SAID POINT OF BEGINNING ALSO BEING ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1084.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 56°28'02" EAST; THENCE NORTHEASTERLY ALONG LAST SAID CURVE 136.66 FEET THROUGH A CENTRAL ANGLE OF 07°13'13" TO THE NORTHWESTERLY LINE OF SAID LOT 839; THENCE NORTH 50°43'18" EAST, 149.58 FEET ALONG SAID NORTHWESTERLY LINE AND THE NORTHWESTERLY LINE OF SAID LOT 838 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 70°27'45" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 281.33 FEET THROUGH A CENTRAL ANGLE OF 13°57'43" TO A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 841, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1716.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 31°48'56" WEST; THENCE NORTHWESTERLY ALONG LAST SAID SOUTHWESTERLY LINE, AND THE SOUTHWESTERLY LINES OF SAID LOTS 840 AND 839, AND SAID CURVE 69.88 FEET THROUGH A CENTRAL ANGLE OF 02°19'55" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +201.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +149.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT IS APPROXIMATELY 49 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 101 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT - SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:



JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-005-900

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT

DESCRIPTION : PORTION OF LOTS 838, 839, 840 & 841 OF TRACT NO. 7710, M.B. 83/94-95

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

BENCH MARK :

TITLE REPORT : ORANGE COAST TITLE NO. 997-23060296-A-ML3

ADDRESS : NO SITUS, BEVERLY HILLS, CA 90212

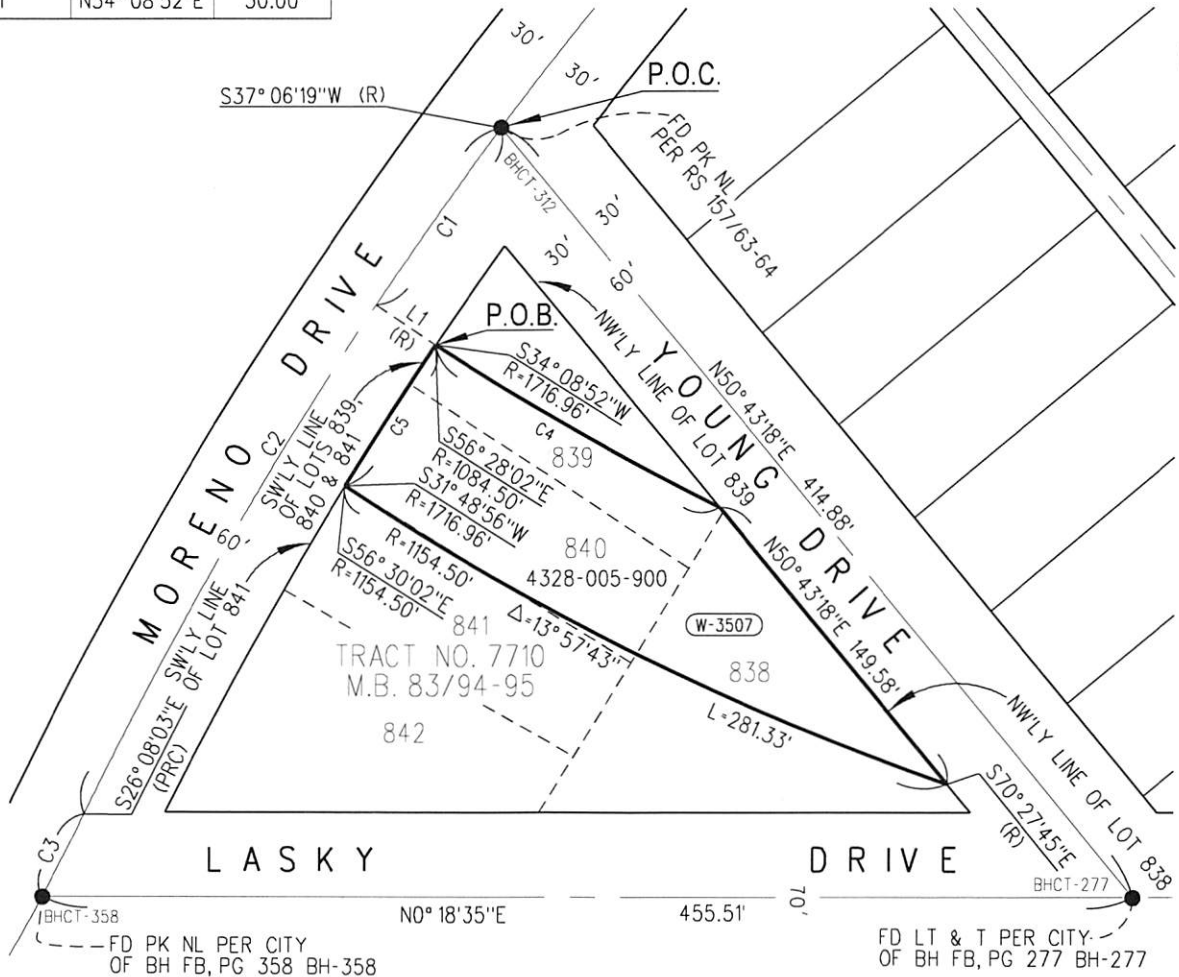
ASSESSOR'S REF. : 4328-005-900

R.O.W. REFERENCE : R-3035; W-3507

NO.	DATE	REVISION DESCRIPTION

LINE SEGMENT	BEARING	DISTANCE
L1	N34°08'52"E	30.00'

EXHIBIT "B"



CURVE	RADIUS	Δ	LENGTH
C1	1746.96'	02°57'27"	90.18'
C2	1746.96'	10°58'15"	334.51'
C3	891.51'	02°28'50"	38.59'
C4	1084.50'	07°13'13"	136.66'
C5	1716.96'	02°19'55"	69.88'

PARCEL	TOTAL	W-3507		
AREA - SQUARE FEET	40,683	14,793		

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

JAMES L. ELLIOTT
 PROFESSIONAL LAND SURVEYOR
 NO. 6334

APPROVED BY:
Michael Mc... 10/3/18
 MTA PROJECT MANAGER DATE

SUBMITTED BY: *[Signature]* 10/3/18


PARCEL PLAT

W-3507

SHEET 1 OF 1

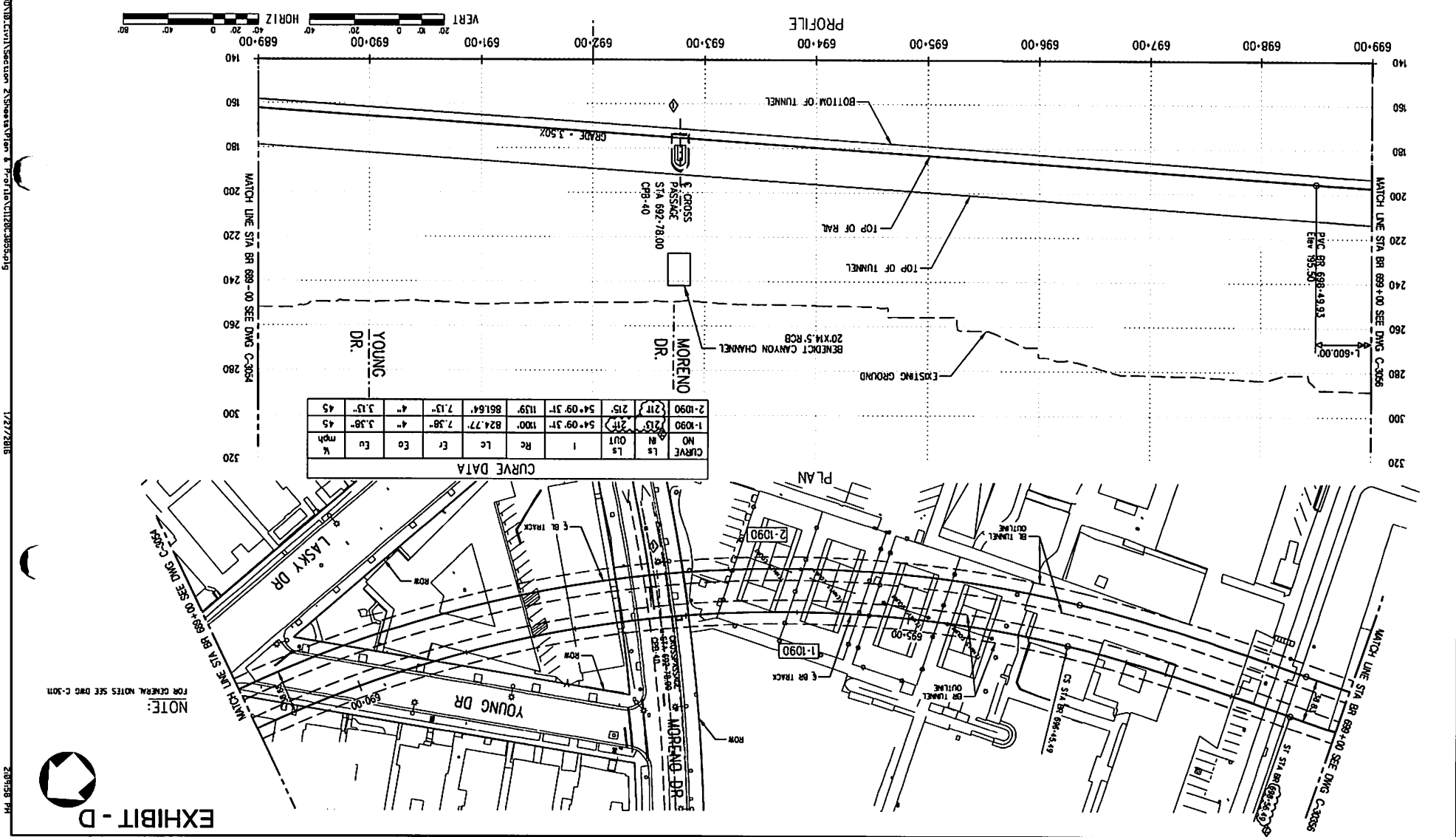
CONTRACT NO./DESIGN UNIT	
SCALE	1" = 80'
DATE	09/25/2018
DRAWN BY	T. RAINEY
CHECKED BY	J. NEDLIK
REV. DATE	REV. NO.

REV	DATE	BY	APP	REV NO	DESCRIPTION
0	09/01/15	C. BARBATTI			ISSUED FOR SOLICITATION
1	12/10/15	LA WE			ALIGNMENT B
2	02/02/16	LA WE			ALIGNMENT B
		M. ABERCO			DESIGNED BY
		M. ABERCO			CHECKED BY
					DATE
					DESCRIPTION
					SCALE
					DATE


Metrolink
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PARSONS BRINCKERHOFF

PROJECT NO.	84
SCALE	HORIZ: 1"=40'
DATE	2
DRAWING NO.	C-3055
CONTRACT NO.	C1120

TRACK ALIGNMENT
 BR PLAN AND PROFILE
 RODEO DR TO CONSTELLATION BLVD
 STA 689+00 TO STA 699+00
 WESTSIDE PURPLE LINE EXTENSION - SECTION 2



CURVE DATA

CURVE NO.	LS	LC	RS	RT	LS	LC	RS	RT	LS	LC	RS	RT
1-1090	215	54+09.31	100'	824.77	7.38	4"	3.38	45	215	54+09.31	100'	824.77
2-1090	215	54+09.31	115'	861.64	7.15	4"	3.15	45	215	54+09.31	115'	861.64

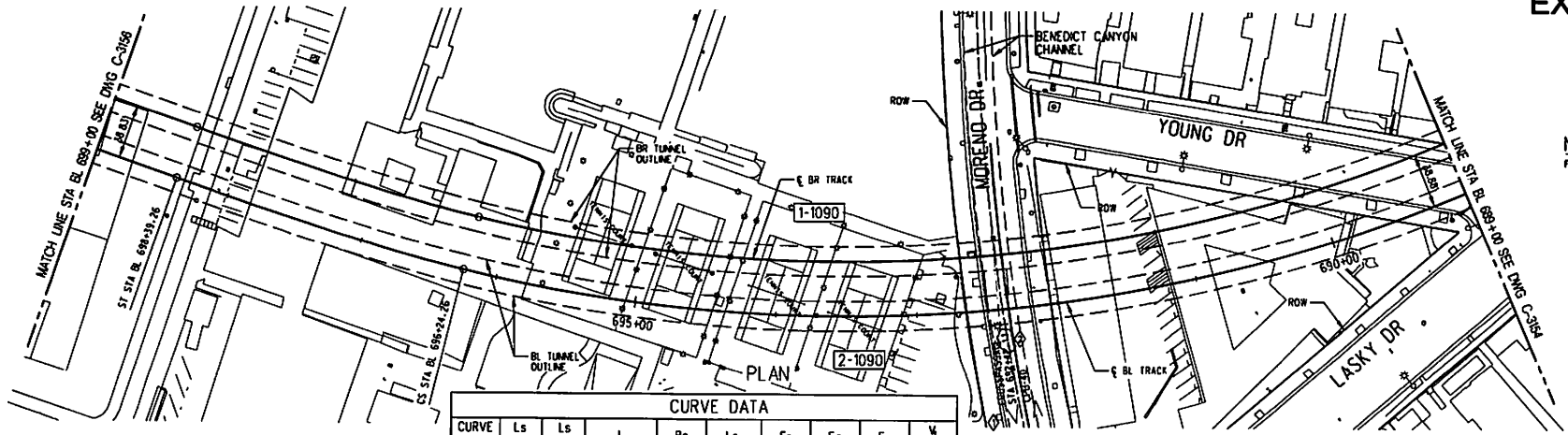
EXHIBIT - D
 2/27/2016
 2:03:58 PM

NOTE:
 FOR GENERAL NOTES SEE DRG C-3011

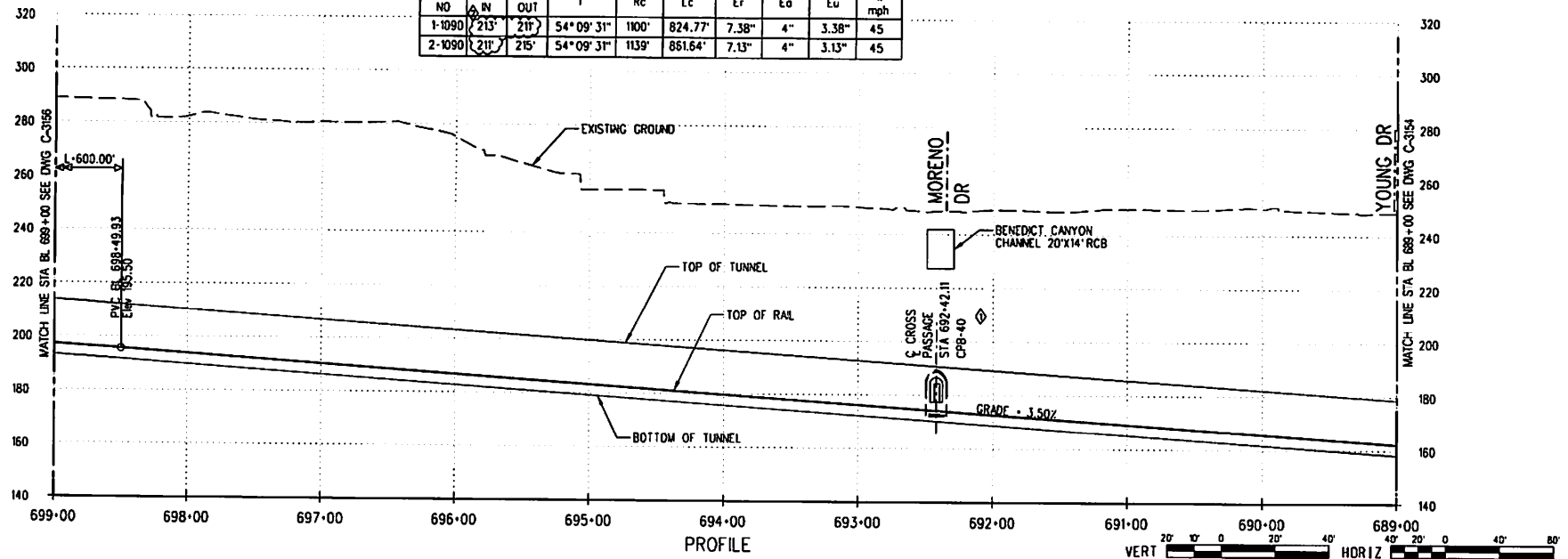
EXHIBIT - D



NOTE:
FOR GENERAL NOTES SEE DWG C-301.



CURVE DATA										
CURVE NO	Ls IN	Ls OUT	I	Rc	Lc	Er	Eo	Eu	V	mph
1-1090	213'	211'	54° 09' 31"	1100'	824.77'	7.38"	4"	3.38"	45	
2-1090	211'	215'	54° 09' 31"	1139'	861.64'	7.13"	4"	3.13"	45	



DESIGNED BY W. ABREGO DRAWN BY W. ABREGO CHECKED BY I. SALVATIERRA IN CHARGE C. BARRATT DATE 09/01/2015				LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY				WESTSIDE PURPLE LINE EXTENSION - SECTION 2 TRACK ALIGNMENT BL PLAN AND PROFILE RODEO DR TO CONSTELLATION BLVD STA 689+00 TO STA 699+00				CONTRACT NO C1120 DRAWING NO C-3155 SCALE HORIZ: 1"=40' VERT: 1"=20' SHEET NO 99			
REV	DATE	BY	APP	RES NO	EXPIRES	SEAL HOLDER	DESCRIPTION								
0	02/02/15	AM	ME				AMENDMENT 8								
0	12/10/15	BA	ME				AMENDMENT 6								
0	09/01/15						ISSUED FOR SOLICITATION								

210184.P4

17272816

L:\CS\BARRATT\BARRATT\CAD\2015\Civil\Section 2\Sheet\Plan & Profile\C1120\C3155.dwg

REV	DATE	BY	APP	REV NO	DESCRIPTION
0	09/01/15	ME			ISSUED FOR SOLICITATION
1	12/10/15	ME			ALIGNMENT 6
2	02/02/16	ME			ALIGNMENT 8
					DRAWN BY L. SANTIAGA
					CHECKED BY M. ABRERA
					SCALE 1" = 40'-0"
					DRAWN BY M. ABRERA
					DATE 09/01/2015

Metro
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

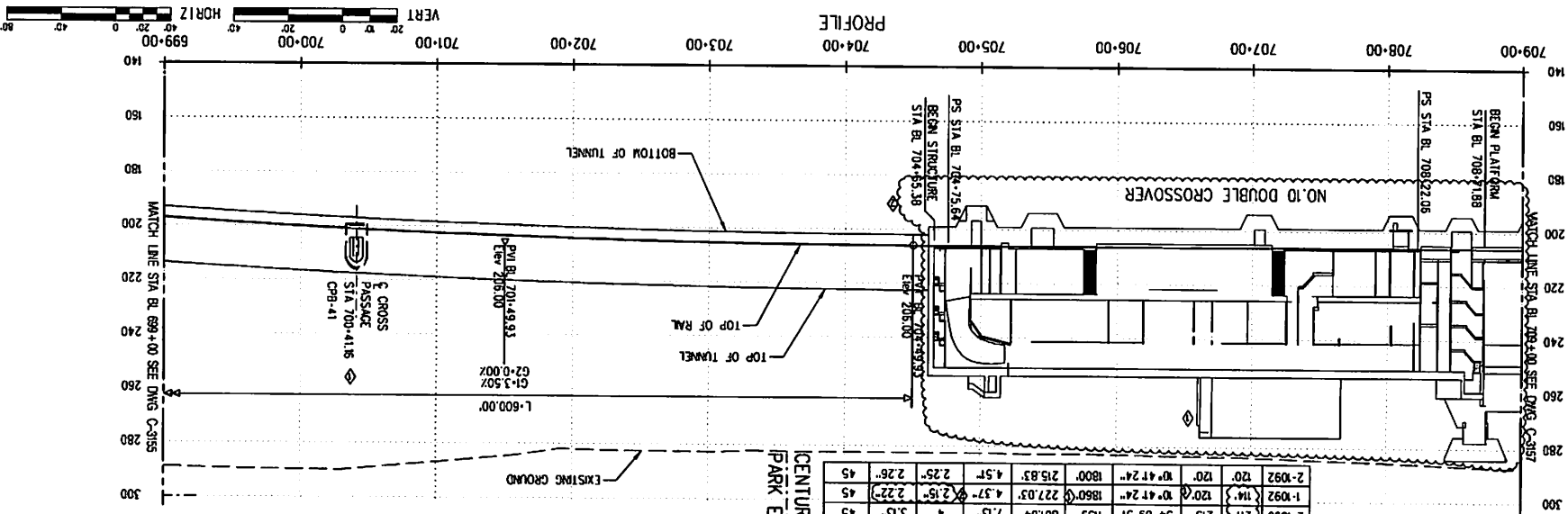
PARSONS BRINCKERHOFF

TRACK ALIGNMENT
BL PLAN AND PROFILE
CENTURY CITY CONSTELLATION STATION
STA 699+00 TO STA 709+00

WESTSIDE PURPLE LINE EXTENSION - SECTION 2

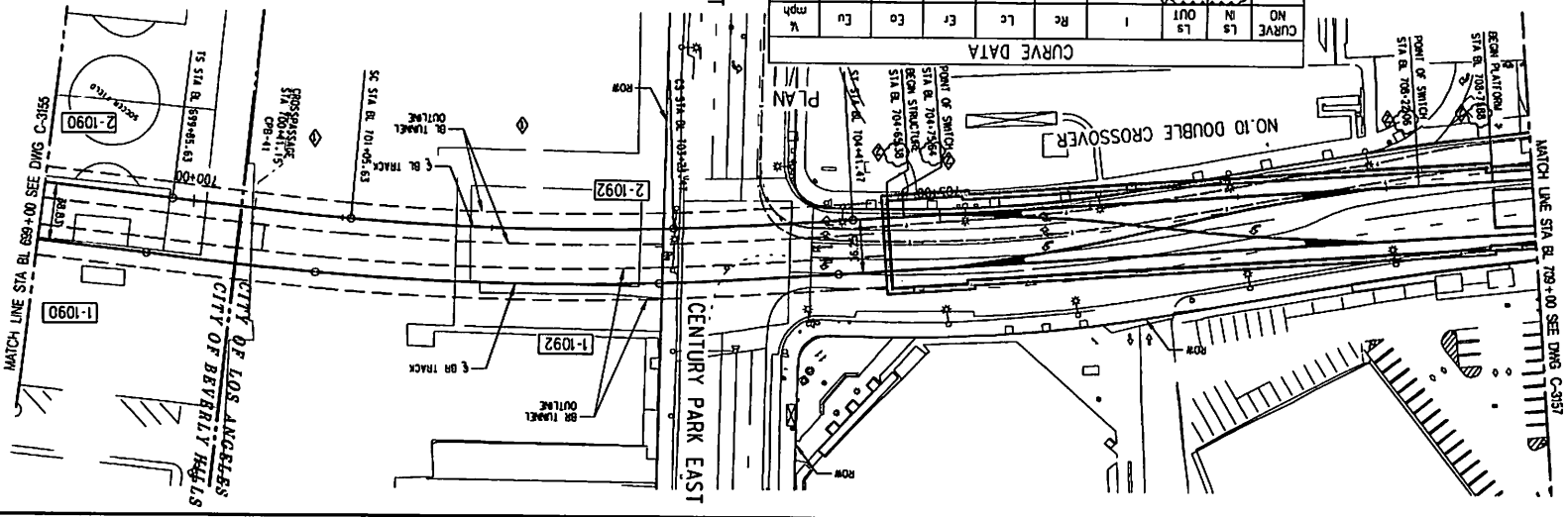
CONTRACT NO. C1120
SHEET NO. 100

SCALE: HORIZ: 1"=40'
VERT: 1"=20'



CURVE DATA

NO	N	OUT	Rc	Lc	Er	Eo	Lu	U
1-1090			100'	824.77'	7.38"	4"	3.38"	4.5
2-1090			1139'	861.64'	7.15"	4"	3.15"	4.5
1-1092			1860'	227.03'	4.37"	2.15"	2.22"	4.5
2-1092			1800'	215.83'	4.51"	2.25"	2.26"	4.5



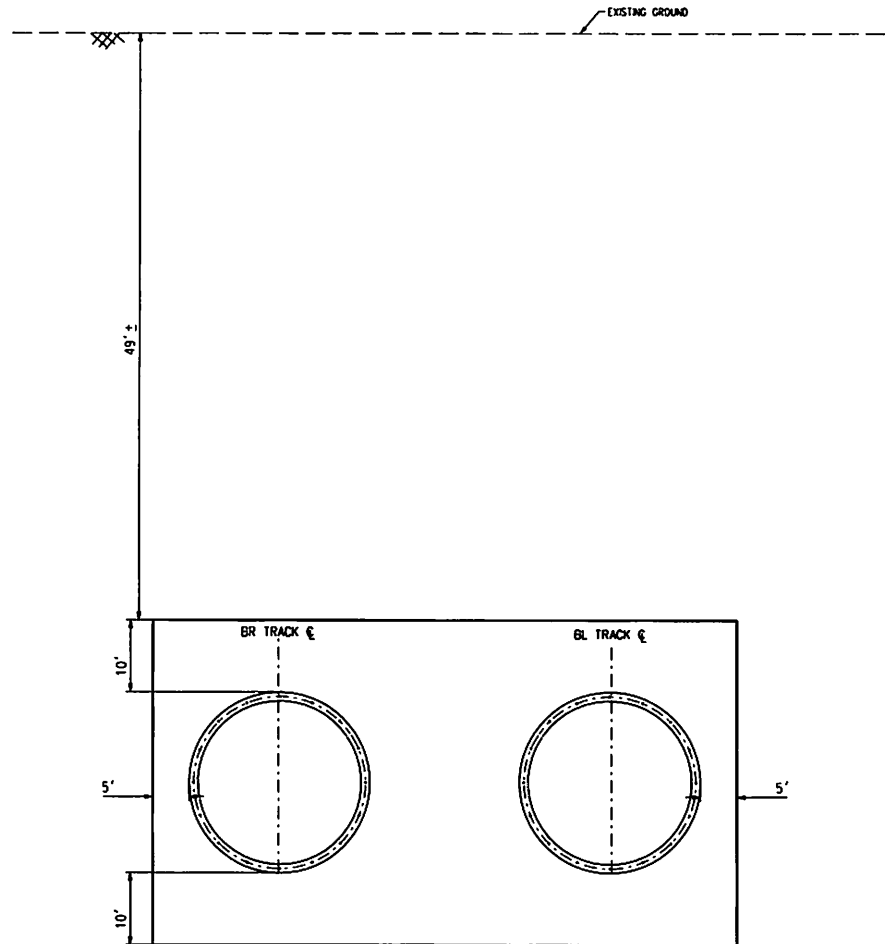
NOTE:
FOR GENERAL NOTES SEE DWG. C-3011.



17/27/2015

210310.PK

EXHIBIT - E



W-3507 TUNNEL SUBSURFACE EASEMENT

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
I. RABEY
DRAWN BY
I. RABEY
CHECKED BY
M. ELLWOOD
IN CHARGE
M. ELLWOOD
DATE
07/03/2018



LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

WESTSIDE PURPLE LINE EXTENSION - SECTION 2
RIGHT-OF-WAY EXHIBIT
TUNNEL SSE PARCEL
W-3507

CONTRACT NO	
DRAWING NO	REV
EXHIBIT E	
SCALE	N.T.S.
SHEET NO	

217444.PH 07/28/18 07/28/18 S&E X-Station Exhibit - E.dgn

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2
PARCEL NO. W-3507**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a permanent subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), and described in the Subsurface Easement (Exhibit C), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

(a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Section 2 ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is appropriated to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is appropriated, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use as it exists or may reasonably be expected to exist in the future.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or

to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELLE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 23rd day of May, 2019.

MICHELLE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")
- 3 - Subsurface Easement (Exhibit "C")

LEGAL DESCRIPTION

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOTS 838, 839, 840 AND 841 OF TRACT NO. 7710, AS PER MAP RECORDED IN BOOK 83, PAGES 94 THROUGH 95 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WITHIN THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE CENTERLINE INTERSECTION OF MORENO DRIVE AND YOUNG DRIVE AS SHOWN ON RECORD OF SURVEY MAP, RECORDED IN BOOK 157, PAGES 63 AND 64 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID INTERSECTION BEING ON A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1746.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 37°06'19" WEST; THENCE SOUTHEASTERLY ALONG SAID CENTERLINE OF MORENO DRIVE AND SAID CURVE 90.18 FEET THROUGH A CENTRAL ANGLE OF 02°57'27"; THENCE RADIAL TO SAID CURVE, NORTH 34°08'52" EAST, 30.00 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 839, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1716.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 34°08'52" WEST, SAID POINT BEING THE **POINT OF BEGINNING**; SAID POINT OF BEGINNING ALSO BEING ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1084.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 56°28'02" EAST; THENCE NORTHEASTERLY ALONG LAST SAID CURVE 136.66 FEET THROUGH A CENTRAL ANGLE OF 07°13'13" TO THE NORTHWESTERLY LINE OF SAID LOT 839; THENCE NORTH 50°43'18" EAST, 149.58 FEET ALONG SAID NORTHWESTERLY LINE AND THE NORTHWESTERLY LINE OF SAID LOT 838 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1154.50 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 70°27'45" EAST; THENCE SOUTHWESTERLY ALONG SAID CURVE 281.33 FEET THROUGH A CENTRAL ANGLE OF 13°57'43" TO A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 841, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1716.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 31°48'56" WEST; THENCE NORTHWESTERLY ALONG LAST SAID SOUTHWESTERLY LINE, AND THE SOUTHWESTERLY LINES OF SAID LOTS 840 AND 839, AND SAID CURVE 69.88 FEET THROUGH A CENTRAL ANGLE OF 02°19'55" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +201.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +149.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT IS APPROXIMATELY 49 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 101 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 2 PROJECT DEFINITION DRAWINGS.

NOTE:
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-25-18
DATE

AFFECTS APN: 4319-005-900

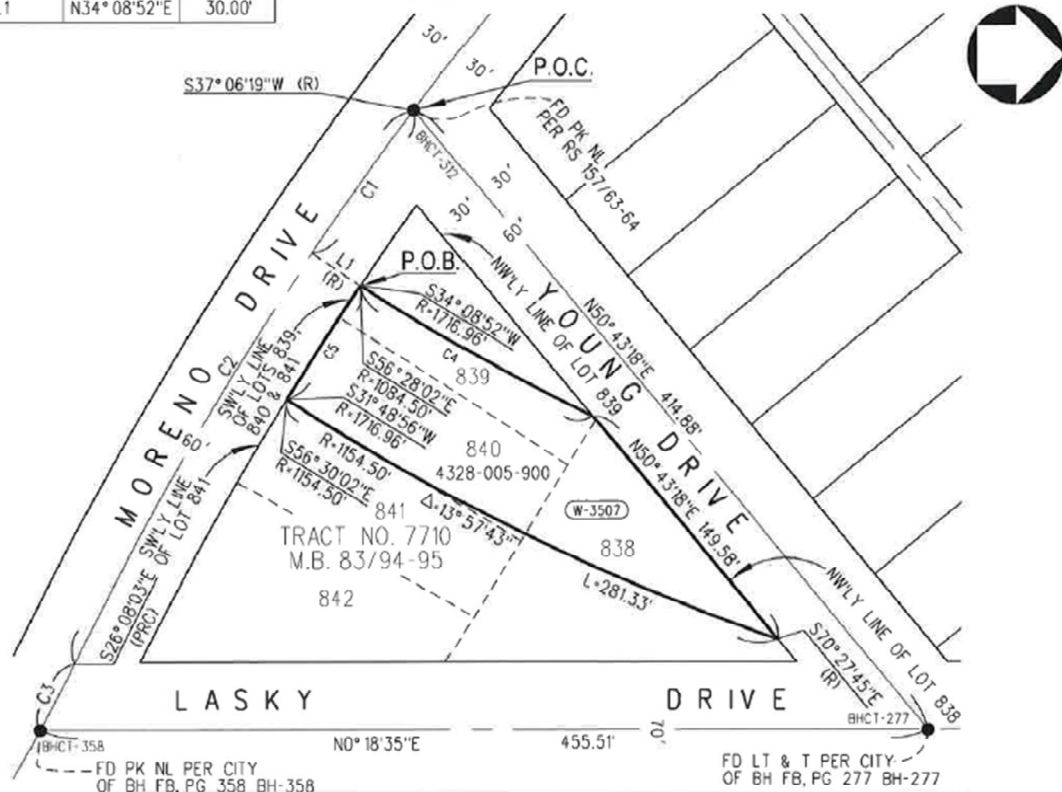
**EXHIBIT B
PLAT MAP**

Plat Map of the Required Subsurface Easement, Parcel W-3507

GRANTOR : BEVERLY HILLS UNIFIED SCHOOL DISTRICT		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PORTION OF LOTS 838, 839, 840 & 841 OF TRACT NO. 7710, M.B. 83/94-95			
BENCH MARK :			
TITLE REPORT : ORANGE COAST TITLE NO. 997-23060295-A-M.3	ADDRESS : NO SITUS, BEVERLY HILLS, CA 90212		
ASSESSOR'S REF. : 4328-005-900	R.O.W. REFERENCE : R-30351 W-3507	NO.	DATE
			REVISION DESCRIPTION

LINE SEGMENT	BEARING	DISTANCE
L1	N34°08'52"E	30.00'

EXHIBIT "B"



CURVE	RADIUS	Δ	LENGTH
C1	1746.96'	02°57'27"	90.18'
C2	1746.96'	10°58'15"	334.51'
C3	891.51'	02°28'50"	38.59'
C4	1084.50'	07°13'13"	136.66'
C5	1716.96'	02°19'55"	69.88'

PARCEL	TOTAL	W-3507
AREA - SQUARE FEET	40,683	14,793

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	CONTRACT NO./DESIGN UNIT SCALE 1" = 80' DATE 09/25/2018 DRAWN BY T. RAINEY CHECKED BY J. NEDLIK REV. DATE REV. NO.
	APPROVED BY: MTA PROJECT MANAGER	

EXHIBIT C
SUBSURFACE EASEMENT

EXHIBIT C

SUBSURFACE EASEMENT

A perpetual, assignable and exclusive subsurface easement ("Easement") to the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA"), its successors, and assigns.

This Easement shall be for use by LACMTA and its "Permitees" (which term refers to the officers, directors, employees, agents, contractors, licensees, customers, visitors, invitees, tenants and concessionaires of LACMTA) to construct, maintain, repair, operate, replace, relocate, remove, use and occupy LACMTA's improvements for mass transit purposes, including, but not limited to, a portion of an underground rail tunnel, and all incidental uses related thereto ("LACMTA's Facilities"). LACMTA intends to use the Easement to operate and provide rail train service as part of LACMTA's rail transit operations.

There shall be no building or use of any property upon, above, or contiguous to the Easement that would interfere with, damage or endanger LACMTA's Facilities, or the excavation, construction, maintenance, replacement, enjoyment or use thereof. In order to ensure the structural integrity of LACMTA's Facilities, there shall be no excavation or construction above or adjacent to the Easement without LACMTA's express written consent, and after LACMTA's review of the plans and specifications for excavation or construction. LACMTA's right to consent to such excavation or construction is limited to this purpose, and LACMTA may not unreasonably withhold its consent.

The Easement and all the provisions hereof shall inure to the benefit of, and be binding upon, all parties who claim an interest in the property and LACMTA, and their respective successors and assigns.

3210172.1

**Board Report**

File #: 2019-0278, **File Type:** Contract

Agenda Number: 43.

REVISED
REGULAR BOARD MEETING
MAY 23, 2019

SUBJECT: REGIONAL RAIL ON-CALL SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE 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
- 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
- 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

- 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)

ISSUE

Metro's Regional Rail Engineering and Planning Bench expired on April 25, 2018 for professional services for railroad infrastructure engineering and related services. Due to the diversity and complexity of Metro's Regional Program integrating commuter rail, intercity rail, high speed rail, freight trains along with light rail in the right-of-way corridor, Regional Rail expanded the scope of services into three separate on-call solicitations with task orders that will be issued to the selected contractors on a rotating basis.

BACKGROUND

In partnership and coordination with LOSSAN, California High Speed Rail Authority, Southern California Regional Rail Authority (also known as Metrolink) and its five member joint powers authority including the San Bernardino County Transportation Authority, Riverside County Transportation Authority, Orange County Transportation Authority and Ventura County Transportation Commission, Metro Regional Rail is responsible for planning and environmental studies, programming, designing and constructing numerous regional rail projects that serve the commuter, intercity, freight and high speed rail systems in Los Angeles County to enhance the regional rail mobility in Southern California. Metro owns approximately 150 route miles of Class 1 commuter rail right-of-way with 152 at-grade crossings in Los Angeles County spanning across up to Lancaster in the North, Chatsworth station in the west and Claremont in the East.

The Regional Rail bench contract expired April 2018 and generated nine task orders totaling \$5.8 million that included five prime engineering consultants only. Staff was successful in using all five consultants on a rotating basis. The Regional Rail bench scope of work was limited to \$1 million per task and since most of the Regional Rail work exceeded \$1 million per task, staff used the standard Request for Proposal (RFP) procurement which takes at least 3 to 4 months longer. Regional Rail work using the RFP procurement exceeded a total of \$100 million.

DISCUSSION

The Regional Rail program has grown up to \$5 billion and, with the exception of the grade separation projects, most of these projects are consistent with Metrolink's Southern California Optimized Rail Expansion Plan (SCORE). Some of these projects, such as the Link Union Station, Rosecrans Marquardt Grade Separation, Doran Street Grade Separation Active Transportation Projects, etc. have been awarded state funding or received financial commitment totaling over \$1.1 billion. In addition, Metro Regional Rail is working with Metro Planning, Metrolink and partner agencies in actively pursuing grants for the capital program so staff anticipates there are additional new Regional Rail projects that will be added over the term of the contract. In addition, Metrolink and any other applicable Regional Rail partner agencies can also lead capital planning studies, design and construction on the Regional Rail system including Metro owned Right-of-Way in partnership and cooperation with Metro.

Due to the complicated engineering and planning analysis of integrating commuter rail, intercity rail, light rail, freight rail, future high speed rail systems along with light rail in the same right-of-way corridor coupled with transit oriented developments, the Regional Rail on-call services aligns the diversity and complexity of the planning, designing and constructing the regional rail program for specific phases of a projects life. The three separate on-call service solicitations widened the diversity of the Regional Rail consultants and allowed staff to unbundle the work in discrete phases in lieu of the former method of one bigger Request for Proposals. In addition, the three separate on-call service solicitations added approximately 50 percent new consultants to the Regional Rail program compared to only the five prime engineering firms.

Regional Rail has a proven track record of using all five consultants in the Regional Rail Bench. However, due to conflicts with other Metro and non-Metro projects, of the five consultants on the Regional Rail bench, there were instances when only one proposal was received and staff was only able to use some of the consultants once during the prior contract term. Therefore, the three on-call contracts, which include four to six consultants each, are needed to support the diverse work of the Regional Rail program. With a busy construction market with several large transit, airport, and real estate developments of up to \$2 billion for each project and due to the size of the projects, there are many of the consultants working on multiple projects. With the number of consultants under each on-call contract, Metro should avoid potential conflicts that the consultants may have with their other projects.

In order to support this work, staff is recommending the total funding value of \$14 million for planning and environmental, \$15 million for engineering and design, and \$14 million for project management contracts over the next five years. An on-call program will expedite the task order procurement process for small- or mid-scale projects since all qualified consultants are chosen through this award approval process. The task order assignments issued under these on-call contracts are tasks that will require specialized services and must be initiated and completed in a relatively short period of time.

DETERMINATION OF SAFETY IMPACT

The approval of these on-call contracts will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Adoption of Regional Rail on-call contracts would have no impact on the existing FY19 budget. Funding for FY19 task orders will come from existing Regional Rail budgets for other 2415 cost center projects. Each task order awarded to a contractor will be funded with source of funds identified at the time of project initiation. Since this is a multi-year contract, the cost center senior executive officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for each task order varies for each specific project that includes California High Speed Rail Prop 1A, California State Transit Intercity Rail Program, Senate Bill 1 Active Transportation Program, Transportation Investment Generating Economic Recovery Grant (TIGER) Discretionary Grants (renamed to Better Utilizing Investments to Leverage Developments), State Transportation Improvement Program, Measure R 3% and other funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail'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 strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- 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 Metro Board could choose not to approve the recommendations. This is not recommended as the awards of these on-call services is needed to support the Regional Rail program to deliver projects on-time and within budget and support Regional Rail's ability to respond quickly to Board direction. In addition, the on-call services will create new contracting opportunities.

NEXT STEPS

Upon Board approval, staff will establish and execute the on-call contracts. As needed, staff will prepare individual task orders from specific on-call contracts and begin working with the consultants

on a rotating basis to agree on scope of work and a cost estimate. SBE and DVBE goal requirements will be upheld for each individual task order. The Regional Rail team will report on an annual basis to the Board on the usage of the on-call contracts.

(CARRIED OVER FROM APRIL)

ATTACHMENTS

Attachment A - Procurement Summaries

Attachment B - DEOD Summaries

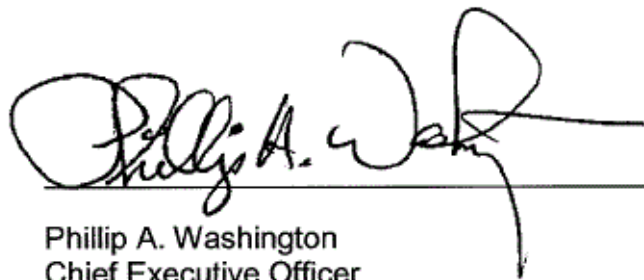
Prepared by: Brian Balderrama, Senior Director, Project Engineering, Regional Rail, (213) 418-3177

Jeanet Owens, Senior Executive Officer, Project Management/Regional Rail, (213) 418-3189

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

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**ENGINEERING AND DESIGN ON-CALL ADVISORY SERVICES
AE56750000 through AE56750004**

1.	Contract Number: AE56750000, AE56750001, AE56750002, AE56750003, AE56750004	
2.	Recommended Vendor: AECOM Technical Services Inc., HDR Engineering Inc., Mott MacDonald LLC, Pacific Railway Enterprises Inc., RailPros, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: 01/16/19	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked-up/ Downloaded: 243	Proposals Received: 11
6.	Contract Administrator: Mark Penn	Telephone Number: 213-922-1455
7.	Project Manager: Jeanet Owens	Telephone Number: 213-418-3189

A. Procurement Background

This Board Action is to approve Contract Nos. AE56750000, AE56750001, AE56750002, AE56750003, and AE56750004 issued to AECOM Technical Services, Inc., HDR Engineering, Inc., Mott MacDonald LLC, Pacific Railway Enterprises, Inc., and Rail Pros, Inc., respectively, in support of engineering and design on-call advisory services for rail projects in Los Angeles County. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 28% (SBE 25% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work under each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

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

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date.
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date.
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018 and was attended by 230 participants representing 124 companies. There were 47 questions asked and responses were released prior to the proposal due date.

A total of 243 firms downloaded the RFP and were included in the plan holders list. A total of 11 proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 11, 2018 through November 8, 2018, the PET completed its independent evaluation of the proposals. The PET determined that four firms were outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

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

1. AECOM Technical Services Inc.
2. HDR Engineering, Inc.

3. Mott MacDonald, LLC
4. Pacific Railway Enterprises, Inc.
5. RailPros, Inc.
6. Regional Rail Engineering Team
7. TY Lin International

On November 16, 2018, the PET interviewed the seven firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, experience with innovative technologies and creative project delivery solutions, approach to increasing ridership, and ability to negotiate between design preferences and design standards, reconcile between contract requirements and project requirements, and manage conflicting stakeholder interests.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc.

HDR was founded in 1917 and since 1973, has been a part of the Southern California business landscape with office locations in Los Angeles, Irvine, Long Beach, Riverside, and San Diego. Locally, HDR has 400 professionals who specialize in planning, environmental, rail, transit, structures, highway, roadway, water, and construction management services.

In its proposal and during oral presentation, HDR provided a clear and concise program management plan (PMP) that included resource allocation and project controls. One key element in resource allocation was that HDR would leverage staff in various offices if necessary, locally and nationally. A clear stakeholder coordination and community support plan was also presented. HDR also identified a list of technical approaches for work tasks and identified projects on where that same approach may have been previously used on other HDR projects.

RailPros, Inc.

RailPros, Inc. is a rail and freight rail consultant in Southern California. The company has 125 California staff with the local staff providing a full range of expertise with project managers, disciplinary engineers, project controls, construction management, inspection, and flagging staff.

In their proposal and during oral presentations, RailPros, Inc. displayed a clear understanding of the requirements of the program in addition to the challenges that would be encountered. A six-step approach to success was presented in the proposal; and during oral presentation, the company demonstrated extensive experience in designing and building regional rail systems while maintaining service at the same time. The PMP was clear and well thought out. Personnel designated as key would be dedicated for the duration of the contract.

The team's collective areas of expertise as highlighted in the proposal and during oral presentations include railroad crossings, track work, quiet zones, signaling, PTC, traffic engineering, structures, fiber optics, station communications, civil, utilities, third party coordination, construction phasing, public finance, and procurement support.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) is a Southern California local business that provides program management, civil engineering, right-of-way engineering, and signal and communications design to its clients.

In their proposal and during oral presentation, PRE demonstrated extensive experience with freight and commuter rail lines. An overview of some basic overriding aspects that are key to delivering a successful project was provided in the proposal. The PMP was clear and emphasized that PRE was positioned to provide responses in a timely manner. A schedule was provided in the proposal which helped provide clarity in understanding anticipated work.

AECOM Technical Services Inc.

AECOM is a global provider of transportation planning, engineering, urban design, architecture, technical support, and management services to a broad range of markets, including the transit industry.

AECOM presented a clear and concise PMP. Six task focus areas were identified as being the core concentration of the project: Rail Corridor and Track Design; Grade Separations; Grade Crossings; Stations and Facilities; Systems; and Specialty Services and Support. In addition, AECOM and its team outlined a detailed approach in providing a comprehensive utility investigation and design application that could be applied to any variation of transit projects, large or small.

Mott MacDonald, LLC

Mott MacDonald LLC provides rail engineering services that range from corridor planning and feasibility studies to preliminary and final engineering design, construction management, commissioning, and asset management.

The proposal and oral presentation showed the company being able to balance working with railroads and relevant stakeholders on commuter rail projects without disrupting operations. The company demonstrated a good understanding of the statement of work and how work should be processed. In addition to a good explanation regarding how coordination with public and private stakeholders was provided, drone technology and its capability was also discussed as a means of addressing general project challenges.

Following is a summary of the PET evaluation scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	HDR				
2	Skill and Experience of the Team	90.00	40.00%	36.00	
3	Project Management Plan	84.66	35.00%	29.63	
4	Project Understanding	86.67	25.00%	21.67	
5	Total		100.00%	87.30	1
6	Rail Pros, Inc.				
7	Skill and Experience of the Team	82.23	40.00%	32.89	
8	Project Management Plan	85.33	35.00%	29.87	
9	Project Understanding	87.33	25.00%	21.83	
10	Total		100.00%	84.59	2
11	Pacific Railway Enterprises, Inc.				
12	Skill and Experience of the Team	82.23	40.00%	32.89	
13	Project Management Plan	82.00	35.00%	28.70	
14	Project Understanding	71.33	25.00%	17.83	
15	Total		100.00%	79.42	3
16	AECOM Technical Services Inc.				
17	Skill and Experience of the Team	77.78	40.00%	31.11	
18	Project Management Plan	78.66	35.00%	27.53	
19	Project Understanding	80.00	25.00%	20.00	
20	Total		100.00%	78.64	4
21	Mott MacDonald LLC				
22	Skill and Experience of the Team	81.10	40.00%	32.44	
23	Project Management Plan	78.00	35.00%	27.30	
24	Project Understanding	75.32	25.00%	18.83	

25	Total		100.00%	78.57	5
26	Regional Rail Engineering Team				
27	Skill and Experience of the Team	77.78	40.00%	31.11	
28	Project Management Plan	70.67	35.00%	24.73	
29	Project Understanding	72.68	25.00%	18.17	
30	Total		100.00%	74.01	6
31	TY Lin International				
32	Skill and Experience of the Team	68.83	40.00%	27.53	
33	Project Management Plan	72.00	35.00%	25.20	
34	Project Understanding	73.28	25.00%	18.32	
35	Total		100.00%	71.05	7

C. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

Nationally, HDR is supported by nearly 10,000 employee owners in over 200 locations world-wide and has completed projects in 60 countries. Other clients include Metrolink, SBCTA, RCTC, OCTA, SANDAG, NCTD, Amtrak, UPRR, BNSF, and Alameda Corridor-East Construction Authority. In addition, HDR Engineering, Inc. has extensive experience in transportation planning, corridor studies, transit alternatives, strategic plan development, policy development, environmental planning, environmental documents, engineering design, architecture, grant programs, and Right of Way.

Their proposed Project Manager has more than 23 years of experience and has conducted transportation planning studies for Southern California public agencies since 1980. Other key HDR staff members average over 24 years in the industry.

RailPros, Inc.

RailPros, Inc. is focused on rail infrastructure and their stated mission is to provide complete railroad project delivery services from concept through completion characterized by technical excellence and outstanding service that creates long term

value to its customers. Their proposed Project Manager has over 20 years' experience on railroad projects and has managed railroad track and structures projects as well as led and performed railroad structures engineering work. Other key personnel average over 18 years of experience.

The company currently has contracts with Metrolink, Metro, UPRR, BNSF, the Ports, LOSSAN, private clients and related public agencies respectively. Current business includes active projects such as, but not limited to, Van Nuys North Platform, Vista Canyon Multi-Modal Center, SCRRA On-Call, SMART Larkspur Extension, and ACE Grade Crossings.

Pacific Railway Enterprises, Inc.

Pacific Railway Enterprises, Inc. (PRE) is a local business in operation since 1994. The company's experience is in providing program management, civil engineering, right-of-way engineering, and signal and communications design. Offices are located in Riverside, CA and San Diego, CA. Recently completed projects include Metrolink's Perris Valley Line and the San Bernardino Downtown Passenger Rail Project, as well as work on the Orange County and Valley Ventura Lines and Positive Train Control (PTC) interfaces with rail vehicles. PRE is also providing final signal design for the Redlands Rail Passenger Project.

The proposed Project Manager has over 34 years of experience on railroad projects.

AECOM

Headquartered in Los Angeles, California, AECOM and its legacy companies have been providing technical services for commuter and intercity rail and freight rail for over 75 years and has worked with nearly every major transit agency and every Class 1 railroad in the US and Canada. AECOM has a long history of working with Metro and SCRRA beginning with engineering assistance in the early 1990's and continuing today. The experience includes corridor planning and track, grade crossing, station, bridge, and systems design and construction management on high-traffic rail corridors with compressed construction windows.

Other projects include the Empire Avenue Grade Separation, Perris Valley Extension, City of Glendale Grade Crossing Improvements, Orange Line/Chatsworth Metrolink Station, and LA County Grade Crossing and Corridor Study. AECOM is staffed globally and nation-wide, with 300 of its total personnel located in Los Angeles. The project manager has 36 years of experience. Other key personnel average over 26 years of experience.

Mott MacDonald, LLC

Mott MacDonald is an employee owned global planning, engineering, management, and development consultancy with a long history of serving public and private sector

clients with a broad and diverse range of professional services. For the past 30 years, the company has been actively delivering rail engineering projects in the LA County. Clients have and presently include OCTA, SBCTA, NCTD, CHSRA, and Metro. Projects include, but are not limited to, shared corridor design with CHSRA; OCTA's Grade Separation Program; delivering a program of track and station upgrades for NCTD; and prime consultant on the Crenshaw/LAX project for Metro.

The proposed project manager has over 29 years of railroad engineering project experience. Other proposed key personnel average over 26 years of experience in rail services ranging from project management, support facilities, utilities, grade crossings, structures, station planning, feasibility studies, engineering design, construction management, third party stakeholder management, and commissioning.

PROCUREMENT SUMMARY

**PLANNING AND ENVIRONMENTAL ON-CALL SERVICES
AE56752000 through AE56752005**

1.	Contract Number: AE56752000, AE56752001, AE56752002, AE56752003, AE56752004, AE56752005	
2.	Recommended Vendor: HDR Engineering, Inc., STV Inc., WSP USA, Inc., Mott MacDonald, LLC, M. Arthur Gensler Jr. and Associates, Inc. (Gensler), and Jacobs/CH2M Hill, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In-process	
	F. Conflict of Interest Form Submitted to Ethics: 12/21/18	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked-up/ Downloaded: 211	Proposals Received: 10
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Jeanet Owens	Telephone Number: 213-418-3189

A. Procurement Background

This Board Action is to approve Contract Nos. AE56752000, AE56752001, AE56752002, AE56752003, AE56752004, and AE56752005 issued to HDR Engineering, Inc., STV, Inc., WSP USA, Inc., Mott MacDonald, LLC, Gensler, and Jacobs/CH2M Hill, Inc., respectively, in support of planning and environmental on-call services. Board approval of contract awards are subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 27% (SBE 24% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work under each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

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

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date;
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date;
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018 and was attended by 230 participants representing 124 companies. There were 76 questions asked and responses were released prior to the proposal due date.

A total of 211 firms downloaded the RFP and were included in the plan holders list. A total of ten proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the week of October 11, 2018, the PET completed its independent evaluation of the ten proposals received and determined that eight were determined to be within the competitive range and are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. ICF Jones & Stokes, Inc.
3. Jacobs/CH2M Hill, Inc.
4. Kimley-Horn and Associates, Inc.
5. M. Arthur Gensler Jr. & Associates, Inc. (Gensler)
6. Mott MacDonald, LLC
7. STV Incorporated
8. WSP USA, Inc.

Two firms were determined to be outside the competitive range and not included for further consideration as proposals were not clear in addressing the requirements.

During the week of November 16, 2018, the PET interviewed the eight firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, project requirements, manage stakeholder interests, and experience with planning and environmental services.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc. (HDR)

HDR is an architectural, engineering and consulting firm. HDR's proposal showed expertise in a wide range of services including planning, technology, project management, risk management plans, environmental, rail, transit, structures, highway, roadways, construction management services, and a skilled team of project personnel.

HDR's proposal and oral presentation demonstrated experience in transportation planning work that includes corridor studies, transit alternatives analysis, strategic plan development, policy development, project prioritization and financial analysis. Their planning expertise covers the full range of rail modes, including urban streetcar, heavy rail, hybrid rail, commuter rail and intercity rail. In addition, their staff is familiar with both the Federal Transit Administration and the Federal Railroad Administration.

Jacobs/CH2M Hill, Inc. (Jacobs)

Jacobs, is a global engineering firm that specializes in consulting, design, construction and operation services. The Jacobs proposal showed expertise in a wide range of services across a broad spectrum of transit, rail and technology

services, including planning, technology, project management, risk management plans, environmental, rail, transit, structures, highway, roadways, and construction management services.

The proposal demonstrated experience in all phases of planning support services, environmental services, multi-modal operations and planning analysis, policy and planning, technology and community support. In addition, Jacobs identified projects involving project reports, feasibility studies, corridor studies, technology studies and environmental studies to further demonstrate their qualifications.

M. Arthur Gensler Jr. & Associates (Gensler)

Gensler is a global architecture, design, and planning firm. Gensler has been recognized as a leader in the development of transit and transportation facilities, including large-scale city and community master plans, and development projects for both the private and public sectors.

Gensler's proposal and oral presentation demonstrated experience in phases in planning and professional services. Gensler identified projects involving concept reports, feasibility studies, corridor studies, project study reports, technical studies, tunneling, project approval/environmental document services, public outreach, landscaping services, site assessments, and geotechnical services.

Mott MacDonald, LLC (Mott)

Mott is a global planning, engineering, management, development and consulting firm. The Mott proposal and oral presentation showed expertise in a wide range of transportation and planning services that include corridor planning, station planning, feasibility studies to preliminary and final engineering design, construction management, commissioning and asset management.

In their proposal and oral presentation, Mott referenced projects they performed over the last five years. Some of the projects performed were the Los Angeles – Glendale – Burbank Corridor study, Metrolink Station Location Study, Station Assessment Study, and the design of the Burbank Airport South Station.

STV Inc. (STV)

STV is a leader in providing architectural, planning, environmental, and construction management services for transportation systems, infrastructure, buildings, energy, and other facilities. STV's proposal and oral presentation demonstrated expertise in design, planning, environmental, community outreach, and familiarity with regional rail.

STV offered strong project management support with extensive experience in handling and working on a number of complex light and heavy rail projects. In

addition, STV provided a list of project experience that demonstrated the qualifications of their team and firm.

WSP USA, Inc. (WSP)

WSP is a leading engineering, environmental, design and professional services firm. WSP’s proposal and oral presentation showed expertise in many disciplines such as effective project management, quality control and risk management, planning, community support, public engagement, and environmental and technical studies.

The proposal demonstrated relevant on-call experience and substantial local stakeholder experience with the Los Angeles area including Metro, Metrolink, cities, and municipalities. WSP provided detailed management plans, quality control reviews, technical reviews, management planning, monitoring, and solutions for personnel changes.

Following is a summary of the PET evaluation scores:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	HDR Engineering, Inc.				
2	Skill and Experience of the Team	86.68	40.00%	34.67	
3	Project Management Plan	80.00	35.00%	28.00	
4	Project Understanding	83.32	25.00%	20.83	
5	Total		100.00%	83.50	1
6	STV Incorporated				
7	Skill and Experience of the Team	81.10	40.00%	32.44	
8	Project Management Plan	82.51	35.00%	28.88	
9	Project Understanding	85.00	25.00%	21.25	
10	Total		100.00%	82.57	2
11	WSP USA, Inc.				
12	Skill and Experience of the Team	80.00	40.00%	32.00	
13	Project Management Plan	80.86	35.00%	28.30	
14	Project Understanding	81.68	25.00%	20.42	
15	Total		100.00%	80.72	3
16	Mott MacDonald, LLC				
17	Skill and Experience of the Team	82.23	40.00%	32.89	
18	Project Management Plan	76.69	35.00%	26.84	

19	Project Understanding	75.00	25.00%	18.75	
20	Total		100.00%	78.48	4
21	M. Arthur Gensler Jr. & Assoc.				
22	Skill and Experience of the Team	75.55	40.00%	30.22	
23	Project Management Plan	75.83	35.00%	26.54	
24	Project Understanding	78.32	25.00%	19.58	
25	Total		100.00%	76.34	5
26	Jacobs/CH2M Hill, Inc.				
27	Skill and Experience of the Team	76.68	40.00%	30.67	
28	Project Management Plan	75.00	35.00%	26.25	
29	Project Understanding	76.68	25.00%	19.17	
30	Total		100.00%	76.09	6
31	ICF Jones & Stokes, Inc.				
32	Skill and Experience of the Team	75.55	40.00%	30.22	
33	Project Management Plan	74.17	35.00%	25.96	
34	Project Understanding	71.68	25.00%	17.92	
35	Total		100.00%	74.10	7
36	Kimley-Horn and Associates, Inc.				
37	Skill and Experience of the Team	73.33	40.00%	29.33	
38	Project Management Plan	70.00	35.00%	24.50	
39	Project Understanding	73.32	25.00%	18.33	
40	Total		100.00%	72.16	8

C. Cost

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

Since 1973, HDR Engineering, Inc., has been a part of the Southern California business landscape with office locations in Los Angeles, Irvine, Long Beach, Riverside, and San Diego. In the Southern California region, they have 400 professionals who specialize in planning, environmental, rail, transit, structures, highway, roadway, water, and construction management services. HDR has worked with the Riverside Transportation Commission, Orange County Transportation Authority, San Bernardino County Transportation Authority, State of California, and Federal agencies.

Their proposed Project Manager has almost 40 years' experience and has conducted transportation planning studies for Southern California public agencies since 1980. In addition, HDR Engineering, Inc. demonstrated experience in transportation planning, corridor studies, transit alternatives, strategic plan development, policy development, environmental planning, environmental documents, architecture, grant programs, and right of way.

Jacobs/CH2M Hill, Inc.

For over 30 years, Jacobs/CH2M Hill, Inc. has experience implementing comparable regional rail planning and environmental services, along with an understanding of local geography, stakeholders, and community challenges. They possess experience in a diverse range of complex projects and worked with Metro and other key agencies such as Metrolink, San Bernardino County Transportation Authority, Orange County Transportation Commission, Riverside County Transportation Commission, and North County Transit District.

The proposed project manager has nearly 40 years of experience in public transportation and is a former Chief Executive Officer of Metrolink. In addition, the project manager is familiar with local issues and has worked with local, state and federal agencies to evaluate projects and service development plans for passenger rail.

M. Arthur Gensler Jr. & Associates (Gensler)

Founded in San Francisco in 1965, Gensler is a global architecture, design, and planning firm, and is a California Corporation with over 48 offices. Gensler has over 600 planners, architects and designers with experience working for projects in Los Angeles. Gensler's proposed staff average over 20 years of experience with capital projects, transit service operations, public, and environmental planning, environmental documents, architecture, transportation planning, and feasibility studies.

The proposed project manager has 20 years' experience in organizational development, leadership, management training, and marketing research. The project manager is currently the project principal for the Metro Integrated Station Design Solutions project. In addition, he has worked on a wide range of projects for major transit agencies and governments, including BART, Los Angeles World Airports and the County of Los Angeles.

Mott MacDonald, LLC

Mott MacDonald is a global planning, management, and development consultancy with a long history of serving public and private sector clients with a broad and diverse range of professional services. Mott MacDonald, LLC, has 16,000 employees globally and their work comprises of approximately 60 percent of it deals with transportation services.

The proposed project manager has 12 years of experience in planning and managing commuter rail, hybrid rail, high-speed rail, light rail, and station area planning projects for public agencies. In addition, the project manager has experience in coordinating with the various government agencies that will be involved in projects pertaining to the new contract and is currently leading the Los Angeles-Glendale-Burbank Corridor Study Project for Metro.

STV Incorporated

Founded in 1912, STV Inc., is an industry leader in environmental planning and documentation, and has been engaged by many transportation agencies to perform task order based contracts.

The proposed program manager has 15 years of experience in the preparation of feasibility studies, alternatives analysis, and National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) clearances for transportation projects. In addition, the program manager is overseeing the environmental compliance strategy and community outreach efforts for the Metro Brighton to Roxford Project.

WSP USA, Inc.

WSP USA provides engineering and professional services worldwide. It designs solutions in the areas of building, transportation, energy, water, and environment sectors.

Since the 1980's, they have been involved in Metro projects and has knowledge of the Southern California regional rail system and first-hand experience with regional rail and its stakeholders. WSP USA, Inc. has performed work with Riverside County

Transportation Commission, Metrolink, California High-Speed Rail Authority, and San Diego Association of Governments.

The proposed program manager has more than 30 years of experience in transportation management, project management, environmental and public outreach efforts. In addition, the program managers served as a Deputy Director of Capital Programs for the Port Authority of New York and New Jersey.

PROCUREMENT SUMMARY

**PROJECT MANAGEMENT ON-CALL SERVICES
AE5664300102, AE5664300302, AE5664300001, AE5664300202**

1.	Contract Numbers: AE5664300102, AE5664300302, AE5664300001, AE5664300202	
2.	Recommended Vendor: Arcadis/RailPros, WSP USA, Inc., AECOM Technical Services, Inc., Stantec Consulting Services	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 8/6/18	
	B. Advertised/Publicized: 8/6/18	
	C. Pre-Proposal Conference: 9/6/18	
	D. Proposals Due: 10/10/18	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: 01/17/19	
	G. Protest Period End Date: 4/23/19	
5.	Solicitations Picked up/Downloaded: 216	Proposals Received: 9
6.	Contract Administrator: DeValory Donahue	Telephone Number: 213-922-4726
7.	Project Manager: Brian B. Balderrama	Telephone Number: (213) 418-3177

A. Procurement Background

This Board Action is to approve Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 issued to Arcadis/RailPros, WSP USA, Inc., AECOM Technical Services, Inc., and Stantec Consulting Services, respectively, in support of project management on-call services for rail projects in Los Angeles County. Board approval of contract awards are subject to the resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 26% (SBE 23% and DVBE 3%). Contract type is a fixed unit labor rate basis.

Work for each Contract will be authorized through the issuance of separate FFP task orders. Each future task order will contain a specific statement of work for a scope of services.

Task orders will be issued to the contractors on a rotating basis. If one contractor is unable to perform the work under a task order, the task order will be issued to the next contractor.

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

- Amendment No. 1, issued on September 18, 2018, extended the proposal due date and question submission date.
- Amendment No. 2, issued on September 27, 2018, extended the proposal due date.
- Amendment No. 3, issued on October 4, 2018, extended the proposal due date.

A pre-proposal conference was held on September 6, 2018, and was attended by 230 participants representing 124 companies. There were 55 questions asked and responses were released prior to the proposal due date.

A total of 216 firms downloaded the RFP and were included in the planholders' list. A total of nine proposals were received on October 10, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET), consisting of staff from Metro and Southern California Regional Rail Authority (SCRRA or Metrolink), was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|------------------------------------|------------|
| • Skill and Experience of the Team | 40 percent |
| • Project Management Plan | 35 percent |
| • Project Understanding | 25 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E on-call project delivery support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the skill and experience of the team.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During October 11, 2018 through November 19, 2018, the PET completed its independent evaluation of the proposals. The PET determined that three firms were outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

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

1. AECOM
2. Arcadis/RailPros
3. Metro Regional Rail Partners
4. Rail Surveyors and Engineers
5. Stantec Consulting Services
6. WSP USA, Inc.

On November 30 and December 17, 2018, the PET interviewed five firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all firms elaborated on their qualifications and project experience.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's commuter rail experience, experience with innovative technologies and creative project delivery solutions, approach to increasing ridership, and ability to negotiate between design preferences and design standards, reconcile between contract requirements and project requirements, and manage conflicting stakeholder interests.

Qualifications Summary of Recommended Firms

Arcadis/RailPros (RPA)

RPA is a unique joint venture that brings together the strengths of two firms-Arcadis and RailPros. Both firms are expert providers of project and construction management and engineering support for California transit and railroad clients.

Their proposal showed extensive knowledge of what is required for task order management and execution. Arcadis/Rail Pros referenced direct regional rail experience with Metro. The project manager and key personnel demonstrated strong local experience and understanding of the scope of work.

WSP USA, Inc. (WSP)

WSP has extensive knowledge of the Southern California regional rail system with specific experience pertaining to Metro and SCCRA. They completed work on several large-scale Metro projects such as West Santa Ana Branch, Purple Line Extension, Gold Line Extension and the Airport Metro Connector.

The proposal reflected good resource allocation, understanding of the scope of work and the key issues in executing projects. They will provide a team of senior commuter and heavy rail system managers that understand the complexities and challenges of implementing mobility programs.

AECOM Technical Services, Inc. (AECOM)

AECOM brings to Metro the experience gained from managing local, regional, and national rail programs. In addition to work with Metro, AECOM has effectively managed on-call rail projects with SCRRA for over 25 years and SANDAG for more than 10 years.

The proposal submitted by AECOM documented direct regional rail experience with Metro and other rail entities. Their project approach showed understanding of project

controls, budgets, and training. Key personnel showed strong and current field experience.

Stantec Consulting Services (Stantec)

Stantec has extensive experience with railroad and other regulatory entities. They have routinely collaborated with Metro personnel to deliver projects that adhere to fundamental requirements and avoid unwarranted impacts.

Their proposal included resolutions in risk management and stakeholder relationships. The project manager has over 20 years of rail experience that includes track and station design. They proposed a diverse team that is able to identify, prioritize, and resolve issues in a timely manner.

Following is a summary of the PET evaluations scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	Arcadis/Rail Pros				
2	Skill and Experience of the Team	89.97	40.00%	35.99	
3	Project Management Plan	85.48	35.00%	29.92	
4	Project Understanding	86.66	25.00%	21.66	
5	Total		100.00%	87.57	1
6	WSP USA, Inc.				
7	Skill and Experience of the Team	86.65	40.00%	34.66	
8	Project Management Plan	80.83	35.00%	28.29	
9	Project Understanding	83.33	25.00%	20.83	
10	Total		100.00%	83.78	2
11	AECOM				
12	Skill and Experience of the Team	87.78	40.00%	35.11	
13	Project Management Plan	80.00	35.00%	28.00	
14	Project Understanding	81.68	25.00%	20.42	
15	Total		100.00%	83.53	3
16	Stantec Consulting Services				
17	Skill and Experience of the Team	76.66	40.00%	30.67	
18	Project Management Plan	80.00	35.00%	28.00	
19	Project Understanding	80.00	25.00%	20.00	
20	Total		100.00%	78.67	4
21	Rail Surveyors and Engineers				
22	Skill and Experience of the Team	82.22	40.00%	32.89	
23	Project Management Plan	67.51	35.00%	23.63	
24	Project Understanding	65.00	25.00%	16.25	
25	Total		100.00%	72.77	5
26	Metro Regional Rail Partners				
27	Skill and Experience of the Team	66.68	40.00%	26.67	
28	Project Management Plan	74.17	35.00%	25.96	
29	Project Understanding	71.68	25.00%	17.92	
30	Total		100.00%	70.55	6

C. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to audits, cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

Arcadis/RailPros (RPA)

As a joint venture, RPA is a recognized firm in providing project and program management, planning and design consulting, construction management services, project controls, claims mitigation, risk mitigation, rail engineering, environmental assessment services, and utility relocation. Metrolink and RCTC have been clients for the past 5 years. Projects have included Positive Train Control (PTC), Los Angeles, CA; PTC, Rancho Cucamonga, CA; PTC, Technical & Construction Support, Irvine, CA; San Diego Quiet Zone, San Diego, CA; and Perris Valley Line, Perris CA.

The proposed program manager has over 40 years of experience in managing, planning, design, and construction of freight and commuter railroad projects.

WSP USA, Inc.

WSP USA brings a deep knowledge of Southern California regional rail system experience to the on-call services project. Noted expertise includes transportation project management, construction, planning, environmental, and communications, and public involvement. Their clients include SCRRA, California High Speed Rail Authority, LOSSAN Rail Corridor Agency, Amtrak, and freight railroads. Key projects include Metrolink project management, construction management, Alameda Corridor-East Grade Separation program, Caltrain 25th Avenue grade separation, California High Speed Rail Program Management, and the San Bernardino County Transit Authority on-call rail services.

The team assigned to on-call services has multidisciplinary experience and the assigned project manager has 35 years of experience in delivering transportation infrastructure programs.

AECOM Technical Services, Inc.

AECOM has effectively managed rail projects with on-call contracts for SCRRA for over 25 years and SANDAG for more than 10 years. For over 40 years, AECOM has provided project management, engineering support services during construction, and community support services for rail projects in Southern California. Local rail work has included diverse management and support services for programs and on-call project assignments for grade crossing safety improvements, large railroad

grade separations, structures, track work, stations, maintenance facilities, and PTC. Other clients include UPRR, BNSF, ACTA, ACE, OCTA, BART, and SBCTA.

The proposed program manager has more than 8 years of managing complex teams with AECOM and each of the 3 project managers working under the program manager have more than 15 years of experience in regional rail projects. AECOM has delivered rail services to other agencies both in Los Angeles County and San Diego.

Stantec Consulting Services

Stantec brings 50 years of multidisciplinary project management services for complex rail projects for commuter, Class I, intercity and HSR nationwide. Clients have included Metrolink, LADWP, LACDPW, BNSF, UPRR Amtrak, and LOSSAN. Projects include CHSR design/build, construction management services, Alameda Corridor-East Project, and BNSF consulting services.

The proposed program manager has over 25 years of railroad and program management experience. Other key personnel average over 29 years of railroad experience.

DEOD SUMMARY

REGIONAL RAIL ON-CALL ADVISORY SERVICES
Engineering and Design Services

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Five (5) firms were selected as prime consultants (**AECOM Technical Services; HDR Engineering; Mott MacDonald, LLC; Pacific Railway Enterprises, Inc. and RailPros**) and each firm met or exceeded the 25% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: AECOM Technical Services

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates	X	
2.	Arellano Associates	X	
3.	Armand Consulting Inc.	X	
4.	BA Inc.	X	
5.	Coast Surveying Inc.	X	
6.	Connetics Transportation Group Inc.	X	
7.	Diaz Consulting Inc. dba Diaz Yourman & Associate	X	
8.	D'Leon Consulting Engineers	X	
9.	Earth Consultants International Inc.	X	
10.	Fariba and Associates Inc.	X	
11.	FPL and Associates	X	
12.	Intueor Consulting Inc.	X	
13.	Kal Krishnan Consulting Services Inc.	X	

14.	Lenax Construction Services Inc.	X	
15.	Lynn Capouya Inc.	X	
16.	MA Engineering		X
17.	McLean & Schultz Inc.	X	
18.	MGE Engineering Inc.	X	
19.	PacRim Engineering Inc.	X	
20.	Pacific Railway Enterprises Inc.	X	
21.	Ramos Consulting Services Inc.	X	
22.	Rail Surveyors and Engineers Inc.	X	
23.	Systems Consulting	X	
24.	Wagner Engineering & Survey Inc.	X	
SBE/DVBE COMMITMENT TOTALS		25%	3%

Prime: HDR Engineering, Inc.

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	2R Drilling	X	
2.	Amheart Solutions		X
3.	Anil Verma Associates Inc.	X	
4.	A P Engineering & Testing Inc.	X	
5.	Arellano Associates	X	
6.	BA Inc.	X	
7.	CWE (California Watershed)	X	
8.	Geo-Advantec Inc.	X	
9.	Harris Miller Miller & Hanson Inc.	X	
10.	Intueor Consulting Inc.	X	
11.	Leland Saylor Associates		X
12.	MA Engineering		X
13.	Media Beef Inc.	X	
14.	Pacific Railway Enterprises Inc.		
15.	Paleo Solutions Inc.	X	
16.	Rail Surveyors and Engineering Inc.	X	
17.	STC Traffic Inc.	X	
18.	The Alliance Group Enterprises Inc.	X	
19.	V&A Inc.	X	
20.	VCA Engineers Inc.	X	
21.	VN Tunnel and Underground Inc.	X	
22.	Zephyr UAS Inc.	X	
SBE/DVBE COMMITMENT TOTALS		25%	3%

Prime: Mott MacDonald, LLC

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	BA Inc.	X	
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
3.	FPL and Associates	X	
4.	Intueor Consulting Inc.	X	
5.	Leland Saylor Associates		X
6.	MBI Media	X	
7.	McLean & Schultz Inc.	X	
8.	Rail Surveyors and Engineering (RSE) Inc.	X	
9.	Terry A. Hayes Associates Inc.	X	
10.	Virginkar & Associates	X	
11.	Wagner Engineering & Survey Inc.	X	
12.	Watearth Inc.	X	
13.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	25%	3%

Prime: PACIFIC RAILWAY ENTERPRISES (SBE Prime)

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	50% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Alta Vista Solutions		X
2.	Anil Verma Associates Inc.	X	
3.	Atwell Consulting Group	X	
4.	Casamar Group LLC		X
5.	Cornerstone Studios	X	
6.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
7.	Guida Surveying Inc.	X	
8.	Lenax Construction Services Inc.	X	
9.	LKG-CMC Inc.	X	
10.	MBI Media	X	
11.	MGE Engineering Inc.	X	
12.	STC Traffic Inc.	X	
13.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	50%	3%

Prime: RailPros

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment	25% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates Inc.	X	
2.	BA Inc.	X	
3.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X	
4.	Leland Saylor Associates		X
5.	MBI Media	X	
6.	Pacific Railway Enterprises Inc.	X	
7.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	25%	3%

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.

DEOD SUMMARY

**REGIONAL RAIL ON-CALL SERVICES
Planning and Environmental Services**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 24% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Six (6) firms were selected as prime consultants (**M. Arthur Gensler Jr. & Associates; HDR Engineering; Jacobs/CH2M Hill; Mott MacDonald, LLC; STV Incorporated** and **WSP USA Inc**) and each firm met the 24% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: M. Arthur Gensler Jr. & Associates, Inc.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Kilograph	X	
3.	Metropolitan Research and Economics	X	
4.	MLA Green Inc. dba Studio-MLA	X	
5.	Leland Saylor Associates		X
6.	Turner Engineering Corporation	X	
7.	Ultra Systems Environmental	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: HDR Engineering

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	AMMA Transit Planning	X	
2.	Amheart Solutions		X
3.	Arellano Associates	X	
4.	Gibson Transportation Consulting Inc	X	
5.	Intueor Consulting Inc.	X	
6.	Harris Miller Miller & Hanson Inc.	X	
7.	Leland Saylor Associates		X
8.	MA Engineering		X
9.	Paleo Solutions Inc.	X	
10.	Rail Surveyors and Engineering Inc.	X	
11.	Terry A. Hayes Associates, Inc.	X	
12.	Translutions Inc.	X	
13.	Zephyr UAS Inc.	X	
14.	ZMassociates Environmental Corporation		X
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: Jacobs/CH2M Hill

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Blackhawk Environmental Inc		X
2.	Connectics Transportation Group	X	
3.	David Engineering LLC	X	
4.	Effect Strategies LLC	X	
5.	FPL and Associates Inc.	X	
6.	GPA Consulting	X	
7.	Geospatial Professional Solutions Inc.	X	
8.	Here Design Studio dba Here LA	X	
9.	Kal Krishian Consulting Services Inc.	X	
10.	MA Engineering		X
11.	Pacific Railway Enterprises Inc.	X	
12.	Terry A. Hayes Associates, Inc.	X	
13.	The Robert Group	X	
14.	TransLink Consulting LLC		
15.	Urban Strategy Group Inc.	X	

16.	Virtek Company		X
17.	Wagner Engineering & Survey Inc.	X	
18.	Yunsoo Kim Design (YKD) Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: Mott MacDonald, LLC

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	D R Consultants & Designers Inc.	X	
2.	Engineering Solutions Services	X	
3.	MBI Media	X	
4.	McLean & Schultz Inc.	X	
5.	Paleo Solutions Inc.	X	
6.	Ross Infrastructure Development LLC		X
7.	Rail Surveyors and Engineering Inc.	X	
8.	Terry A. Hayes Associates Inc.	X	
9.	TransLink Consulting LLC	X	
10.	Watearth Inc.	X	
11.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: STV Incorporated

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Diaz Consulting Inc. dba Diaz Yourman & Associate	X	
3.	Here Design Studio dba Here LA	X	
4.	Lenax Construction Services, Inc	X	
5.	LIN Consulting Inc.	X	
6.	Lynn Capouya Inc.	X	
7.	Sanchez/Kamps Association Design dba SKA Design	X	
8.	Terry A. Hayes Associates Inc.	X	
9.	The LeBaugh Group Inc.		X
10.	TranLink Consulting LLC	X	
11.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	24%	3%

Prime: WSP USA Inc.

Small Business Goal	24% SBE 3% DVBE	Small Business Commitment	24% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Aldridge Design		X
2.	Cogstone Resource Management Inc.	X	
3.	Continental Interpreting Services Inc.		X
4.	Diaz Consultants Inc dba Diaz Yourman & Associates	X	
5.	GCM Consulting Inc.	X	
6.	General Technologies and Solutions (GTS) LLC	X	
7.	MA Engineering		X
8.	MBI Media	X	
9.	OhanaVets Inc.		X
10.	Pacific Railway Enterprises Inc.	X	
11.	Peak Consulting Group LLC	X	
12.	Rail Surveyors and Engineering Inc.	X	
13.	Raw International	X	
14.	Redhill Group Inc.	X	
15.	Ruth Villalobos & Associates Inc.	X	
16.	Tatsumi and Partners Inc.	X	
17.	Terry A. Hayes Associates Inc.	X	
18.	The Arroyo Group	X	
19.	Virtek Company		X
	SBE/DVBE COMMITMENT TOTALS	24%	3%

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.

DEOD SUMMARY

**REGIONAL RAIL ON-CALL SERVICES
Project Management Services**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 23% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract. Four (4) firms were selected as prime consultants (**AECOM Technical Services; Arcadis/RailPros, A Joint Venture, Stantec Consulting Services Inc., and WSP USA Inc.**) and each firm met or exceeded the 23% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative SBE and DVBE participation of all Task Orders awarded to each prime consultant.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that each prime consultant is on schedule to meet or exceed its SBE and DVBE commitments. Accordingly, access has been provided to Metro's tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress.

Prime: AECOM Technical Services

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates	X	
2.	Arellano Associates	X	
3.	D'Leon Consulting Engineers	X	
4.	Ghirardelli Associates Inc.	X	
5.	MA Engineering		X
6.	Ramos Consulting Services Inc.	X	
7.	RT Engineering & Associates Inc.	X	
8.	V&A Inc.	X	
9.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

Prime: RailPros/Arcadis Joint Venture

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Anil Verma Associates Inc.	X	
2.	BA Inc.	X	
3.	Berg & Associates Inc.	X	
4.	Dakota Communications	X	
5.	Destination Enterprises Inc.	X	
6.	Khoury Consulting	X	
7.	Leland Saylor Associates		X
8.	LKG-CMC Inc.	X	
9.	MTGL Inc.	X	
10.	NSI Engineering Inc.		X
11.	Padilla & Associates Inc.	X	
12.	RELM	X	
13.	Urban Strategy Group Inc.	X	
14.	Wagner Engineering & Survey Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

Prime: Stantec Consulting Services

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3.40% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Arellano Associates	X	
2.	Fryman Management		X
3.	JM Diaz Inc. dba JMD	X	
4.	Joshi PMCM Inc.	X	
5.	Kevin Scott Tunnel Consultants LLC	X	
6.	Lenax Construction Services Inc.	X	
7.	Safework Inc. dba SafeworkCM	X	
8.	Susan Hafner Multimodal Solutions	X	
9.	Tricertus LLC	X	
10.	USA EPC Group Inc.		X
11.	Zephyr UAS Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3.40%

Prime: WSP USA, INC.

Small Business Goal	23% SBE 3% DVBE	Small Business Commitment	23% SBE 3% DVBE
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	SBE/DVBE Subcontractors	SBE	DVBE
1.	Aldridge Design		X
2.	Alta Vista Solutions		X
3.	Geo-Advantec Inc.	X	
4.	Guida Surveying Inc.	X	
5.	IEM	X	
6.	Jenkins/Gales & Martinez Inc.	X	
7.	Kewo Engineering Corporation	X	
8.	Lenax Construction Services Inc.	X	
9.	LKG-CMC Inc.	X	
10.	MBI Media	X	
11.	Pacific Rail Enterprises Inc.	X	
12.	Tatsumi and Partners Inc.	X	
	SBE/DVBE COMMITMENT TOTALS	23%	3%

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.



Board Report

File #: 2019-0280, **File Type:** Project

Agenda Number: 44.

REVISED
REGULAR BOARD MEETING
MAY 23, 2019

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT (BRT) CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- 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
- 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)

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor is a Measure M project with a projected opening date of Fiscal Year (FY) 2022 to FY 2024. Currently, \$267 million in Measure M funds are allocated for this project. This project is also included in the Twenty-Eight by '28 Initiative, adopted by the Board in January 2018. In order to meet the Measure M schedule, a Proposed Project for the corridor needs to be identified and environmentally cleared through an Alternatives Analysis (AA) and environmental review study, respectively. This report includes the findings from the initial AA phase and a recommendation to advance the Refined Street-Running Alternative with Route Options into environmental review.

BACKGROUND

The North Hollywood to Pasadena BRT Corridor study area (Attachment A) extends approximately 18 miles from the North Hollywood Metro Red/Orange Line Station to Pasadena City College and

serves as a key regional connection between the San Fernando and San Gabriel Valleys. It traverses the communities of North Hollywood and Eagle Rock, in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. It has a dense residential population with many cultural, entertainment, shopping, and employment areas distributed throughout.

Of the 700,000 daily trips entering the study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. The key challenge for the North Hollywood to Pasadena corridor is to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access and enhanced passenger comfort/convenience. Regional connectivity is also a key element, especially given that this is among the region's largest commuter sheds without a premium transit service.

In February 2017, the North Hollywood to Pasadena BRT Corridor Technical Study was completed, which explored the feasibility of implementing BRT, including dedicated bus lanes and other key BRT features. The study identified two promising BRT concepts, a street-running BRT (Attachment B) and a freeway-running BRT (Attachment C), with multiple route options throughout the corridor. At the March 23, 2017 Board Meeting, staff presented the findings and recommendations from the North Hollywood to Pasadena BRT Corridor Technical Study and the Board approved advancing the two BRT concepts into environmental review.

In May 2018, the Board authorized the CEO to award and execute Contract No. AE49369000 to Kimley-Horn and Associates, Inc., to complete the Planning and Environmental Study (Legistar File No. 2018-0129) for the North Hollywood to Pasadena BRT Corridor. As a first phase of this study, an AA was included to evaluate the initial two BRT concepts further and identify a refined set of alternatives to advance into environmental review.

DISCUSSION

In July 2018, staff initiated work on the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study. The Study began with an initial screening of the two earlier BRT concepts developed as part of the North Hollywood to Pasadena BRT Technical Study. Combined with feedback received from the various communities, several of the initial route options were eliminated from further consideration. A storyboard map (Attachment D) was then developed to show the refined route options and to illustrate how the project would serve the various communities along the corridor. Further analysis resulted in a refined list of three (3) distinct alternatives recommended to carry forward into the AA (Attachment E - Executive Summary). These alternatives include:

- 1) Street-Running
- 2) Freeway-Running
- 3) Hybrid Street/Freeway-Running

Each of the three alternatives is approximately 18 miles in length and would extend from the Metro Red/Orange Line Station in North Hollywood to Pasadena City College in Pasadena.

Street-Running Alternative

The Street-Running Alternative includes the greatest number of stations, maximizing ridership potential, service to disadvantaged communities, connectivity to local and regional transit service, and access to land uses along the corridor. Furthermore, it's the only alternative among the three that would provide connections to both the Burbank Media District and downtown Burbank, as well as serve most of Glendale's key activity centers. Projected ridership is up to 30,000 riders per day.

Freeway-Running Alternative

The Freeway-Running Alternative would have the fastest end-to-end travel time following primarily SR-134, with street-running segments in Pasadena, the Burbank Media District, and North Hollywood. It includes the fewest stations of the three alternatives and would be expected to attract the fewest riders due to bypassing downtown Burbank, the community of Eagle Rock, and most key destinations in Glendale. In addition, the Freeway-Running Alternative includes multiple stations located adjacent to the freeway, which are generally considered by transit users to be relatively undesirable locations for stations. Projected ridership is up to 23,000 riders per day.

Hybrid Street/Freeway-Running Alternative

The Hybrid Street/Freeway-Running Alternative was evaluated for the purpose of testing a blend of on-street and freeway operations. The end-to-end travel time would be faster than the Street-Running Alternative but with fewer stations and a freeway portion that bypasses the majority of destinations in Glendale and downtown Burbank. Projected ridership is up to 26,000 riders per day.

Evaluation of Alternatives

Once the alternatives were identified, a set of evaluation criteria was then applied to each in order to determine the highest performing alternative(s) for advancement into environmental review pursuant to the California Environmental Quality Act (CEQA). The evaluation criteria used included projected ridership, travel time and reliability, cost effectiveness, environmental benefits, land use connectivity, equity, economic development effects, and public support.

Based on the results of the analysis, it was determined that the Street-Running Alternative best met the project purpose and need. However, select high-performing segments of the other two alternatives were also recommended to be carried forward resulting in a Refined Street-Running Alternative with Route Options (Attachment F).

Recommendation

Given the importance of the North Hollywood to Pasadena BRT Corridor, including the need to improve the overall quality of transit service in the corridor, staff recommends advancing the Refined Street-Running Alternative with Route Options into CEQA environmental review, along with a No Project Alternative.

The Refined Street-Running Alternative with Route Options is the most promising alternative in terms of ridership potential, improved service reliability, opportunities for Transit Oriented Communities, and regional connectivity. Moving forward with this alternative allows us to easily transition into the environmental phase in order to meet the Measure M opening date and the Twenty-Eight by '28 Initiative.

Stakeholder Outreach

Beginning in August 2018, staff launched an extensive public outreach effort. This effort included five community meetings, as well as twenty-five individual project briefings to all the affected cities' elected officials and other community, business and neighborhood groups. In order to broaden the outreach efforts to reach historically underserved communities, staff also attended several neighborhood events such as street fairs, farmers markets, and music festivals and shared project information at the North Hollywood Transit Station. The public could also access project updates and/or provide comments through the project website or the special e-mail and telephone number established for the project. Staff has also briefed the Burbank and Glendale City Councils, as well as the Pasadena Municipal Services Committee, which includes the City's Mayor and several of its Council Members.

The purpose of this initial outreach effort was to update the public on the project and to solicit feedback on the original BRT concepts developed during the earlier North Hollywood to Pasadena BRT Technical Study. This was necessary in order to narrow the number of potential alternatives to be further evaluated and analyzed as part of the AA. Staff received a total of 630 comments. In general, there was broad community support for BRT on the corridor. There was also a strong public preference for a street-running alternative over an alternative that would run primarily on the SR-134 freeway.

Public and stakeholder engagement will continue throughout the environmental review process to solicit valuable feedback that will further inform and define the project. A series of meetings, including public scoping and public hearings as well as individual briefings with key stakeholders and elected officials, are planned for the environmental review phase. The public scoping meetings are planned for ~~May/June~~ June/July 2019.

Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a competitive travel option for the approximately 4% of households within the study area that currently do not own an automobile. The lack of an automobile is one of several characteristics usually associated with transit dependency. This project will look at opportunities to provide a premium BRT service through the implementation of BRT elements to lower travel time, increase service reliability and enhance the customer experience for the corridor's transit-dependent/low income communities, as well as enhance mobility and improve regional access, particularly to the key employment centers within the project corridor.

Community outreach efforts will continue to include innovative and comprehensive approaches to engage historically underserved communities and project decisions will be made with the intention of producing outcomes that promote and sustain opportunities and avoid increasing disparity. The project will be approached and designed for consistency with Metro's recently adopted Equity Platform Framework.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding of \$2.3 million is included in the FY20 budget request in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor) to continue with the Planning and Environmental Study and on-going community outreach. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget/contract.

Impact to Budget

The funding source for the North Hollywood to Pasadena BRT Corridor project is Measure M 35% Transit Construction. As these funds are earmarked for the North Hollywood to Pasadena BRT Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The purpose of the North Hollywood to Pasadena BRT Corridor project is to identify and implement strategies for improving bus service along the corridor. These strategies include dedicated bus lanes, reducing passenger travel times, improving service reliability, and enhancing passenger comfort and security while on transit and at stations. As a BRT service, the North Hollywood to Pasadena BRT Corridor project supports the following Strategic Goals:

- #1: Provide high-quality mobility options that enable people to spend less time traveling.
- #2: Deliver outstanding trip experiences for all users of the transportation system.
- #3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may decide not to approve advancing the North Hollywood to Pasadena BRT Corridor alternatives to the next phase of environmental review. This is not recommended as this corridor is included and funded in Measure M and highlighted in the Twenty-Eight by '28 Initiative. Delaying the environmental analysis would jeopardize the ability to meet the Measure M ground breaking and opening dates.

NEXT STEPS

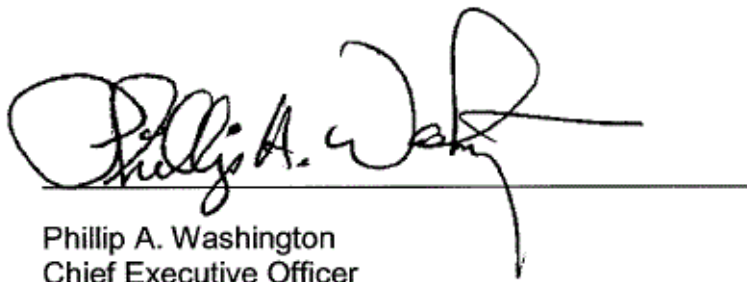
Should the Board choose to approve the recommendation, staff will continue with the next phase of environmental review, including public scoping meetings and initiation of the Draft EIR in accordance with CEQA. Staff will keep the Board apprised of the study and return to the Board at key project milestones.

ATTACHMENTS

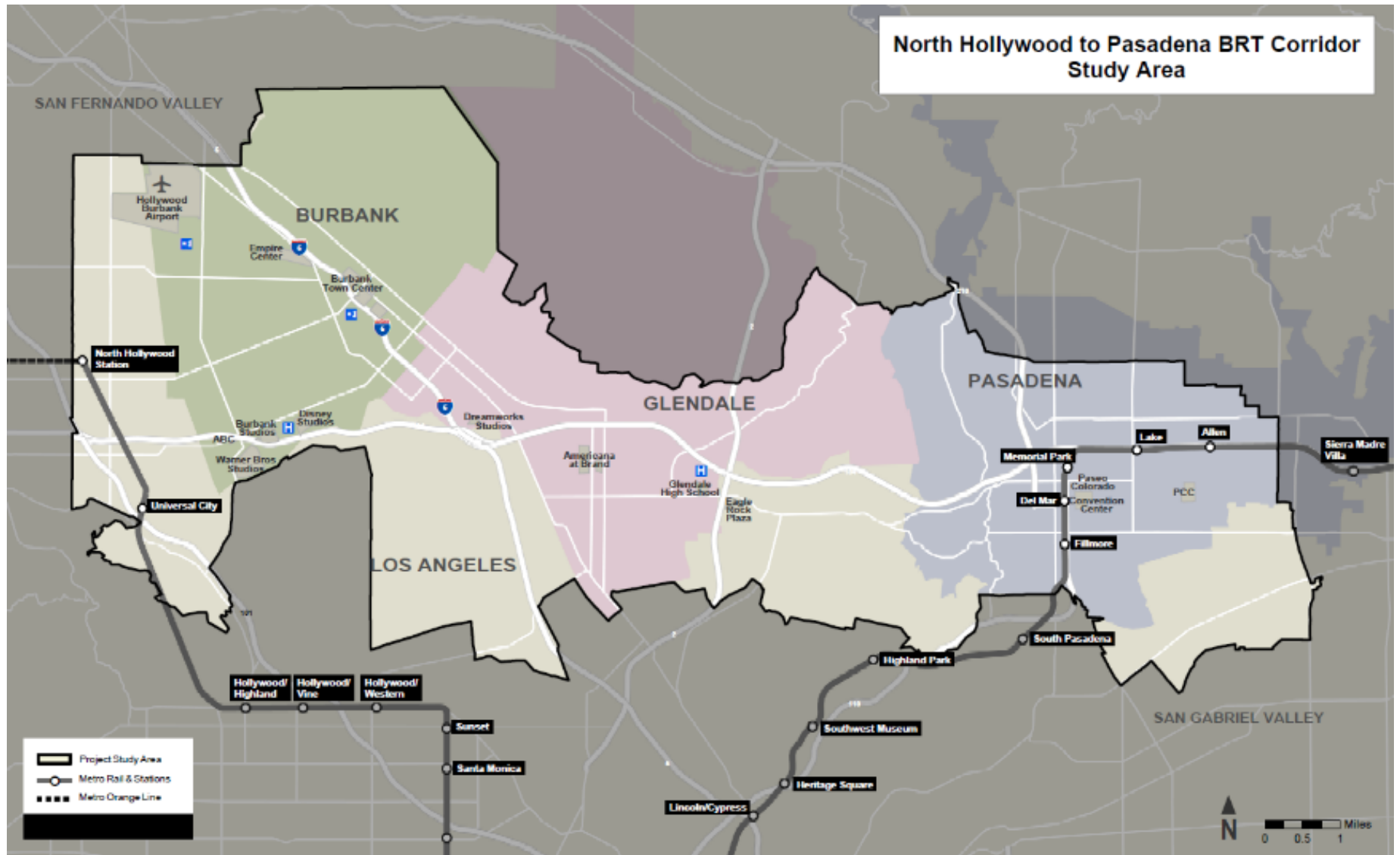
- Attachment A - Map of North Hollywood to Pasadena BRT Corridor Study Area
- Attachment B - Map of Initial BRT Option 1 - Primary Street Alignment
- Attachment C - Map of Initial BRT Option 2 - Primary Freeway Alignment
- Attachment D - North Hollywood to Pasadena BRT Corridor Project Storyboard
- Attachment E - Executive Summary - North Hollywood to Pasadena BRT Corridor Alternatives Analysis
- Attachment F - Map of Refined Street-Running Alternative with Route Options

Prepared by: Gary Byrne, Sr. Transportation Planner, (213) 922-3719
Scott Hartwell, Manager, (213) 922-2836
Martha Butler, Sr. Director, (213) 922-7651
Cory Zelmer, Deputy Executive Officer, (213) 922-1079
David Mieger, Executive Officer, (213) 922-3040
Manjeet Ranu, Senior Executive Officer (213) 418-3157

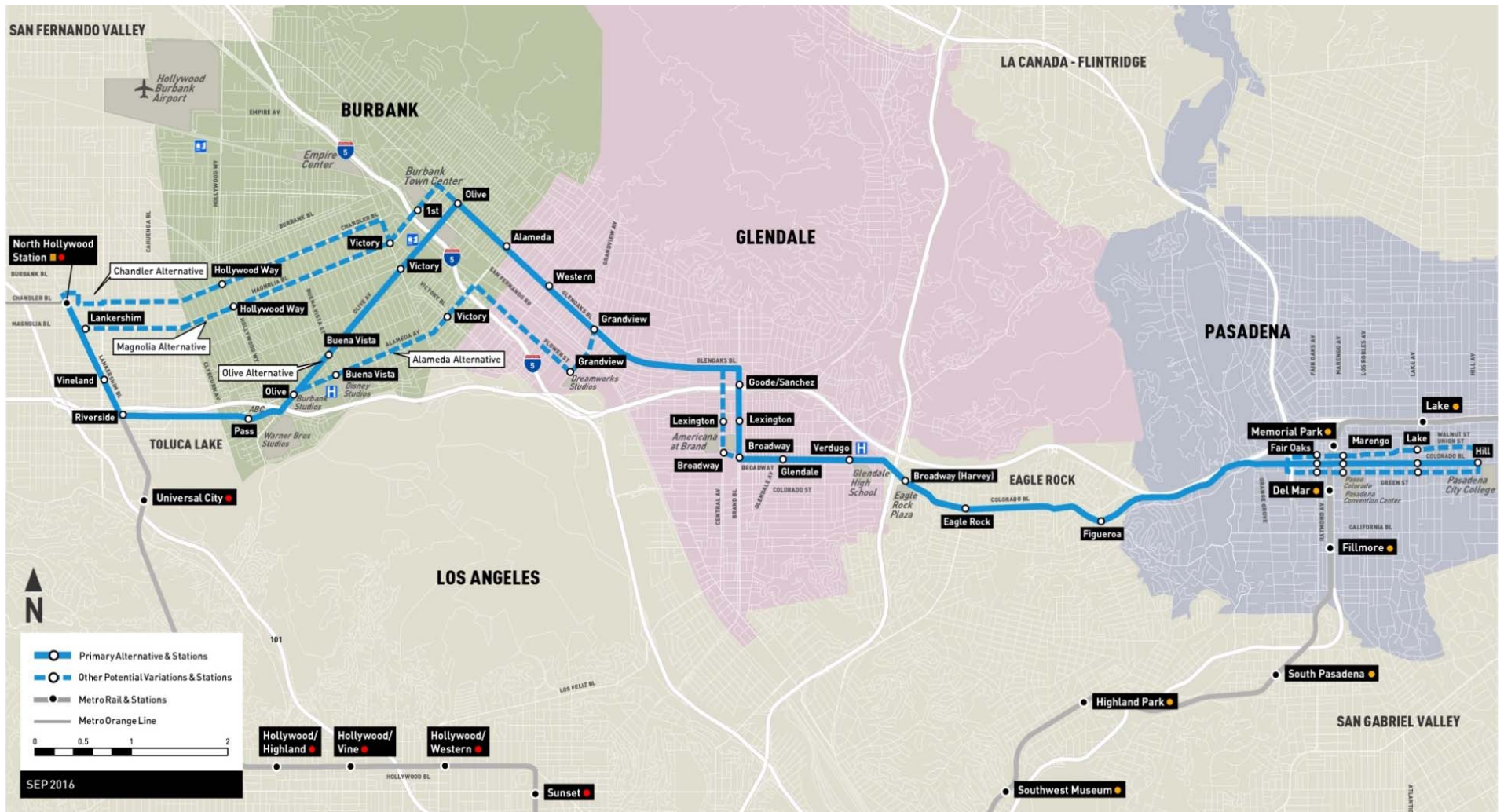
Reviewed by: Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



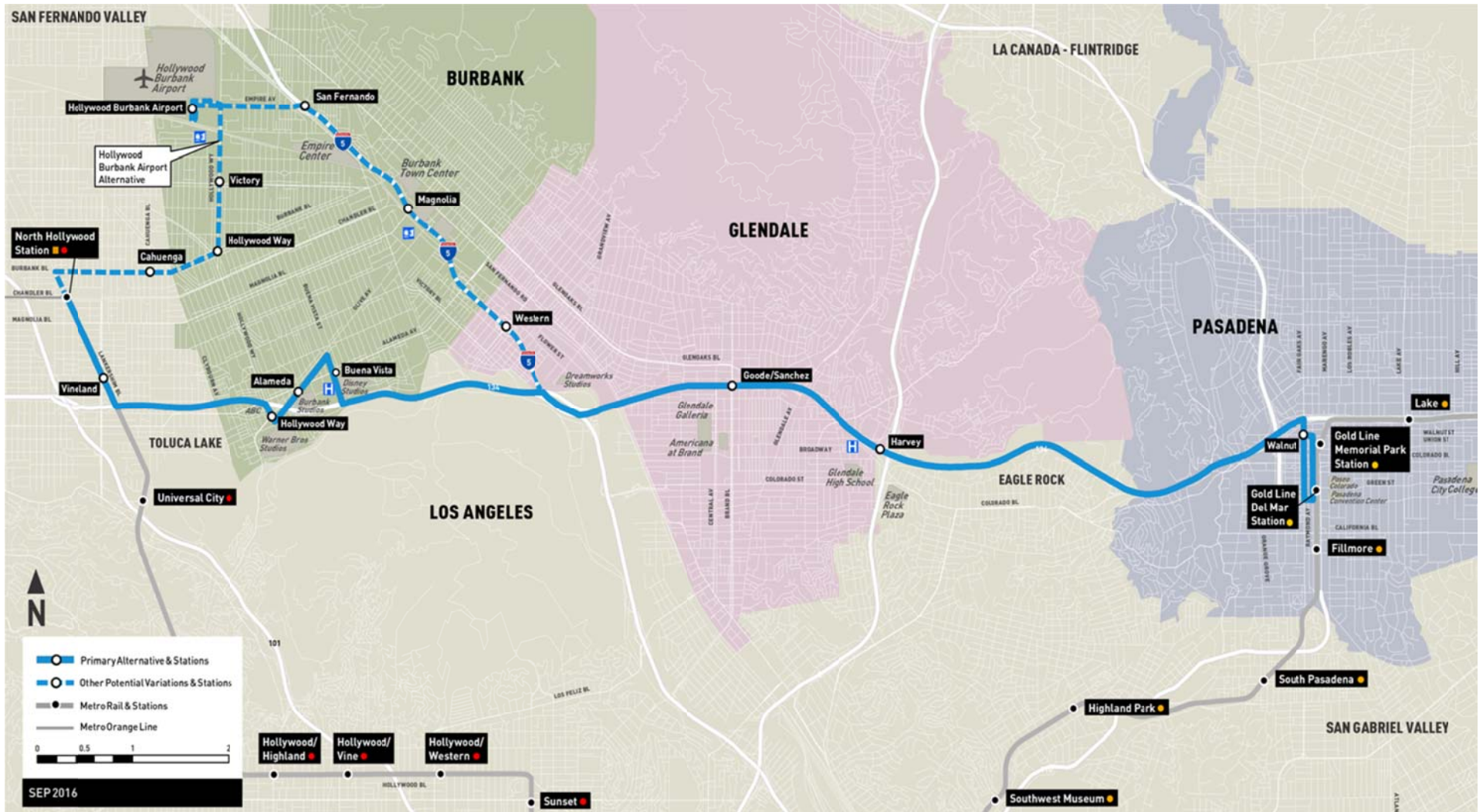
Phillip A. Washington
Chief Executive Officer



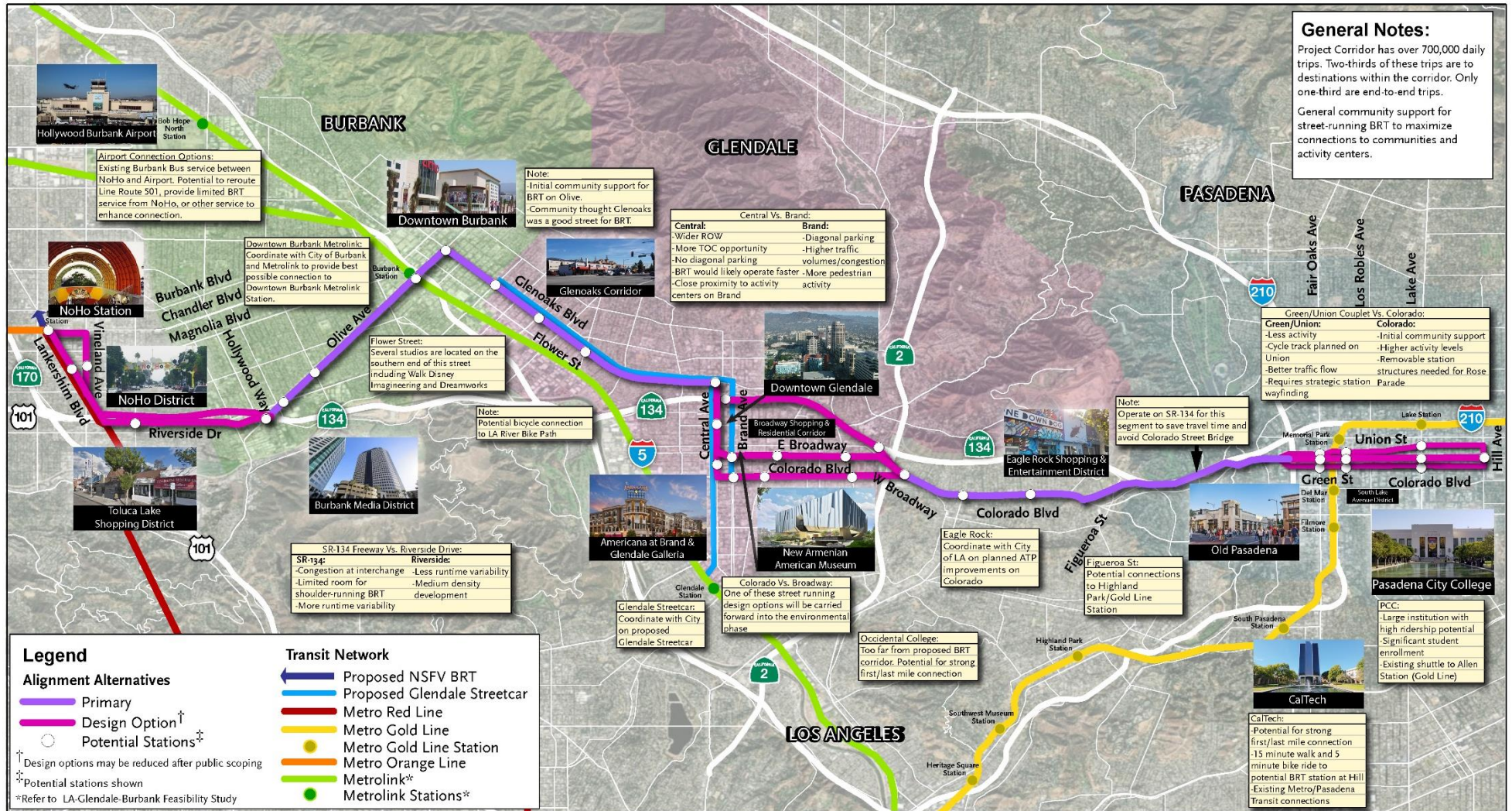
MAP OF INITIAL BRT OPTION 1 – PRIMARY STREET ALIGNMENT



MAP OF INITIAL BRT OPTION 2 – PRIMARY FREEWAY ALIGNMENT



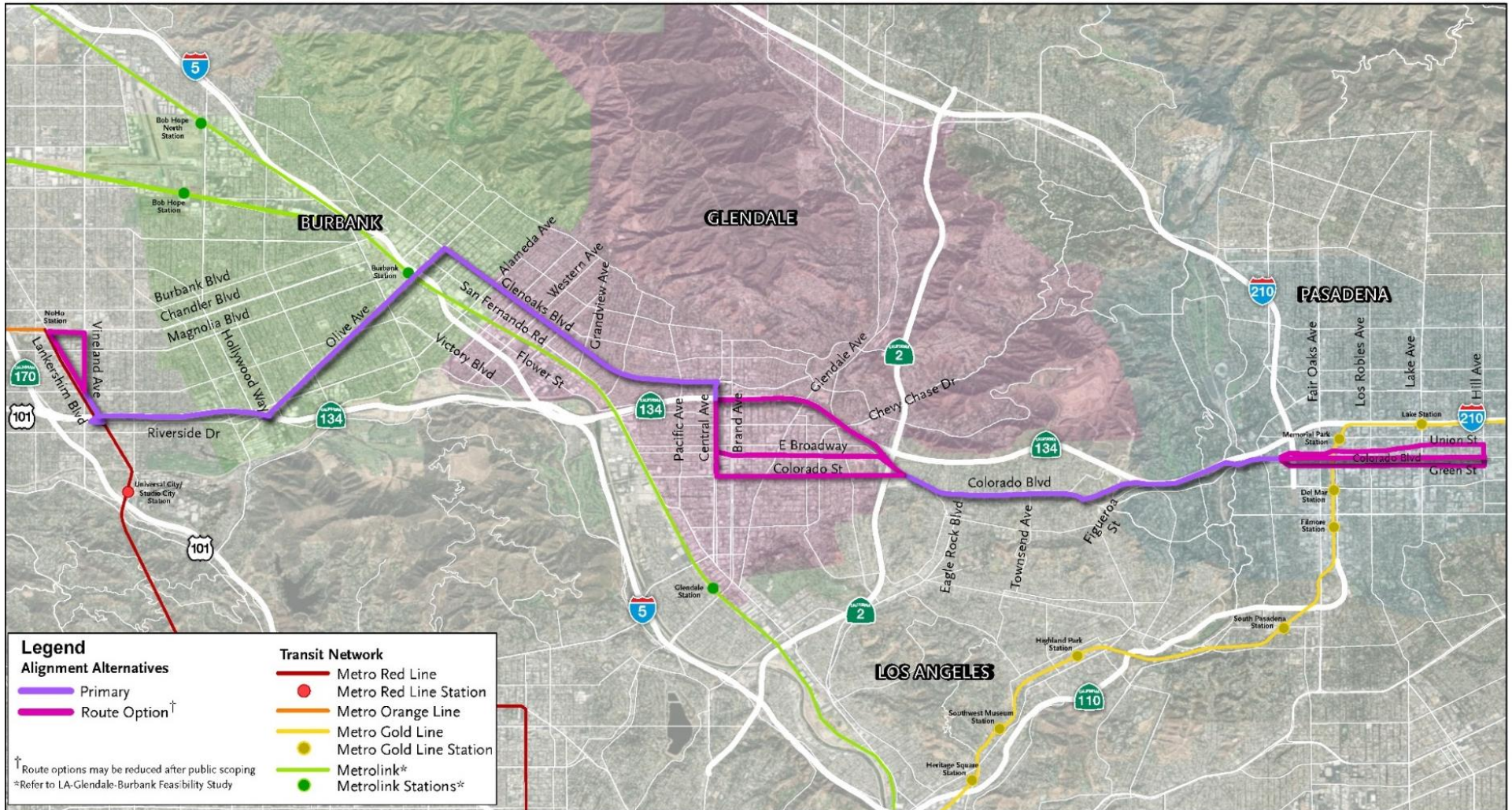
NORTH HOLLYWOOD TO PASADENA BRT CORRIDOR PROJECT STORYBOARD



Attachment E

http://libraryarchives.metro.net/DB_Attachments/2019-0148_Attachment_E_Alternatives_Analysis_Executive_Summary.pdf

MAP OF REFINED STREET-RUNNING ALTERNATIVE WITH ROUTE OPTIONS





Next stop: a new way to ride between NoHo and Pasadena.

NOHO TO PASADENA TRANSIT CORRIDOR



North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor

Regular Board Meeting

May 23, 2019

Legistar file # 2019-0280



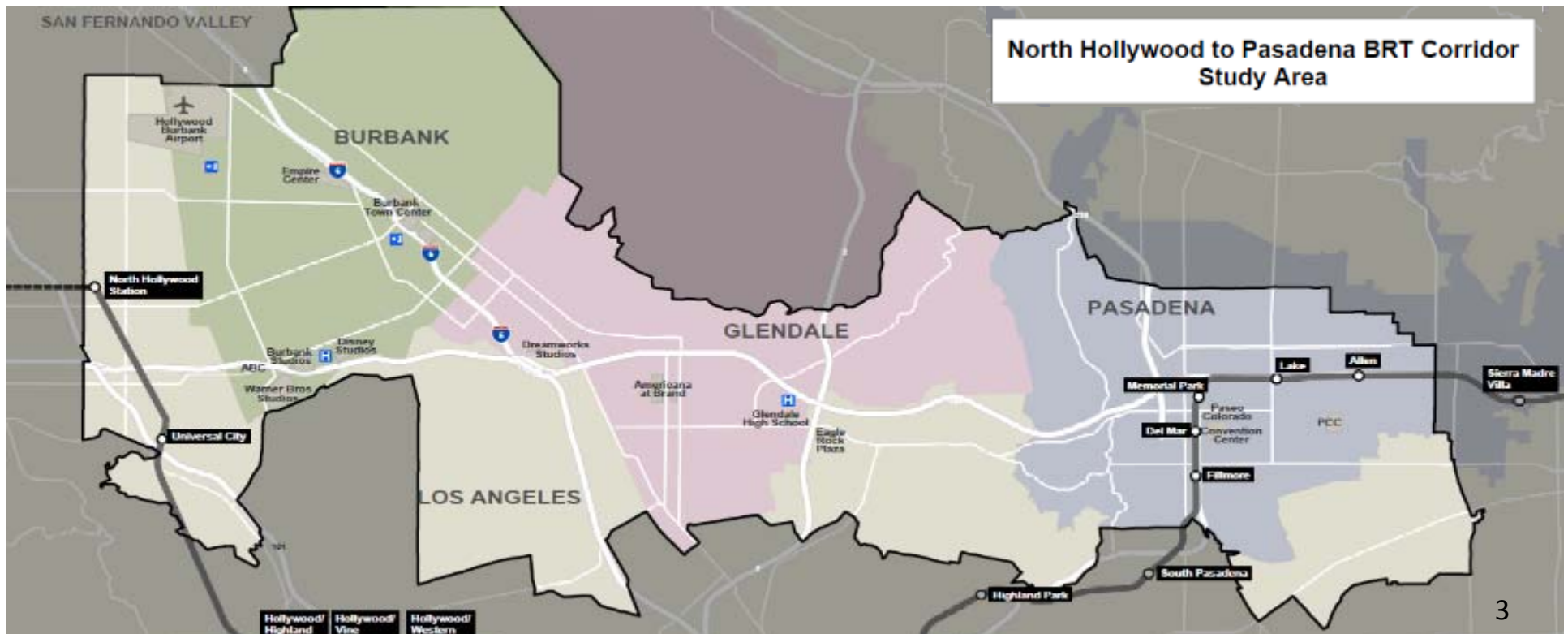
Project Background

- > 2008 - Project conceptualized in SCAG Tri-City Transportation Corridor Report
- > 2016 - Measure M project
 - \$267 million in Measure M & SB1 Funds (Transit and Intercity Rail Capital Program)
 - Projected opening by FY 2024 to meet Measure M and Twenty-Eight by '28 schedule
- > 2017 - Completed NoHo to Pasadena BRT Technical Study
- > 2018 - Started Alternatives Analysis (AA)



NoHo to Pasadena Study Area

- > Spans 18 miles, 4 cities, includes several key activity centers
- > 700,000 daily trips enter the study area
 - Most trips go to destinations within the corridor; only about one-third of the trips are end-to-end



Initial BRT Route Options



What We Heard During AA Process

- > Broad community support for project including need for:
 - Frequent and reliable service
 - First/last mile connections
 - Convenient station locations
- > Preference for street-running BRT
 - Serves most key destinations within corridor
 - Better station access, more pleasant stations
- > Concerns over impacts of dedicated bus lanes to parking/traffic



Alternatives Analyzed in AA

- > Street-Running
 - Provides most connectivity within corridor
 - End-to-end travel time: approx. 65 minutes
 - Projected ridership up to 30,000 daily riders
- > Freeway-Running
 - Fastest end-to-end travel time but least connectivity
 - End-to-end travel time: approx. 43 minutes
 - Projected ridership up to 23,000 daily riders
- > Hybrid Street/Freeway-Running
 - More connectivity than Freeway-Running but bypasses Downtown Burbank and majority of Glendale
 - End-to-end travel time: approx. 56 minutes
 - Projected ridership up to 26,000 daily riders



Refined Street-Running Alternative with Route Options



Core Project Principles

- > Consistency with Measure M
 - Study bus lanes and other BRT treatments on the NoHo to Pasadena rail to rail corridor
 - Study extending BRT service in mixed flow lanes from Gold Line to Pasadena City College as a replacement to Metro Rapid Line 780
- > Maximize service efficiency
 - Continue coordination with NextGen and the corridor's transit operators



Additional Study During EIR

- > Identify potential environmental impacts and mitigation measures
- > Refine cost, ridership, travel time estimates
- > Routing options to optimize connections to the regional transit network
- > Feasibility of bus lanes between NoHo Station and Metro Gold Line



Recommendations

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

Upcoming Milestones

- > **June/July 2019** – Release Notice of Preparation and begin public scoping meetings
- > **Spring 2020** – Release Draft Environmental Impact Report (DEIR) for public comment
- > **Fall 2020** – Metro Board adopts Proposed Project and certifies Final EIR
- > **Ongoing** – Collaboration and outreach with corridor cities, communities and transit providers

