

Metro

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



Agenda - Final

Thursday, December 6, 2018

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*

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.

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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, 6, 8, 10, 11, 16, 18, 19, 20, *22, 23, 26, 27, 34, 35, 36, 37.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES**

[2018-0712](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 25, 2018.

Sponsors: Board of Directors - Regular Board Meeting

Attachments: [October 25, 2018 RBM MINUTES](#)

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

6. **SUBJECT: METRO FREEWAY SERVICE PATROL CONTRACTS**

[2018-0675](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase Contract Modification Authority (CMA) to 12 existing Freeway Service Patrol contracts as delineated below for a total amount of \$3,670,000 thereby increasing the CMA amount from \$2,113,534 to \$5,783,534 and extend the periods of performance as follows:

- Beat no.1: All City Tow contract no. FSP2828200FSP141, for \$265,000 for 6 months
- Beat no.2: Citywide Towing contract no. FSP2785600FSP142, for \$190,000 for 5 months
- Beat no.4: Frank Scotto Towing contract no. FSP2788200FSP144, for \$190,000 for 5 months
- Beat no.8: Citywide Towing contract no. FSP2825800FSP148, for \$195,000 for 5 months
- Beat no.10: Neighborhood Towing 4 U contract no. FSP3848100FSP1410, for \$245,000 for 7 months
- Beat no.13: Reliable Delivery Service contract no. FSP2831500FSP1413, for \$475,000 for 7 months
- Beat no.24: T.G. Towing, Inc. contract no. FSP2833200FSP1424, for \$330,000 for 8 months
- Beat no.33: Mid Valley Towing contract no. FSP2851900FSP1433, for \$380,000 for 10 months
- Beat no.34: South Coast Towing contract no. FSP2839600FSP1434, for \$315,000 for 8 months
- Beat no.36: Hadley Tow contract no. FSP2841400FSP1436, for \$350,000 for 8 months
- Beat no.41: T.G. Towing contract no. FSP2760200144, for \$440,000 for 11 months
- Beat no.42: Platinum Tow and Transport contract no. FSP2842100FSP1442, for \$295,000 for 8 months

Sponsors: Ad Hoc Congestion and Highway and Roads Committee

Attachments: [Attachment A - Procurement Summary revised](#)
[Attachment B - Contract Modification Authority Summary](#)
[Attachment C - Contract Modification Change Order](#)
[Attachment D - DEOD Summary.doc](#)
[Attachment E - FSP Beat Map Attachment](#)

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0-1):**

8. **SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL
DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS
AND ESTIMATES (PS&E) FOR SR-60/7th AVENUE
INTERCHANGE IMPROVEMENTS PROJECT**

[2018-0512](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE53204000 with ADVANTEC Consulting Engineers in the amount of \$1,999,895 for Architectural and Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for SR-60/7th Avenue Interchange Improvements Project, subject to resolution of protest(s), if any.

Sponsors: Ad Hoc Congestion and Highway and Roads Committee

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

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

- 10. SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR-134 TO SR-118** [2018-0582](#)

RECOMMENDATION

AUTHORIZE Contract Modifications No. 194, No. 222 & No. 225 (CCO 194, CCO 222 & CCO 225) by the California Department of Transportation (Caltrans) for the construction contract of Segment 4 of the I-5 North Capacity Enhancements Project from SR-134 to SR-118 (Project) under Funding Agreement No. MOU.P0008355/8501A/A8, in the amount of \$20.8 million within the overall corridor LOP budget.

Sponsors: Ad Hoc Congestion and Highway and Roads Committee

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (3-0-1):**

- 11. SUBJECT: METRO EXPRESSLANES CONTINUING OPERATIONS** [2018-0536](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 78 for Operation and Maintenance (O&M) - Year 6 (from February 24, 2019 to February 29, 2020), for up to one year, for Contract No. PS0922102333 with Atkinson Contractors, LP (Atkinson) for Metro ExpressLanes Operation and Maintenance in the amount of \$18,655,393; increasing the total contract price from \$185,669,328 to \$204,324,721.

Sponsors: Ad Hoc Congestion and Highway and Roads Committee

Attachments: [Attachment A - Procurement Summary 0536 Express Lanes](#)
[Attachment B - CMA Summary](#)
[Attachment C - DEOD Summary](#)

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

**16. SUBJECT: JOINT DEVELOPMENT PROJECTS IN BOYLE HEIGHTS
AND TAYLOR YARD**

[2018-0573](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute:

- A. An amendment to an existing Exclusive Negotiation Agreement and Planning Document ("ENA") with Bridge Housing Corporation - Southern California and East LA Community Corporation ("Bridge/ELACC"), that extends the term of the ENA to December 31, 2019 and provides for up to an additional 12-month term extension, if deemed necessary and prudent; and
- B. An amendment to an existing Joint Development Agreement ("JDA") with Taylor Yards, LLC, a development entity created by McCormack Baron Salazar, that extends the term of the JDA to March 31, 2020 and provides for up to an additional 12-month term extension, if deemed necessary and prudent.

Sponsors: Planning and Programming Committee

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

**18. SUBJECT: METRO BIKE SHARE GREENHOUSE GAS REDUCTION
FUND GRANT**

[2018-0608](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 8 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) for the Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant in the amount of \$6,342,126, increasing the total contract value from \$89,001,735 to \$95,343,861;
- B. APPROVE the increase of the Phase III Expansion Life of Project (LOP) budget by \$2.83M increasing total LOP from \$10.5M to \$13.33M; and
- C. NEGOTIATE and EXECUTE a Memorandum of Understanding (MOU) amendment to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (accessed at http://media.metro.net/board/Items/2015/01_january/20150114p&pitem25.pdf) with the City of Los Angeles as it relates to the GGRF Grant award.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - GGRF Grant Award](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification Log](#)
[Attachment D - Funding and Expenditure Log](#)
[Attachment E - DEOD Summary](#)

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

**19. SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 4
REGIONAL PROGRAM SCORING**

[2018-0690](#)

RECOMMENDATION

APPROVE the assignment of up to ten points as presented in Attachment A to candidate projects for the Active Transportation Program (ATP) Cycle 4 Southern California Association of Governments' (SCAG) Regional ATP competition.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Proposed Los Angeles County Point Assignment](#)
[Attachment B - Proposed Point Assignment Method](#)
[Presentation](#)

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

20. SUBJECT: LINK UNION STATION

[2018-0694](#)

RECOMMENDATION

APPROVE the designation of the California Environmental Quality Act (CEQA) "Proposed Project" in the Link Union Station (Link US) Draft Environmental Impact Report (DEIR) as Alternative 1 with Design Option B which provides up to 10 run-through tracks with shared lead tracks. The CEQA Proposed Project includes an above-grade passenger concourse that will also include a new expanded, at-grade passage way which will provide additional passenger travel-path convenience and options.

Sponsors: Board of Directors - Regular Board Meeting

Attachments: [Attachment A - Link US Concourse Study Summary of Findings](#)
[Attachment B - Link US Community Engagement Activities](#)
[Presentation](#)
[Staff Report](#)

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

**22. SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION
AND REPLACEMENT SERVICES**

[2018-0585](#)

RECOMMENDATION

CONSIDER:

- A. FINDING that the procurement of stainless steel, anti-graffiti film installation and replacement services for all Metro facilities pursuant to Public Utilities Code (PUC) Section 130237, constitutes a single source procurement method for the sole purpose of duplicating or replacing supply, equipment or material already in use; and
- B. AUTHORIZING the Chief Executive Officer to award a non-competitive five-year firm fixed unit rate Contract No. OP1141410003367 to Graffiti Shield, Inc. to provide stainless steel, anti-graffiti film installation and replacement services for all Metro facilities for a not to exceed amount of \$14,919,070 for the three-year base period and a not to exceed amount of \$11,835,168 for the two, one year options for a combined not to exceed total amount of \$26,754,238, effective February 3, 2019.

(REQUIRES 2/3 VOTE OF THE BOARD)

Sponsors: Operations, Safety and and Customer Experience Committee

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

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

23. SUBJECT: ELECTRONIC CONTROL MODULE

[2018-0628](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA49132000 to Cummins Inc., for electronic control modules for a one year base amount of \$730,578, inclusive of sales tax, and a second year amount of \$748,845, inclusive of sales tax, for a total contract value of \$1,479,423, subject to resolution of protest(s), if any.

Sponsors: Operations, Safety and and Customer Experience Committee

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

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE
FOLLOWING RECOMMENDATION (5-0):**

26. SUBJECT: P3010 LIGHT RAIL VEHICLE PROCUREMENT

[2018-0485](#)

RECOMMENDATION

APPROVE a Modification to Contract No. P3010 with Kinkisharyo International, LLC for Request for Change (RFC) No. 28, Crenshaw Final Cutover Automatic Train Control (ATC) Software Release, for a firm fixed price of \$2,350,680 increasing the total Contract value from \$921,755,722 to \$924,106,402. The contract increase is within the Life of Project Budget.

Sponsors: Operations, Safety and and Customer Experience Committee

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

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

27. SUBJECT: Q'POD ASSEMBLY KITS WITH CURB SIDE SEAT

[2018-0638](#)

RECOMMENDATION

AUTHORIZE the chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA53850000 to Gillig LLC, for Kit - Q'Pod Assemblies with Passenger Curb Side Seats. The Contract has a first year amount of \$2,005,420, inclusive of sales tax, and a second year amount of \$2,005,420, inclusive of sales tax, for a total contract value of \$4,010,840, subject to resolution of protest(s), if any.

Sponsors: Operations, Safety and and Customer Experience Committee

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

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

34. SUBJECT: METRO LEADERSHIP ACADEMY

[2018-0598](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a three-year firm fixed price Contract No. PS54336000 to Southern Methodist University Cox School of Business, to serve as the academic partner for the Metro Leadership Academy (MLA) Program, in the amount of \$858,552, effective December 2018 through December 2021; and

B. APPROVE Contract Modification Authority specific to Contract No. PS54336000 in the amount of \$85,855.

Sponsors: Executive Management Committee

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

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

35. SUBJECT: METRO MEDICAL CLINIC SERVICES

[2018-0599](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 42-month, firm fixed unit rate Contract No. PS42270000 to Temple Medical Center for medical clinic services for Metro downtown service area, in an amount not-to-exceed \$1,034,640 effective January 25, 2019 subject to resolution of protests(s) if any.

Sponsors: Executive Management Committee

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

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

36. SUBJECT: TRANSIT LINE OPERATIONAL NAMING CONVENTION

[2018-0684](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the CEO to establish a Transit Line Operational Naming Convention to change the current naming convention to a color and letter designation for rail lines and bus rapid transit lines; and
- B. APPROVING a phased implementation plan that takes advantage of planned capital projects and a phased transition through the completion of the Regional Connector Project.

Sponsors: Board of Directors - Regular Board Meeting

Attachments: [Attachment A - Summary of Public Opinion Research and Staff Recommendation](#)
[Attachment B - Line Naming Change Cost Estimate Summary](#)

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

37. SUBJECT: BURNING BUS MOTION

[2018-0729](#)

RECOMMENDATION

APPROVE Motion by Hahn, Solis, Butts & Krekorian that the Board direct the CEO to:

- A. Expedite the replacement of all 52 diesel buses operating in the South Bay region ahead of Metro's current schedule, to ensure the safety of drivers and passengers;
- B. Fully investigate the circumstances surrounding the incidents whereby 7 of these buses caught fire, how driver complaints about safety issues were handled and an explanation as to why the Board was not informed of these incidents;
- C. Conduct a full review of Metro's contract with MV Transportation, including maintenance, quality control and driver safety issues; and
- D. Conduct a full review of Metro's practice of contracting bus services out, and advise as to the feasibility of Metro directly providing bus services instead of through contractors.

FURTHER MOVE that the CEO provide a comprehensive report within 30 days that addresses the fore-mentioned directives.

Sponsors: Board of Directors - Regular Board Meeting

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR

[2018-0749](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

Sponsors: Board of Directors - Regular Board Meeting

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

[2018-0750](#)

RECOMMENDATION

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

Sponsors: Board of Directors - Regular Board Meeting

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (4-0):

9. **SUBJECT: SR-710 NORTH CORRIDOR MOBILITY IMPROVEMENTS**

[2018-0513](#)

RECOMMENDATION

APPROVE the following actions pertaining to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuity of the SR-710 North Freeway:

- A. APPROVE the attached list of eligible Mobility Improvement Projects [MIPs] recommended for funding;
- B. AUTHORIZE programming ~~\$350~~ \$450 million in Measure R funds and \$65 million in State and Federal funds for a total of ~~\$415~~ \$515 million to the SR-710 starting in FY20 for the initial list of MIPs in compliance with the guidelines in the Board Motion 29.1 (Attachment A) to fund new mobility improvement projects consistent with the purpose of the 710 freeway gap closure project to relieve congestion on local streets in the impact area of the SR-710 as depicted in the SR-710 Environmental Document; and
- C. AUTHORIZE programming up to \$45 million in Measure R funds starting in FY20 for the Transportation System Management/Transportation Demand Management (TSM/TDM) projects that are currently listed in the SR-710 North environmental document and will be cleared environmentally upon adoption of the SR-710 North Final Environmental Document to advance to final design and construction.

All future expenditure of funds shall be contingent upon completion of the SR-710 North environmental process and selection of the TSM/TDM Locally-Preferred Alternative as the Preferred Alternative.

FASANA AMENDMENT that Project 1 be included and that \$100 million be set for Project 1 which is the SR-710 North of I-10 Termination Project (I-10 to Valley Boulevard).

Sponsors: Ad Hoc Congestion and Highway and Roads Committee

Attachments: [Attachment A - Item 29.1 Revised SR 710 N Motion File # 2017-0358](#)
[REVISED Attachment B1 - Mobility Improvement Projects - Project Sponsor Su](#)
[REVISED Attachment B2- Mobility Improvements Projects -Summary of Project](#)
[REVISED Attachment C- Mobility Improvement Projects - Recommended for Fu](#)
[REVISED Attachment D - Mobility Improvement Projects -Descriptions.pdf](#)
[REVISED Attachment E - Mobility Improvement Projects - Cash Flow Projectio](#)

**FINANCE, BUDGET AND AUDIT COMMITTEE FORWARDED THE FOLLOWING DUE TO
ABSENCES AND CONFLICTS:**

14. SUBJECT: PROPOSITION C BONDS

[2018-0595](#)

RECOMMENDATION

ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the negotiated bond sale and issuance of up to \$650 million in aggregate principal amount of bonds (Proposition C Sales Tax Revenue Bonds, 2019) in one or more series, to finance capital projects and refinance outstanding commercial paper and revolving credit notes;
- B. APPROVES the forms of the supplemental trust agreement, continuing disclosure certificate, preliminary official statement and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution and all of which are subject to modification as set forth in the Resolution;
- C. APPROVES the form of the bond purchase contract on file with the Board Secretary, that will be entered into with the underwriters as listed in Attachment B hereto; and
- D. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of the bond purchase contract and bond documentation associated with the issuance of the 2019 Prop C bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Sponsors: Finance and Budget and Audit Committee

Attachments: [Attachment A - Authorizing Resolution](#)
[Attachment B - Summary of Underwriter Selection](#)
[Documents on File](#)

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

15. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

[2018-0404](#)

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to:

1. Approve an updated project definition (Attachment A) for Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR);
2. Negotiate and execute third party agreements between Metro and project corridor cities and agencies;
3. Execute Modification No. 6 to Contract No. AE5999300 with WSP USA, Inc. for technical services to advance the level of design to 15% to support Draft EIS/EIR in the base amount of \$6,300,216, with an optional task for third-party coordination in the amount of \$1,678,228, for a total amount of \$7,978,444, increasing the total contract value from \$12,405,244 to \$20,383,688; and
4. Execute Modification No. 2 to Contract No. PS2492300 with Arellano Associates to provide additional outreach support in the amount of \$1,324,503, increasing the total contract value from \$922,203 to \$2,246,706.

B. RECEIVING AND FILING finding in response to May 2018 comment to evaluate the feasibility and need for 4-car platforms on the West Santa Ana Branch line.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Updated Project Definition](#)
[Attachment B - Updated Alignment Map and Profile](#)
[Attachment C-1 Procurement Summary](#)
[Attachment C-2 Procurement Summary](#)
[Attachment D-1 Contract Modification Log](#)
[Attachment D-2 Contract Modification Log](#)
[Attachment E-1 - DEOD Summary for A-1 AE5999300 \(Mod. 6\)](#)
[Attachment E-2 - DEOD Summary for A-2 PS2492300 \(Mod. 2\) JJ Presentation](#)

**15.1 SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR
CONFLUENCE STATION**

[2018-0773](#)

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. Update the Project Definition for the West Santa Ana Branch Transit Corridor Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to include an optional station located at the Los Angeles River/Rio Hondo Confluence in the City of South Gate;
- B. Propose modifications to Contract No. AE5999300 with WSP USA, Inc. and Contract No. PS2492300 with Arellano Associates as needed to reflect the changes made to the Project Definition as a result of this Motion;
- C. Report back to the Board after the Draft EIS/EIR is prepared to determine whether or not the environmental analysis and 15% design plans warrant the Confluence station to be feasible.

Sponsors: Board of Directors - Regular Board Meeting

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

17. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH

[2018-0574](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD 29 bench Contract Nos. PS54330000 through PS54330028 under the Countywide Planning and Development Bench for professional services with the contractors recommended in Attachment A-1 for a three-year base period in the funding amount of \$25 million, with two, one-year options, in the funding amount of \$5 million for each option year, for a not-to-exceed cumulative total funding amount of \$35 million, subject to resolution of protest(s) if any:

1. Discipline 1 - Transportation Planning:
 - 1.1. AECOM Technical Services, Inc
 - 1.2. Cambridge Systematics, Inc.
 - 1.3. CH2M Hill, Inc.
 - 1.4. Chen Ryan Associates, Inc. (SBE/DBE)
 - 1.5. Fehr & Peers
 - 1.6. HDR Engineering, Inc.
 - 1.7. Kimley-Horn & Associates, Inc.
 - 1.8. Mott MacDonald, LLC
 - 1.9. Steer
 - 1.10. STV Incorporated
 - 1.11. TransLink Consulting, LLC (SBE/DBE)
 - 1.12. WSP USA;
2. Discipline 2 - Environmental Planning:
 - 2.1. AECOM Technical Services, Inc.
 - 2.2. HDR Engineering, Inc.
 - 2.3. STV Incorporated
 - 2.4. Terry A. Hayes Associates, Inc. (SBE/DBE)
 - 2.5. WSP USA;
3. Discipline 3 - Traffic/Transportation Engineering:
 - 3.1. AECOM Technical Services, Inc.
 - 3.2. Cambridge Systematics, Inc.
 - 3.3. CH2M Hill, Inc.
 - 3.4. FPL and Associates, Inc. (SBE/DBE)
 - 3.5. HDR Engineering, Inc.
 - 3.6. Iteris, Inc.
 - 3.7. KOA Corporation
 - 3.8. Mott MacDonald, LLC;
4. Discipline 4 - Economic and Financial Analysis:
 - 4.1. AECOM Technical Services, Inc.
 - 4.2. Arup Advisory, Inc.
 - 4.3. BAE Urban Economics, Inc. (SBE/DBE)
 - 4.4. Morgner Construction Management (SBE/DBE)
 - 4.5. WSP USA;

-
5. Discipline 5 - Community Design and Land Use:
 - 5.1. AECOM Technical Services, Inc.
 - 5.2. BASE Architecture, Planning & Engineering, Inc. (SBE/DBE)
 - 5.3. M. Arthur Gensler Jr. & Associates, Inc
 - 5.4. Gruen Associates
 - 5.5. Here Design Studio, LLC (SBE/DBE)
 - 5.6. John Kaliski Architects (SBE);
 6. Discipline 6 - Sustainability/Active Transportation:
 - 6.1. AECOM Technical Services, Inc.
 - 6.2. Alta Planning + Design
 - 6.3. Chen Ryan Associates, Inc. (SBE/DBE)
 - 6.4. Fehr and Peers;
 7. Discipline 7 - Demand Modeling and Geographic Information System:
 - 7.1. AECOM Technical Services, Inc.
 - 7.2. Cambridge Systematics, Inc.
 - 7.3. WSP USA;
 8. Discipline 8 - Data Base Development and Data Analysis:
 - 8.1. Cambridge Systematics, Inc.
 - 8.2. Iteris, Inc.;
 9. Discipline 9 - Real Estate Project Management:
 - 9.1. Tierra West Advisors, Inc. (SBE/DBE);
 10. Discipline 10 - Research and Surveying:
 - 10.1. Cambridge Systematics, Inc.
 - 10.2. ETC Institute
 - 10.3. Moore & Associates, Inc.
 - 10.4. Redhill Group, Inc. (SBE); and

B. EXECUTE individual task orders under the Bench Contracts for up to \$1 million per task order.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Procurement Summary.pdf](#)
[Attachment A - 1- Recommended Firms by Discipline.pdf](#)
[Attachment B - DEOD Summary.pdf](#)
[Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE (4-0) AND CONSTRUCTION COMMITTEE
(5-0) MADE THE FOLLOWING RECOMMENDATION:**

- 21. SUBJECT: CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY** [2018-0245](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study; and
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - January 2017 Board Motion](#)
[Attachment B - February 2017 Board Action](#)
[Attachment C - Map of Inglewood Projects](#)
[Attachment D – Centinela Avenue Grade Separation Traffic Study](#)
[Presentation](#)

28. SUBJECT: CRENSHAW/LAX - GREEN LINE OPERATING PLAN

[2018-0710](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING Alternative C-1 (Norwalk - Crenshaw/Expo, and Redondo Beach - Aviation/Century) as the preferred service plan for Crenshaw/LAX - Green Line; and
- B. DIRECTING the CEO to reevaluate the service plan one year prior to the opening of the Green Line extension to Torrance to determine if travel patterns and other relevant factors show a need for a change in service pattern.

Sponsors: Operations, Safety and and Customer Experience Committee

Attachments: [Attachment A - Motion 40.1](#)
[Attachment B - Crenshaw LAX Green Line Alternative Service Plan Evaluation](#)
[Attachment C - Comparison of Final 6 Operating Alternatives](#)
[Presentation](#)

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-2):

28.1 SUBJECT: PROPOSED CRENSHAW/LAX - GREEN LINE OPERATING PLAN

[2018-0730](#)

RECOMMENDATION

APPROVE Motion by Hahn, Butts, Solis, Najarian, Fasana & Garcia that the Board instruct the CEO to:

- A. implement Alternative C-3 for the Crenshaw/LAX -Green Line Operating Plan as a 1 year pilot plan in anticipation of the opening of the LAX Automated People Mover (APM) and 96th Street Station, maintaining the existing headways on the Green Line;
- B. report back to the Metro Board one (1) year after the pilot is over to reevaluate the ridership and travel demand; and
- C. as a new policy, bring future substantive changes to rail operating plans to the Metro Board for approval as a matter of course, instead of "receive and file."

Sponsors: Board of Directors - Regular Board Meeting

**CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES
AND CONFLICTS:**

- 31. SUBJECT: ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY
SUPPORT SERVICES**

[2018-0482](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a five (5) year Contract No. AE51181EN084, with Burns & McDonnell, Engineering Company, Inc. for Environmental Compliance and Sustainability Support Services on Task Orders, inclusive of a three (3) year base term for an amount not-to-exceed \$18,000,000, plus two (2) one-year options for a not-to-exceed amount of \$21,000,000, for a total contract value of \$39,000,000.

Sponsors: Construction Committee

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Anticipated Project List.pdf](#)
[Attachment C - DEOD Summary \(AE51181EN084\).pdf](#)

38. SUBJECT: TWENTY-EIGHT BY '28 MOTION RESPONSE

[2018-0709](#)

RECOMMENDATION

RECEIVE AND FILE the Twenty-Eight by '28 White Paper (Attachment B).

Sponsors: Board of Directors - Regular Board Meeting

Attachments: [Attachment A - Approved Motion 4.1](#)
[Attachment B 28 x 2028 White Paper-](#)
[Presentation](#)

39. SUBJECT: CESAR CHAVEZ BUS STOP IMPROVEMENT PROJECT

[2018-0429](#)

RECOMMENDATION

CONSIDER:

A. AUTHORIZING an increase in the life of project (LOP) budget by \$1,430,000 for the Cesar Chavez Bus Stop Improvements Project from \$2,100,000 to \$3,530,000; and

B. AMENDING the FY19 budget to increase Project 210041 funding by \$1,850,000.

Sponsors: Planning and Programming Committee

Attachments: [Attachment A - Project Design](#)
[Attachment B - Funding and Expenditure Plan](#)
[Presentation](#)

40. SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT

[2018-0772](#)

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. Reaffirm its commitment to complete the Foothill Extension to Claremont as a first priority project, per the final and unanimous vote to approve the 2009 Long Range Transportation Plan, and in accordance with promises made to county voters in 2008 and 2016 when they overwhelmingly supported Measures R and M;
- B. Oppose any actions or proposals that would reduce or eliminate already committed funding secured on behalf of the Foothill Extension project and/or that could disrupt the ability of the Construction Authority to complete the project to Claremont, including but not limited to proposals to introduce new rail service within the future Gold Line corridor that could make it more difficult and more costly to complete the project to Claremont;
- C. Direct our CEO to work closely with the Construction Authority to identify possible funding sources and approaches that could be used to fill the remaining funding gap to build the project all the way to Pomona and to Claremont.
- D. Direct our CEO to report back to the Board in January 2019 with options for initial funding to extend the first phase beyond La Verne to Pomona, with the second phase consisting of Claremont and Montclair.

END OF NON-CONSENT ITEMS

41. SUBJECT: CLOSED SESSION

[2018-0770](#)

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

Ted Shatz v. LACMTA, LASC Case No. BC654621

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

Property Description: 1950 Century Park East, Los Angeles, CA

Agency Negotiator: Velma C. Marshall

Negotiating Party: Automobile Club of Southern California

Under Negotiation: Terms and Price

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

Titles: CEO, General Counsel, Board Secretary, Inspector

General; and Chief Ethics Officer

Sponsors: Board of Directors - Regular Board Meeting

SUBJECT: GENERAL PUBLIC COMMENT

[2018-0752](#)

RECEIVE General Public Comment

Sponsors: Board of Directors - Regular Board Meeting

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

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

Adjournment



Metro

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

Board Report

File #: 2018-0712, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
DECEMBER 6, 2018**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 25, 2018.

Metro

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



MINUTES

Thursday, October 25, 2018

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
John Bulinski, non-voting member
Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER: 9:39 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 8, *15, 16, 17, 18, 19, 25, *26, 31, 32, 33, 37, 38, 39, 40.

Consent Calendar items were approved by one motion except 5, 38 and 40 which were 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	Y	Y	Y	A	Y	Y

2. **SUBJECT: MINUTES** 2018-0673

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 27, 2018.

3. **SUBJECT: REMARKS BY THE CHAIR** 2018-0701

RECEIVED remarks by the **Chair**.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2018-0700

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

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

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

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

5. SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT

2018-0511

AUTHORIZED UNDER RECONSIDERATION:

The Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE51806000 with NCM Engineering Corporation in the amount of \$2,059,860 for Architectural & Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for the I-605/Valley Boulevard Interchange Improvements Project, subject to resolution of protest(s), if any.

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

8. SUBJECT: NORTH COUNTY SUBREGIONAL REPROGRAMMING OF SURPLUS FUNDS FROM THE I-5/SR14 HOV DIRECT CONNECTOR PROJECT

2018-0529

APPROVED ON CONSENT CALENDAR:

- A. \$35.048 million of additional programming within the capacity of the Measure R 20% Highway funds saved at the completion of the I-5/SR-14 HOV direct connector project to be allocated to the following North County highway operational improvement projects (Attachment A):
1. Sierra Highway Traffic Signal Improvement Project in the amount of \$565,000;
 2. Vista Canyon Road Bridge between Soledad Canyon Road and Lost Canyon Road in the amount of \$20,000,000;
 3. Vista Canyon Transit Center and Metrolink Station in the amount of \$4,000,000;
 4. SR-138 (SR-14) Avenue K Interchange in the amount of \$9,297,500; and
 5. SR-138 Palmdale Blvd South Bound SR-14 Ramps in the amount of \$1,186,250;
- B. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the approved projects.

**9. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
SEMI-ANNUAL UPDATE**

2018-0530

APPROVED:

- A. \$41.3 million of additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list, as shown in Attachment A for:
- Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING time extension for 20 projects as shown in Attachment B;
- C. DEOBLIGATING \$4.4 million of previously approved measure R Highway Subregional Program funds;
- D. DELEGATING to the Chief Executive Officer (CEO) or his designee the authority to deobligate/reprogram funds and administratively extend funding agreement lapse dates for Measure R Highway Subregional project agreements to meet design, right of way and construction time frames; and
- E. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for approved projects.

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

9.1 SUBJECT: COUNTYWIDE SOUNDWALL PROGRAM

2018-0702

APPROVED Amending Motion by Barger and Najarian as amended by Solis that:

- A. \$3.288 million be allocated to this project from the Call for Projects Reserve Fund, and;

(continued on next page)

- B. The CEO direct staff to analyze the existing Countywide Soundwall Program, phases I & II, in coordination with appropriate local and state agencies, and report back to the board in 120 days on available options to fund and construct the remaining soundwalls, including a short term plan for completion of phase I and a long term plan for implementation of phase II; and
- C. Metro will proactively seek and exhaust all resources and explore other funding opportunities, including, but not limited to, any funding that may become available from the sales of Caltrans-owned surplus properties related to the I-710 Corridor as well as Federal, State, and Regional resources to reimburse the Call for Projects Reserve Fund.

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

12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

2018-0303

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE Modification No. 18 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical Services, Inc. for the Eastside Transit Corridor Phase 2 Project to complete the reinitiated environmental clearance study, in the amount of \$7,847,298, increasing the total current contract value from \$19,048,725 to \$26,896,023;
- B. INCREASE in Contract Modification Authority (CMA) specific to Contract No. PS4320-2003, for the Eastside Transit Corridor Phase 2 Project, in the amount of \$784,000, increasing the total CMA amount from \$2,532,711 to \$3,316,711, due to the complexity of the environmental study effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA;
- C. AWARD and execute a 36-month firm fixed price Contract No. AE51242000 with Cordoba HNTB Design Partners, Inc. in an amount not to exceed \$16,154,225 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study, subject to resolution of protest(s), if any; and

- D. APPROVE Contract Modification Authority specific to Contract No. AE51242000 in the amount of \$3,230,845 due to the complexity of the engineering and urban design effort and authorize the CEO to execute individual contract modifications within the Board-approved CMA.

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

* voted under Rule of Necessity

13. SUBJECT: BUS RAPID TRANSIT VISION AND PRINCIPLES STUDY 2018-0470

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 28-month firm fixed price Contract No. PS53553000 to Sutra Research and Analytics, in the amount of \$1,210,607 to complete the Bus Rapid Transit (BRT) Vision and Principles Study, with an optional task to analyze candidate corridors in the amount of \$611,185, for a total contract amount of \$1,821,792, subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority (CMA) specific to Contract No. PS53553000 in the amount of \$273,269 to account for the complexity of the countywide effort and anticipated level of coordination.

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

14. SUBJECT: ARTICULATED ZERO EMISSION TRANSIT BUSES 2018-0488

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. OP28367-001, Part D, awarded to New Flyer of America, for the acquisition of sixty foot Zero Emission Buses (ZEB), to upgrade and increase the onboard bus battery capacity in the firm fixed price amount of \$2,792,074, for a total contract amount of \$70,970,417; and
- B. NEGOTIATE AND EXECUTE with New Flyer of America future contract modifications to Contract No. OP28367-001, Part D, for a not to exceed amount of \$1,000,000 for each contract modification.

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

15. SUBJECT: BUS C-FRAMES

2018-0491

APPROVED ON CONSENT CALENDAR BY 2/3 VOTE OF THE BOARD:

- A. FINDING that the procurement of Bus C-Frames under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and
- B. AUTHORIZING the Chief Executive Officer to award a single source two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA53981000 to The Aftermarket Parts Company, LLC (New Flyer Parts) for C-Frames Left Hand (LH) and Right Hand (RH). The Contract first year base amount is \$653,889, inclusive of sales tax, and the second year Contract amount is \$653,889, inclusive of sales tax for a total Contract Not-to-Exceed value of \$1,307,778.

16. SUBJECT: BUS OPERATOR SEAT ASSEMBLIES

2018-0570

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA54977000 to The Aftermarket Parts Company, LLC (New Flyer Parts), the lowest responsive and responsible bidder for bus operator seat assemblies. The award is for a base year not-to-exceed amount of \$692,806, inclusive of sales tax, and a one year option for a not-to-exceed amount of \$713,590, inclusive of sales tax, for a total not-to-exceed contract value of \$1,406,397, subject to resolution of protest(s), if any.

17. SUBJECT: BUS ENGINE IGNITION CONTROL MODULES

2018-0572

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA44849-2000 to Cummins Incorporated the lowest responsive and responsible bidder for bus engine ignition control modules. The award is for a Base year not-to-exceed \$678,866, inclusive of sales taxes, and a one year Option for a not-to-exceed amount of \$694,369, inclusive of sales tax, for a total not-to-exceed contract value of \$1,373,235, subject to resolution of protest(s), if any.

**18. SUBJECT: TRANSIT OPERATIONS SUPERVISORS UNIFORM -
BUS/RAIL**

2018-0578

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed unit rate Contract No. PS113404000 to Becnel Uniforms, Inc. to provide uniforms for Bus and Rail Transit Operations Supervisors (TOS), in an amount not-to-exceed \$819,773 for the three-year base term and \$400,000 for one, two year option, for a combined total not-to-exceed amount of \$1,219,773 effective January 1, 2019, subject to resolution of protest(s), if any; and
- B. AWARD a five-year, firm fixed unit rate Contract No. PS113405000 to LA Uniforms and Tailoring to provide uniforms for Bus and Rail Transit Operations Supervisors (TOS), in an amount not-to-exceed \$221,602 for the three-year base period and \$100,000 for one, two year option, for a combined total not-to-exceed amount of \$321,602 effective January 1, 2019, subject to resolution of protest(s), if any.

**19. SUBJECT: METRO RED LINE (MRL) UNINTERRUPTIBLE POWER
SUPPLY (UPS) BATTERIES**

2018-0579

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING two contract agreements solicited as Request for Information and Qualification (RFIQ) No. OP44570-2 with M.C. Dean, Incorporated and Skyler Electric Company, Incorporated for goods and services for amount of \$2,244,000 for a two year base period and \$1,000,000 for three one year options for a total not-to-exceed cumulative value of \$3,244,000, subject to resolution of protest(s), if any;
- B. AUTHORIZING the CEO to award Task Orders to qualified UPS Battery suppliers under the approved not-to-exceed cumulative total value of \$3,244,000; and
- C. AUTHORIZING the CEO to add additional qualified Uninterruptible Power Supply (UPS) Battery suppliers to the Bench subject to each potential supplier meeting the same RFIQ evaluation criteria qualifications; and award Task Orders to these qualified suppliers within the approved not-to-exceed cumulative total value of \$3,244,000.

**21. SUBJECT: ORAL REPORT ON OPERATIONS, SAFETY, AND
CUSTOMER EXPERIENCE**

2018-0509

RECEIVED oral report on System Safety, Security and Operations.

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

21.1 SUBJECT: CLEANLINESS MOTION

2018-0704

APPROVED Motion by Garcia, Hahn, Ridley-Thomas and Bonin to direct the CEO to report back to the Board in January 2019 on the following:

- A. A review of current cleanliness measures and recommendations for possible improvements, with any associated costs if applicable, with full consideration of customer expectations;
- B. Proposed coordinative efforts to help address cleanliness on non-Metro property, along Metro-owned rights-of-way and adjacent to Metro bus rapid transit and rail stations, including graffiti abatement and trash pick-up;
- C. Recommendations for improved coordination among Metro departments that are responsible for components of the customer experience at Metro bus rapid transit and rail stations, including cleanliness; and
- D. Recommendations for improved coordination with other public agencies with oversight over non-Metro property along Metro-owned rights-of-way and adjacent to Metro bus rapid transit and rail stations.

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

25. SUBJECT: TELEPHONE SYSTEM MAINTENANCE

2018-0609

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price Contract No. PS51796000 for telephone system maintenance, service, and repair to Scottel Voice & Data, Inc., dba Black Box Network Services, for a not-to-exceed amount of \$1,521,764 for the three-year base period effective November 1, 2018, plus \$1,037,075 for the first two-year option, and \$1,058,899 for the second two-year option, inclusive of sales tax, for a combined total not-to-exceed amount of \$3,617,738, subject to resolution of protest(s), if any.

**26. SUBJECT: DIVISION 21 MIDWAY YARD, MAIN SHOP, BLOWDOWN 2018-0576
MODIFICATION**

APPROVED BY 2/3 VOTE OF THE BOARD ON CONSENT CALENDAR:

- A. FINDING that awarding a design-build contract pursuant to Public Utilities Code Section 130242(a) will achieve certain private sector efficiencies in the integration of design, project work, and components related to real property renovation, improvements, and construction work for Project 204094, Division 21 Midway Yard, Main Shop, Blowdown Modification; and
- B. AUTHORIZING the Chief Executive Officer to solicit and award low bid design-build contracts for renovations, improvements, and construction for Division 21 Midway Yard, Main Shop, Blowdown Modification, pursuant to Public Utilities Code Section 130242.

**31. SUBJECT: RAIL OPERATIONS CENTER TRANSIT PASSENGER 2018-0531
INFORMATION SYSTEM**

AUTHORIZED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to award Contract No. OP111922000 for the Crenshaw/LAX Rail Operations Center (ROC) Transit Passenger Information System (TPIS) to B&C Transit, Inc. for an amount of \$719,950 for the Base Work; an amount of \$378,774 for the Regional Connector Option 1; an amount of \$378,774 for the Westside Purple Line Extension (WPLE) Segment-1 Option 2; an amount of \$100,274 for the WPLE Segment-2 Option-3; and an amount of \$100,274 for the WPLE Segment-3 Option-4, for a total firm fixed price contract amount of \$1,678,046, subject to resolution of any properly submitted protest, if any; and
- B. APPROVING Contract Modification Authority in the amount of \$500,000 and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority for potential change orders and cost increase associated with the contract extended period.

**32. SUBJECT: DIVISION 20 PORTAL WIDENING AND TURNBACK 2018-0588
FACILITY**

APPROVED ON CONSENT CALENDAR:

- A. CERTIFYING the Final Environmental Impact Report (FEIR);
- B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse;

(continued on next page)

C. ADOPTING the:

1. Findings of Fact and Statement of Overriding Considerations (FF/SOC) in accordance with the California Environmental Quality Act (CEQA); and
2. Mitigation Monitoring and Reporting Plan (MMRP).

33. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT 2018-0364

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a Memorandum of Agreement (MOA) with the City of Beverly Hills (City) to accommodate construction of the Wilshire/Rodeo Station, contingent upon execution of a settlement agreement.

37. SUBJECT: FEDERAL LEGISLATION 2018-0653

ADOPTED ON CONSENT CALENDAR the staff recommended position:

- A. House Resolution 5857 (DeFazio) - Stop Sexual Assault And Harassment In Transportation Act **SUPPORT**

38. SUBJECT: MOBILITY ON DEMAND PILOT PROJECT 2018-0355

AUTHORIZED the Chief Executive Officer to execute a twelve-month sole source contract to NoMad Transit LLC in an amount not-to-exceed \$2,506,410, inclusive of sales tax, to operate a first and last mile(s) transportation network company pilot service to/from the North Hollywood, Artesia, and El Monte stations, with the option to renew for an additional one year at a baseline amount of \$2,506,410, to be negotiated based on the information and data analysis collected during the initial twelve-month pilot period for a total amount of \$5,012,820.

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

39. SUBJECT: METRO TRANSPORTATION SCHOOL**2018-0606****APPROVED ON CONSENT CALENDAR:**

- A. the programming of up to \$2.875 Million in FY21, \$3.631 Million in FY22, \$4.494 Million in FY23, and \$5 Million annually from FY 24 through FY35 (cumulatively, up to \$71 Million over 15 Fiscal Years), to support the operations of Los Angeles County's first transportation infrastructure school; and
- B. AUTHORIZING the Chief Executive Officer or his designee to negotiate and execute a Funding Agreement for the transportation infrastructure school with the County of Los Angeles.

40. SUBJECT: FREE TRANSIT SERVICE ON ELECTION DAY**2018-0687**

APPROVED MOTION by Garcetti, Kuehl, Ridley-Thomas and Garcia that the Board direct the CEO to:

- A. provide transit services free of fare on the November 6, 2018 election day;
- B. partner with Access Services to examine providing enhanced and/or reduced-fare services on the November 6, 2018 election day; and
- C. in consultation with the Los Angeles County Registrar-Recorder/County Clerk, report back to the Board by the February 2019 cycle on whether or not to make free transit permanent on federal and statewide election days.

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

42. SUBJECT: GROUP INSURANCE PLANS**2018-0525**

AUTHORIZED the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees for the one-year period beginning January 1, 2019 as outlined in Attachment A.

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

* voted under Rule of Necessity

**43. SUBJECT: PURPLE LINE WESTSIDE SUBWAY EXTENSION TRANSIT 2018-0689
PROJECT SECTION 2**

ADOPTED AS CORRECTED BY 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. the Resolutions of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a subsurface easement in the properties identified as Parcels: ~~W-3301 (APN: 4328-014-005);~~ W-3302 (APN: 4328-009-003); ~~W-3303 (APN: 4328-009-023);~~ W-3304 (APN: 4328-009-043); W-3402 (APN: 4328-008-002); W-3405 (APN: 4328-008-029 through 4328-008-048); W-3408 (APN: 4328-08-014); W-3503* (APN: 4328-007-107 through 4328-007-110); W-3504* (APN 4328-007-017); W-3505* (APN 4328-005-001).

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

44. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT 2018-0677

APPROVED BY A 2/3 VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire fee simple interest in the property identified as Parcel RM-10 (APN 8069-003-008).

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

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

City of Beverly Hills v. LACMTA, USDC Case No. CV-18-3891-GW(SSx)

NO REPORT.

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

Titles: CEO, General Counsel, Board Secretary, Inspector General and Chief Ethics Officer

NO REPORT.

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

1. Property Description: 2029-2049 Century Park East, Los Angeles, CA

Agency Negotiator: Velma C. Marshall

Negotiating Party: One Hundred Towers, LLC

Under Negotiation: Terms and Price

APPROVED settlement in the amount of \$3,735,323.

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

2. Property Description: 1950 Century Park East, Los Angeles, CA

Agency Negotiator: Velma C. Marshall

Negotiating Party: Automobile Club of Southern California

Under Negotiation: Terms and Price

NO REPORT.

RECEIVED General Public Comment

ADJOURNED in memory of Caltrans employee Mario Ruiz at 12:47 p.m.

Prepared by: Eric Chun
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary



Board Report

File #: 2018-0675, **File Type:** Contract

Agenda Number: 6.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: METRO FREEWAY SERVICE PATROL CONTRACTS

ACTION: APPROVE CONTRACT MODIFICATION AUTHORITY

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase Contract Modification Authority (CMA) to 12 existing Freeway Service Patrol contracts as delineated below for a total amount of \$3,670,000 thereby increasing the CMA amount from \$2,113,534 to \$5,783,534 and extend the periods of performance as follows:

- Beat no.1: All City Tow contract no. FSP2828200FSP141, for \$265,000 for 6 months
- Beat no.2: Citywide Towing contract no. FSP2785600FSP142, for \$190,000 for 5 months
- Beat no.4: Frank Scotto Towing contract no. FSP2788200FSP144, for \$190,000 for 5 months
- Beat no.8: Citywide Towing contract no. FSP2825800FSP148, for \$195,000 for 5 months
- Beat no.10: Neighborhood Towing 4 U contract no. FSP3848100FSP1410, for \$245,000 for 7 months
- Beat no.13: Reliable Delivery Service contract no. FSP2831500FSP1413, for \$475,000 for 7 months
- Beat no.24: T.G. Towing, Inc. contract no. FSP2833200FSP1424, for \$330,000 for 8 months
- Beat no.33: Mid Valley Towing contract no. FSP2851900FSP1433, for \$380,000 for 10 months
- Beat no.34: South Coast Towing contract no. FSP2839600FSP1434, for \$315,000 for 8 months
- Beat no.36: Hadley Tow contract no. FSP2841400FSP1436, for \$350,000 for 8 months
- Beat no.41: T.G. Towing contract no. FSP2760200144, for \$440,000 for 11 months
- Beat no.42: Platinum Tow and Transport contract no. FSP2842100FSP1442, for \$295,000 for 8 months

ISSUE

Staff is requesting the Board to authorize contract modification authority (CMA) in the amount of \$3,670,000 to execute contract modifications to existing Metro Freeway Service Patrol (FSP) light

duty tow service contracts. Additional funds are needed to extend and replenish existing FSP contracts, in anticipation of the award of two multi-beat Regional contracts and 11 individual beat contracts in Q3 FY19 and Q1 FY2020, respectively. Extending the period of performance will ensure seamless and efficient operation of the FSP program during the initial contract mobilization phase of the new Regional contracts where contractors order trucks to be built to Metro FSP specifications, hire and train drivers and contract with various sub-contractors. Increased CMA will also replenish funding to contracts that provide support to Caltrans construction projects through a Cooperative Agreement. The FSP program currently expends up to \$75,000 each month to support Caltrans projects.

DISCUSSION

The FSP program is a congestion mitigation program managed in partnership with Metro, CHP and Caltrans serving motorists on all major freeways in Los Angeles County. The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently getting disabled vehicles operational or by quickly towing those vehicles off of the freeway to a designated safe location. Quickly removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic. The service is absolutely free to motorists and operates seven day a week during peak commuting hours.

Metro contracts with independent tow service providers to provide light duty tow service on general purpose lanes on all major freeways in Los Angeles County, 2 light duty contracts on the ExpressLanes (I-110 & I-10), and 2 heavy duty (Big Rig) contracts (I-710 & SR-91). Each weekday 170 tow and service trucks are deployed during peak commuting hours.

Annual Benefit & Program Efficiency

- Annual Benefit to Cost Ratio of 10:1 - For every \$1 spent there is a \$10 benefit to motorists. The Los Angeles County FSP program has the highest benefit to cost ratio of all the statewide FSP programs.
- 300,000 Assists performed each year (average) and over 7,000,000 Assists since 1991
- 9,454,840 Hours motorists saved from sitting in traffic
- 16,253,000 Gallons of fuel savings
- 150,000 kg of emissions savings
- The average motorist wait time for FSP service is 7 minutes (The average wait time for AAA service is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

DETERMINATION OF SAFETY IMPACT

The FSP program provides a vital service to assist motorists with disabled vehicles on Los Angeles County freeways. During FSP operating hours, drivers provide specific services to motorists to get them safely back on the road to tow them to a designated safe location off of the freeway. FSP

drivers patrolling their beats locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The ability of FSP to quickly get motorists back on the road or tow them off of the freeway to a designated safe location off of the freeway reduces the motorists' exposure to the freeway environment, and the chance of secondary accidents.

FINANCIAL IMPACT

The amount of \$3,670,000 is included in the FY19 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. The cost center manager and Executive Officer, Congestion Reduction will be accountable for managing these funds.

Impact to Budget

The FSP program is funded through a combination of State SB1 and other state funds, Proposition C 25% sales tax and SAFE funds. Metro is also reimbursed for the services provided to support Caltrans construction projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic **Goal 1: Provide high quality mobility options that enable people to spend less time traveling.** The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the increase in contract modification authority. This alternative is not recommended as it will adversely impact the existing contracts and the FSP service provided in Los Angeles County.

NEXT STEPS

Upon Board approval, staff will increase contract modification authority.

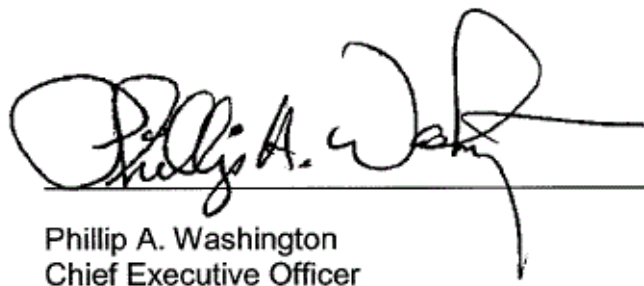
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - FSP Contract Modification Authority Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - FSP Beat Map

Prepared by: John Takahashi, Sr. Program Manager, Freeway Service Patrol, (213) 418-3271
Shahrazad Amiri, Executive Officer, Congestion Reduction, (213) 922-3061

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

Stephanie Wiggins, Deputy Chief Executive Officer, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	Contract Number: Various, see Attachment B			
2.	Contractor: Various, See Attachment B			
3.	Mod. Work Description: General Redeployment Support, Caltrans Construction, Special Event Support, Service Coverage			
4.	Contract Work Description: Freeway Service Patrol Services			
5.	The following data is current as of: October 24, 2018			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	Various, See Attachment B
		Various		
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	Various, See Attachment B
	Original Complete Date:	N/A	Pending Modifications (including this action):	Various, See Attachment B
	Current Est. Complete Date:	Various	Current Contract Value (with this action):	Various, See Attachment B
7.	Contract Administrator: Roxane Marquez		Telephone Number: (213) 922-4147	
8.	Project Manager: John Takahashi		Telephone Number: (213) 418-3271	

A. Procurement Background

This Board action is to increase contract modification authority (CMA) for multiple firm fixed unit rate contracts (see Attachment B – Contract Modification Authority Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) program.

The proposed CMA increase for 12 FSP general purpose lane contracts in the amount of \$3,670,000 will continue required towing services for the FSP program and extend the period of performance to support unanticipated events, redeployment, and support during freeway construction work, and service delivery until new FSP Regional contracts are in place.

Attachment B – Contract Modification Authority Summary shows the list of contracts that require an increase in CMA.

Attachment C – Contract Modification/Change Order Log shows that modifications have been issued to date to two contracts and no contract modifications are currently in negotiations or pending.

B. Cost

Contract modifications that are required in the future, prices will be determined fair and reasonable based upon independent cost estimate, fact-finding, technical analysis, cost analysis, and negotiations.

ATTACHMENT B
CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES

Beat	Contractor	Contract No.	Original Contract Value	Existing CMA (10%)	Requested CMA Increase	REVISED TOTAL CMA
1	All City Tow	FSP2828200FSP141	\$1,651,224.00	\$165,122.00	\$265,000.00	\$430,122.00
2	Citywide Towing	FSP2785600FSP142	\$1,562,049.00	\$156,204.00	\$190,000.00	\$346,204.00
4	Frank Scotto Towing	FSP2788200FSP144	\$1,732,088.00	\$173,208.00	\$190,000.00	\$363,208.00
8	Citywide Towing	FSP2825800FSP148	\$1,562,049.00	\$156,204.00	\$195,000.00	\$351,204.00
10	Neighborhood Towing 4 U	FSP3848100FSP1410	\$1,717,924.00	\$171,792.00	\$245,000.00	\$416,792.00
13	Reliable Delivery Service	FSP2831500FSP1413	\$2,230,847.00	\$223,084.00	\$475,000.00	\$698,084.00
24	T.G. Towing, Inc.	FSP2833200FSP1424	\$1,753,911.00	\$175,391.00	\$330,000.00	\$505,391.00
33	Mid Valley Towing	FSP2851900FSP1433	\$1,671,437.00	\$167,143.00	\$380,000.00	\$547,143.00
34	South Coast Towing, Inc.	FSP2839600FSP1434	\$1,724,050.00	\$172,405.00	\$315,000.00	\$487,405.00
36	Hadley Tow	FSP2841400FSP1436	\$1,932,125.00	\$193,212.00	\$350,000.00	\$543,212.00
41	T.G. Towing, Inc.	FSP2760200144	\$1,832,033.00	\$183,203.00	\$440,000.00	\$623,203.00
42	Platinum Tow & Transport	FSP2842100FSP1442	\$1,765,665.00	\$176,566.00	\$295,000.00	\$471,566.00

Totals

\$2,113,534.00

\$3,670,000.00

\$5,783,534.00

CONTRACT MODIFICATION/CHANGE ORDER LOG**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES****CONTRACT NO. FSP2831500FSP14-13
Beat No. 13**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance Extension	Approved	5/01/2015	\$ 0.00
1a	Period of Performance Extension	Approved	4/30/2018	\$ 0.00
2	Period of Performance Extension	Approved	8/31/2018	\$ 0.00
3	Funding Increase	Approved	9/03/2018	\$ 223,084
	Modifications Total:			\$ 223,084
	Original Contract:		4/30/2015	\$2,230,847
	Total:			\$2,453,931

**CONTRACT NO. FSP276020014-41
Beat No. 41**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance Extension	Approved	5/10/2018	\$ 0.00
2	Period of Performance Extension	Approved	8/28/2018	\$ 0.00
3	Fund Increases	Approved	9/17/2018	\$ 183,203
	Modifications Total:			\$ 183,203
	Original Contract:		2/09/2015	\$1,832,033
	Total:			\$2,015,236

DEOD SUMMARY

METRO FREEWAY SERVICE PATROL / VARIOUS BEATS

A. Small Business Participation

Of the 12 FSP contracts included in these Contracts, eight of the Contractors made SBE commitments. The Freeway Service Patrol (FSP) Contractors for Beats 10, 13, 24, 34, 36, 41 and 42, are meeting or exceeding their SBE commitment. The FSP Contractors for Beats 1, 2, 8 and 33 did not make SBE commitments at time of bid and have no SBE participation.

The FSP Contractor for Beat 4, Mighty Transport, Inc. dba Frank Scotto Towing, made a 10.54% SBE commitment. The project is 58% complete and the current SBE participation is 6.60%, representing a 3.94% shortfall. Mighty Transport submitted a mitigation plan, which includes adding two SBE subcontractors to perform on the contract to eliminate the shortfall by the end of the modification period.

Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that Mighty Transport is on schedule to meet or exceed its SBE 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.

Beat 4 – Mighty Transport, Inc. dba Frank Scotto Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	10.42%	6.58%
2.	JCM & Associates	0.12%	0.02%
	Total	10.54%	6.60%

Beat 10 – Neighborhood Towing 4 U

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Neighborhood Towing 4 U (SBE Prime)	10.02%	10.10%
2.	AAA Oils, Inc.	0.00%	13.07%
	Total	10.02%	23.17%

Beat 13 – Reliable Delivery Service

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Reliable Delivery Service (SBE	100%	100%

	Prime)		
	Total	100%	100%

Beat 24 – T.G. Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	T. G. Towing, Inc. (SBE Prime)	100%	100
	Total	100%	100%

Beat 34 – South Coast Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	11.31%	13.54%
	Total	11.31%	13.54%

Beat 36 – Hadley Tow

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	16.77%	14.47%
2.	Manatek Insurance	2.33%	7.77%
	Total	19.10%	22.24%

Beat 41 – T.G. Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	T.G. Towing, Inc. (SBE Prime)	100%	100%
	Total	100%	100%

Beat 42 – Platinum Tow & Transport

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Platinum Tow % Transport (SBE Prime)	100%	100%
	Total	100%	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$18.99 per hour (\$13.75 base + \$5.24 health benefits), including yearly increases. In addition, contractors will be responsible for submitting the required reports for the LW/SCWRP and other related documentation to staff to determine overall compliance with the policy.

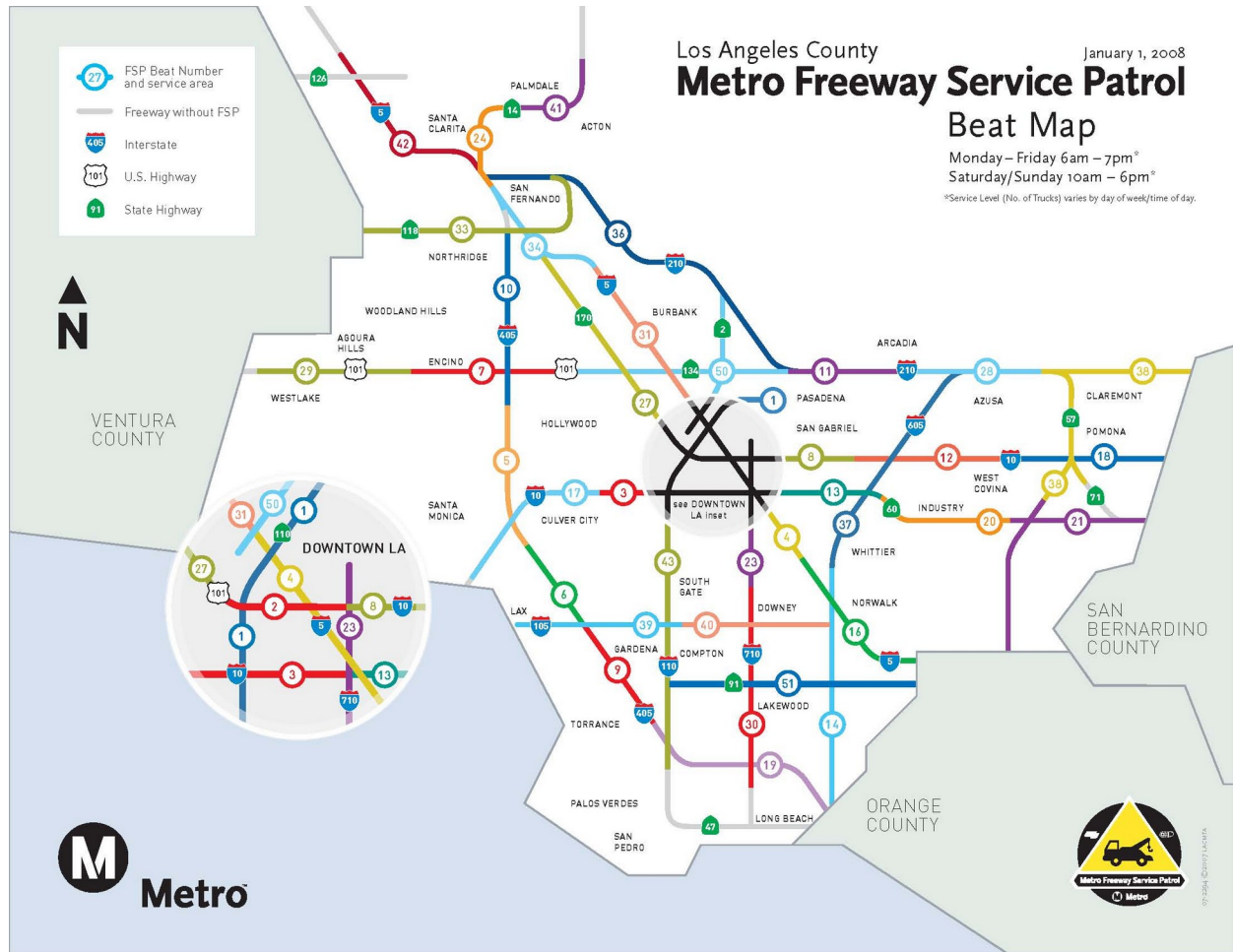
C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

Attachment E





Board Report

File #: 2018-0512, File Type: Contract

Agenda Number: 8.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) FOR SR-60/7th AVENUE INTERCHANGE IMPROVEMENTS PROJECT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE53204000 with ADVANTEC Consulting Engineers in the amount of \$1,999,895 for Architectural and Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for SR-60/7th Avenue Interchange Improvements Project, subject to resolution of protest(s), if any.

ISSUE

Metro, in collaboration with Caltrans District 7, the Gateway Cities Council of Governments (GCCOG), and the San Gabriel Valley Council of Governments (SGVCOG), is advancing the development and implementation of the SR-60/7th Avenue Interchange Improvements Project (the Project) to alleviate operational deficiencies and improve mobility and safety at this location, consistent with the goals and recommendations of the SR-91/I-605/I-405 Hot Spots Program.

BACKGROUND

The SR-60 is a major east-west State highway that is used primarily for interregional travel and movement of goods. The SR-60/7th Avenue interchange experiences significant congestion and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions without planned improvements.

The Project will reconfigure the SR-60/7th Avenue interchange on-and-off ramps to reduce congestion and improve freeway and local interchange operations and safety. This project has been identified as a subregional priority project by Metro, Caltrans, and the SGVCOG.

DISCUSSION

The Metro Board designated \$590 million in Measure R funds for the "Hot Spots" congestion relief

improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities. In March 2013, Metro completed a feasibility study of the corridors to identify congestion “Hot Spots” and develop preliminary improvement concepts. The SR-60/7th Avenue interchange in Hacienda Heights in unincorporated LA County is one of the “Hot Spot” or “Early Action” Projects being pursued to improve mobility along the SR-60 Corridor.

Metro completed a Project Study Report-Project Development Support (PSR-PDS) for the I-605 and SR-60 Interchange that was approved by Caltrans in December 2015. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phase. The I-605/SR-60 PSR-PDS studied improvements to interchanges along I-605 (from Rose Hills Road to I-10) and along SR-60 (from Santa Anita Avenue to Turnbull Canyon Road), including the SR-60/7th Avenue interchange. While Metro/Caltrans are preparing a corridor-level PA&ED for the I-605 between the I-105 and the I-10, smaller scale “Early Action” projects like the SR-60/7th Avenue Interchange Improvements Project have been identified and are being advanced independently.

Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Metro will be responsible for completion of the PA&ED and PS&E for the Project. Upon completion of this phase by 2020, the Project will be ready for construction.

DETERMINATION OF SAFETY IMPACT

The proposed action has no adverse impact on safety of Metro’s patrons, employees or users of these facilities.

FINANCIAL IMPACT

For FY19, \$400,000 has been budgeted in Highway Program Cost Center 4730, under SR-60/7th Avenue Interchange Improvements Project No. 460349, Task No. 5.2.100 Professional Services Account No. 50316.

Since this is a multi-year project the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management-Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

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 mainline and the SR-60/7th Avenue interchange.

Goal 2: Transform LA County through regional collaboration by partnering with Caltrans and the SGVCOG to identify needed improvements and taking the lead in developing and implementing the Project.

ALTERNATIVES CONSIDERED

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans, and reflects general consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE53204000 and issue the Notice to Proceed to ADVANTEC Consulting Engineers.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

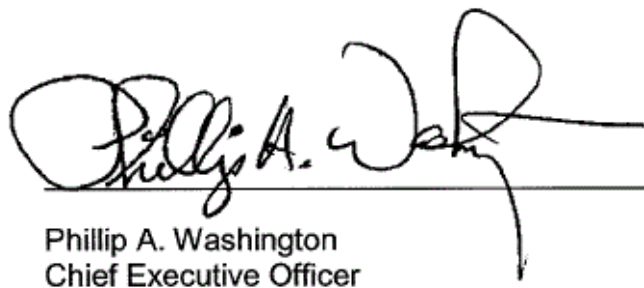
Prepared by: Michelle Smith, Sr. Director (213) 922-3057

Abdollah Ansari, Sr. Executive Officer (213) 922-4781

Bryan Pennington, Deputy Chief Program Management Officer
(213) 922-7449

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

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PA/ED AND PS&E FOR SR-60/7th AVENUE INTERCHANGE IMPROVEMENT
PROJECT/AE53204000

1.	Contract Number: AE53204000	
2.	Recommended Vendor: Advantec Consulting Engineers, 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: 4/27/18	
	B. Advertised/Publicized: 4/27/18	
	C. Pre-Proposal Conference: 5/10/18	
	D. Proposals Due: 6/5/18	
	E. Pre-Qualification Completed: 8/23/2018	
	F. Conflict of Interest Form Submitted to Ethics: 6/6/18	
	G. Protest Period End Date: 10/2/18	
5.	Solicitations Picked-up/ Downloaded: 69	Proposals Received: 5
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Michelle Smith	Telephone Number: 213-922-3057

A. Procurement Background

This Board Action is to approve Contract No. AE53024000 issued to prepare the Project Approval and Environmental Document (PA/ED) and Plans, Specifications and Estimate (PS&E) for the construction of the SR60/7th Avenue Improvement Project. Board approval of contract award is 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 and the contract type is firm fixed price. The RFP was issued as part of Metro's Small Business Set-Aside Program.

A pre-proposal conference was held on May 10, 2018 and was attended by 18 people representing nine companies. There were 11 questions asked and responses were released prior to the proposal due date.

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

- Amendment No. 1, issued on May 23, 2018, clarified changes to the Scope of Services in Exhibit A.

A total of 69 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on June 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Programs and Caltrans District 7 was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Firm/Team Qualifications | 35 percent |
| • Project Manager, Key Staff & Subconsultants Qualifications | 35 percent |
| • Project Understanding and Approach | 15 percent |
| • Work Plan | 15 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing these weights, giving the greatest importance to the Firm/Team Qualifications and Project Manager, Key Staff & Subconsultants Qualifications.

This is an A&E, qualifications based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

On June 25, 2018, the PET completed its independent evaluation of the proposals. Of the five proposals received, two were determined to be within the competitive range and are listed below in alphabetical order:

1. Advanced Civil Technologies
2. Advantec Consulting Engineers, Inc.

During the week of July 10, 2018, the evaluation committee met and interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, both firms elaborated on their experience, their approach to the Project, cost-effective project delivery solutions, and discussed their plan and ability to meet the project schedule.

In addition, each firms' presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience, and ability to coordinate between different public stakeholders.

Qualifications Summary of Recommended Firm:

Advantec Consulting Engineers, Inc.

Advantec Consulting Engineers, Inc. is a SBE/DBE firm specializing in civil engineering, traffic engineering and transportation planning and design. They have over 20 years of experience and have worked with public agencies such as Caltrans District 7, Orange County Transportation Authority, San Bernardino County Transportation Authority and the Port of Long Beach. Advantec Consulting Engineers, Inc.'s proposal and oral presentation demonstrated expertise in a wide range of services including experience in the planning and design of interchange improvements.

The proposal and oral presentation provided a detailed management plan that included a project organization chart and quality management system. The oral presentation also elaborated upon the approach to the Project, key issues, experience with required tasks, innovative/creative plans, streamlining ideas, and alternative designs as requested in the RFP.

Advantec Consulting Engineers, Inc. demonstrated a clear understanding of the requirements. It detailed key issues such as sensitive noise receptors, environmentally sensitive areas, drainage issues, commercial business impacts, accident rates, pedestrian safety, and traffic congestion from the unsignalized intersections and key ramps from SR60.

Advantec Consulting Engineers, Inc.'s alternative approaches to the Project provided details on design enhancements by installing signals, widening the ramps, extending the sound wall, and removing the median island for dual turn lanes. The proposed enhancements will result in reduced congestion, enhance traffic operations and improve safety in the area. In addition, Advantec Consulting Engineers, Inc. proposed a subcontractor who is working on the I605/SR60 Interchange Improvement Project. The proposed subcontractor will bring knowledge about the traffic projections and environmental impacts which will shorten the PA/ED phase by six months.

Final scoring determined that Advantec Consulting Engineers, Inc. is the highest qualified firm. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
	Advantec Consulting Engineers, Inc.				
1	Firm/Team Qualifications	86.77	35.00%	30.37	
2	Project Manager, Key Staff, Subconsultants Qualifications	85.05	35.00%	29.77	
3	Project Understanding & Approach	88.46	15.00%	13.27	
4	Work Plan	85.13	15.00%	12.77	
5	Total		100.00%	86.18	1
6	Advanced Civil Technologies				
7	Firm/Team Qualifications	81.71	35.00%	28.60	
8	Project Manager, Key Staff, Subconsultants Qualifications	81.71	35.00%	28.60	
9	Project Understanding & Approach	83.33	15.00%	12.50	
10	Work Plan	80.00	15.00%	12.00	
11	Total		100.00%	81.70	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Significant cost savings resulted primarily from reduction in project management services and environmental tasks.

Proposer Name	Proposal Amount	Metro ICE	Negotiated
Advantec Consulting Engineers, Inc.	\$3,878,616.39	\$2,401,260	\$1,999,895

D. Background on Recommended Contractor

The recommended firm, Advantec Consulting Engineers, Inc., located in Los Angeles, California has been in business for 20 years and is an SBE specializing in civil engineering, traffic engineering, and transportation planning and design. Advantec Consulting Engineers, Inc., has worked on over 120 local municipalities, regional transportation agencies, and state agency highway projects. These projects include the I-5/Grapevine PA/ED, I-10/University Interchange Improvements,

Caltrans On-Call Traffic Engineering, I-805 North HOV/BRT Design-Build in San Diego, Regional Traffic Signal Synchronization Project in Coachella Valley, I-15/Express Lanes Design-Build in and Westside Subway at I-405/Wilshire Boulevard.

The proposed project manager possesses over 35 years of engineering, transportation and project management experience that includes delivery of the PSR and PA/ED for the I-5/Grapevine Interchange, PS&E and PA/ED for the I-5/Wheeler Ridge Road, PS&E and PA/ED for the I-10/University Interchange Improvements, PS&E for SR91 Toll Lanes, PS&E for the I-5/SR91 Interchange, PS&E for the SR91 Toll Lanes/SR55, PSR/PR for I-405/Wilshire Boulevard and PSR for the I-605-Live Oak Interchange.

DEOD SUMMARY

PAVED AND PS&E FOR SR60/7th AVENUE INTERCHANGE IMPROVEMENT
PROJECT/AE53204000**A. Small Business Participation**

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

ADVANTEC Consulting Engineers, Inc., a SBE Prime, is performing 40.88% of the work with its own workforce and made a total SBE commitment of 55.63%. The firm also listed three SBE firms, Geo-Advantec, Inc.; Guida Surveying, Inc.; Arellano Associates; and two non-SBE firms, HDR Engineering, Inc.; and T.Y. Lin International, as subcontractors on this project.

SMALL BUSINESS PRIME (SET-ASIDE)

	SBE Contractors	SBE % Committed
1.	ADVANTEC Consulting Engineers, Inc. (Prime)	40.88%
2.	Geo-Advantec, Inc.	10.77%
3.	Guida Surveying, Inc.	3.69%
4.	Arellano Associates	0.29%
	Total Commitment	55.63%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements 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 (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2018-0536, **File Type:** Contract

Agenda Number: 11.

AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE NOVEMBER 14, 2018

SUBJECT: METRO EXPRESSLANES CONTINUING OPERATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 78 for Operation and Maintenance (O&M) - Year 6 (from February 24, 2019 to February 29, 2020), for up to one year, for Contract No. PS0922102333 with Atkinson Contractors, LP (Atkinson) for Metro ExpressLanes Operation and Maintenance in the amount of \$18,655,393; increasing the total contract price from \$185,669,328 to \$204,324,721.

ISSUE

In December 2010, Atkinson was awarded a Design, Build, Operate and Maintain (DBOM) contract for the Metro ExpressLanes project that included activities needed to implement and operate the ExpressLanes through the demonstration period, and if successful, up to five option years could be considered at the appropriate time. The demonstration period was deemed a success and legislation was passed authorizing Metro to operate the I-10 and I-110 ExpressLanes without a sunset date. The fifth of the five, one-year options was approved by the Board on January 25, 2018. Staff is requesting authorization for up to one additional final year (Year 6) to allow for continued operations of the current system while the new Board approved systems complete design, data migration, development and integration.

DISCUSSION

Recommendation A: Additional Year of O&M

The development of scopes of work for the three new contracts to replace the existing contract took longer than anticipated given the complex nature of tolling systems. As a result, it has become necessary to extend the existing contract. To that end, staff has been working collaboratively with Atkinson to extend the existing contract for an additional year (Year 6) to allow for continued and seamless operation of the ExpressLanes while the new system is under design, development, data migration, integration and testing.

The current Operation and Maintenance year (Option Year 5) of the ExpressLanes Contract expires in February 2019. Staff is requesting Board authorization to execute Modification No. 78 to continue ExpressLanes Operations and Maintenance (Year 6) until February 29, 2020.

There are currently over 872,000 transponders in circulation with an average increase of between approximately 130,000 to 150,000 new transponders issued per year based on the latest data. The continued distribution of transponders results in establishment of new accounts that require order fulfillment and contractor staffing support to service these accounts. This Modification will enable account servicing activities which include answering calls, handling correspondence/online inquiries, responding to customer inquiries, postage, and processing of all transactions to continue.

Additionally, the Contractor will continue to provide resources to maintain the tolling equipment in the field and real-time traffic monitoring utilizing "EarthCam" cameras and staffing of the Traffic Management Center for incident management and monitoring of all toll-related systems. The Contract Modification in Recommendation A addresses these operational support services required to operate and maintain the ExpressLanes through February 2020.

The recommended cost is based upon a reasonable escalation from previous years with the overall cost proposal remaining consistent with the costs approved by the Board for Option Year 5. The budgetary impact from this authorization will be reduced by approximately \$7 million, which is the total of previous Modification amounts that were authorized, but never incurred by the Contractor. The final budget savings from the previous authorizations never incurred will be determined when Option Year 5 has concluded in February 2019.

Congestion Reduction staff is working with DEOD and the contractor to submit a mitigation plan to meet the goal by increasing DBE scope beyond what is listed in the DEOD summary.

The department is committed to the small business program at Metro. In previous Board approved contracts, the commitment was either an evaluation criterion or the awarded contract exceeded SBE commitments in the RFP.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metro ExpressLanes patrons.

FINANCIAL IMPACT

Funding for this Modification is included in the FY19 budget for cost center 2220. Because this is a multi-year program, the Executive Officer of the Congestion Reduction Department will be responsible for budgeting in future years.

Impact to Budget

The funding for this action will come from toll revenues generated from the Metro ExpressLanes operations. No other funds were considered for this activity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommended action is consistent with Metro Strategic Plan Goal 1: providing high-quality mobility options that enable people to spend less time traveling. The ExpressLanes provide more reliable and faster travel options to Los Angeles County Residents.

ALTERNATIVES CONSIDERED

The Board may decline to approve the recommended actions. This is not recommended since without an O&M contract, daily operations of the ExpressLanes could not continue.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 78 for Year 6 and will continue work on the design and integration of the new systems slated for implementation prior to the conclusion of this contract.

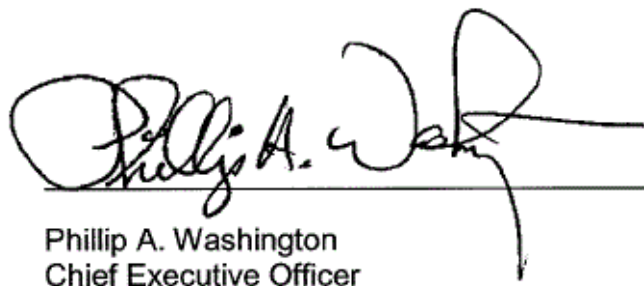
Staff will work with DEOD and the Contractor to resolve the discrepancies in the DBE goal reporting.

ATTACHMENTS

- A. Procurement Summary
- B. Contract Modification Authority Summary
- C. DEOD Summary

Prepared by: Joe O'Donnell, Director, Contract Administration, (213) 922-7231
Robert Campbell, Mgr, Transportation Planning, (213) 418-3170
Tim Lew, Sr. Mgr, Transportation Planning, (213) 418-3134
Shahrazad Amiri, Executive Officer, (213) 922-3061

Reviewed by: Debra Avila, Chief V/CM Officer, (213) 418-3051
Stephanie Wiggins, Deputy CEO, (213) 922-1023



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

1.	Contract Number: PS092210233			
2.	Contractor: Atkinson Contractors, LP			
3.	Mod. Work Description: O&M - Year 6			
4.	Contract Work Description: Design, Build, Operate and Maintain the Metro ExpressLanes			
5.	The following data is current as of: August 29, 2018			
6.	Contract Completion Status:			
	Bids/Proposals Due:	8/31/10	% Completion \$s:	85.34%
	Contract Awarded:	12/16/10	% Completion time:	98.5%
	NTP:	01/11/11	Original Contract Days:	990
	Original Complete Date:	09/28/13	Change Order Days:	1,609
	Current Est. Complete Date:	02/23/18	Suspended Days:	0
	Total Revised Days:			2,599
7.	Financial Status:			
	Contract Award:		\$72,363,702	
	Total Contract Modifications Approved:		\$113,312,475	
	Current Contract Value:		\$185,676,177	
	Contract Administrator: Joe O'Donnell		Telephone Number: 213-922-7231	
8.	Project Manager: Shahrzad Amiri		Telephone Number: 213-922-3061	

A. Contract Action Summary

This Board Action is to approve:

- Contract Modification No. 78 issued in support of Operations and Maintenance Support of the ExpressLanes - Year 6.

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

On December 16, 2010, Contract No. PS0922102333 was awarded to Atkinson Contractors, LP in the amount of \$72,363,702, to Design, Build, Operate and Maintain the Metro ExpressLanes Project.

Attachment B shows that 80 Contract Modifications/change orders have been issued to date to add and/or delete work, and five Contract Modifications are currently pending or in negotiations.

The proposed Contract Modification is for \$18,655,393, and will be used for Operation and Maintenance Support Year 6.

B. Cost/Price Analysis

The recommended price for Contract Modification No. 78 is for Year 6 which was not anticipated in the Contract, but is necessary to allow the ExpressLanes to continue operating until the new ExpressLanes Contracts can take over operation and maintenance responsibility. The amount has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations. While the Contractor initially proposed an amount for Year 6 that was significantly higher than the final amount, Contractor has agreed to escalate all costs by 3% per year, except those that were increased due to collective bargaining agreements, which was determined acceptable by Project Management. Therefore, it was determined that an audit of the Contractor's cost proposal was not necessary.

Mod No.	Changes	Proposal amount	Metro ICE	Negotiated or NTE amount
78	O&M – Option Year 6	\$18,723,571	\$17,267,474	\$18,655,393

CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

Mod. No.	Description	Status	Contract Value	Mods	Board Approved CMA (C)
		(Approved or Pending)	(A)		
N/A	Initial Award	Approved	\$72,363,702		\$7,236,370
1	Exercise Options 1 and 2	Approved		\$4,250,000	
2	Admin Modification of Audit Requirements	Approved		\$0	
3	Install Fiber Cables & Splice Vaults on I-110	Approved		\$470,487	
4	Toll System Digital Visual Aids	Approved		\$65,100	
5	Modification to Field Office	Approved		\$3,228	
6	Drainage Improvements on I-110 (Const.)	Approved		\$1,867,000	\$1,867,000
7	Exercise Option 3	Approved		\$2,475,000	
N/A	Board Approved CMA Increase (1/12)	Approved			\$11,592,445
8	Construction of Divider Wall	Approved		\$821	
9	Drainage Improvement on I-110 (Design)	Approved		\$234,440	
10	Harbor Gateway Transit Center	Approved		\$0	
11	Retail Transponder Sales	Approved		\$347,854	
12	Differing Site Condition – CIDH Pile Install.	Approved		\$384,768	
13	Modified Striping for Toll Lanes	Approved		\$607,964	
14	Audible and Visible Warning System	Approved		\$316,334	
15	Adams Blvd/Flower St. OCS (Construction)	Approved		\$80,061	
16	DSC – CIDH Piles Along I-10 Fwy	Approved		\$78,448	
17	Retail Packaging for Add'l Transponders	Approved		\$337,500	
18	Additional Design Support	Approved		\$137,879	
19	Rehabilitation of I-10 Shoulder	Approved		\$633,414	
20	Perforated Steel Pipe	Approved		\$160,276	
21	Temporary Customer Service Center	Approved		\$193,383	
22	Closure of Patsaouras Plaza Ramps	Approved		\$69,524	
23	Modify Conflicting Expo Signs	Approved		\$25,508	
24	Metro's TAP Interface Program	Approved		\$25,734	
25	I-10 Traffic Loops	Approved		\$126,598	
26	Additional Traffic Monitoring Support	Approved		\$957,186	
27	Additional Video Cameras	Approved		\$726,288	
28	Adams Blvd/Flower St. OCS (Design)	Approved		\$59,331	
29	Mobile Van Retail Unit/Extended Hours	Approved		\$50,000	
30	Additional Barrier Markers	Approved		\$39,128	
31	Toll System Software Modifications for Grace Period	Approved		\$9,724	
32	Release of Additional Transponders	Approved		\$450,000	
33	Mailing Costs	Approved		\$450,000	
34	Additional Account Support	Approved		\$1,000,000	\$1,000,000
35	Contract Milestone Revision	Approved		\$2,749,778	\$2,749,778
N/A	Board Approved CMA Increase (9/13)	Approved			\$2,335,035
36	Reduction of Provisional Sum Line Items	Approved		(\$2,147,709)	
38	Add'l Transponders Option 3 and Retail Packaging	Approved		\$459,375	
39	Additional Contaminated Material	Approved		\$150,000	

40	Additional Mailing Costs	Approved		\$1,000,000	\$1,000,000
41	Additional Static and Digital Messaging Signs	Approved		\$432,463	
42	Permanent. Redundant Fiber Comm Network	Approved		\$341,738	
43	Digital Messaging Sign at Santa Anita	Approved		\$481,827	
CO12	Additional Computer Programming	Approved		\$250,000	
CO13	Credit Card Transaction Costs	Approved		\$270,000	
N/A	Board Approved CMA Increase (2/14)	Approved			\$10,228,862.00
44	Exercise Option 4.1, Add'l Year of O&M – Year 1	Approved		\$3,024,000	
45	Additional Account Support for Option Year 1	Approved		\$2,900,000	
46	Add'l Transponders Option 3 and Retail Packaging	Approved		\$1,350,000	
47	Additional Mailing Costs - Option Year 1	Approved		\$1,700,000	
48	Interface Configuration Document	Approved		\$35,924	
49	Additional TMO Labor - Option Year 1	Approved		\$445,000	
50	Additional Marketing Support – Option Year 1	Approved		\$304,399	
52	Additional Credit Card Transaction Fees – Option Year 1	Approved		\$300,000	
53	Additional Violations Processing Beyond Base Contract	Approved		\$750,000	
54	Additional Transponders – Option Year 1	Approved		\$432,000	
N/A	Board Approved CMA Increase (10/14)	Approved			\$22,925,488.00
55	Exercise Option 4.2, Add'l Year of O&M – Year 2	Approved		\$3,048,000	
56	Additional O&M Support Costs for Option Year 2	Approved		\$6,717,874	
57	Additional Transponders and Retail Packaging	Approved		\$4,999,986	
60	Replacement of Pavement Stencils and Striping and New Delineators on I-10/I-110	Approved		\$1,708,334	
62	Add Funds for Additional Violation Processing and Violation Credit Card Fees	Approved		\$605,000	
N/A	Board Approved CMA Increase (12/15)	Approved			\$17,203,063.00
63	Exercise Option 4.3, Add'l Year of O&M – Year 3	Approved		\$3,072,000	
64	Additional O&M Support Costs for Option Year 3	Approved		\$10,383,408	
66	Preliminary Design for Additional Toll Sites, Signage, Improvements	Approved		\$157,043	
67	Additional Funding for Operations Support Costs	Approved		\$900,000	
68	Marketing Data Analysis	Approved		\$90,470	
69	Earthcam Permanent Locations	Approved		\$250,622	
70	New CHP Beacon Light System - Design	Approved		\$78,444	
N/A	Board Approved CMA Increase (10/16)	Approved			\$29,396,228
71	Exercise Option 4.4, Add'l Year of O&M – Year 4	Approved		\$3,096,000	
CO15	Additional Transponders	Approved		\$3,240,000	
CO16.3	Additional Transponders	Approved		\$12,199,824	
CO17	Additional O&M Support Costs for Option Year 4	Approved		\$12,636,000	
75	DMS 290 Pull Box Mitigation and Replace Sensys Repeaters	Approved		\$74,440	

CO19	Occupancy Detection System (ODS) 30% Design	Approved		\$15,000	
N/A	Board Approved CMA Increase (1/18)	Approved			\$28,396,228
76	Exercise Option 4.5, Add'l Year of O&M – Year 5	Approved		\$3,120,000	
77.1	Additional O&M Support Costs for Option Year 5	Approved		\$15,699,569	
80	Occupancy Detection System (ODS) 100% Design	Approved		\$306,380	
81	Add'l Material Purchase for Maintenance and Safety	Approved		\$159,247	
CO22	Repair of Sensys Access Point No. 170	Approved		\$15,200	
CO23	ODS - Implementation, Integration and Operation*	Approved		\$1,000,000	
CO24	ODS - Construction*	Approved		\$1,000,000	
CO25	Transponder Storage Services	Approved		\$103,000	
Subtotal (Approved)				\$95,134,218	\$135,930,497
58	Replacement and Additional Static Message and Dynamic Message Signs for I-10/I-110 and I-105	In-Process		\$2,650,000	
59	New Toll Gantries - Construction	In-Process		\$2,500,000	
74	Replace UPS Batteries - Furnish Only	In-Process		\$251,395	
79	Occupancy Detection System - Construction, Integration, Implementation and Operation*	In-Process		\$10,174,047	
Subtotal (In-Process)				\$15,575,442	
78	ExpressLanes - O&M Support - Year 6	Recommended		\$18,655,383	
Subtotal (Recommended)				\$18,655,383	
TBD	New CHP Beacon Light System - Construction	Pending		\$986,000	
TBD	Maintenance of Additional Tolling Equipment and DMS	Pending		\$260,000	
TBD	Potential Changes (Contingency)	Pending		\$3,900,000	
Subtotal (Pending)				\$5,146,000	

Subtotal - Approved Modifications			\$95,134,218	
Subtotal - In-Process Modifications			\$15,575,442	
Subtotal - Recommended Modifications			\$18,655,383	
Subtotal - Pending Changes/Modifications			\$5,146,000	
Total Modifications and Pending Changes			\$134,511,043	
Total Contract Value (including Approved, In-Process, Recommended and Pending Modifications)		\$206,874,745		
Board Approved CMA (C)				\$135,930,497
Requested CMA – Total Modifications and Pending Changes (\$134,511,043 minus Board Approved CMA, \$135,930,497)				\$0

*Mod 79 will supersede and replace Change Order Nos. 23 and 24 when executed.

DEOD SUMMARY

METRO EXPRESSLANES OPERATIONS AND MAINTENANCE

A. Small Business Participation

This contract is funded, in whole or in part, by the Federal Highway Administration funds and was awarded under the Caltrans Underutilized Disadvantaged Business Enterprise (UDBE) program requirements. Atkinson Contractors, LP (Atkinson) made a 16.20% overall UDBE commitment for this contract. Atkinson's current overall participation is 14.42%, representing a shortfall of 1.78%.

Atkinson made a 0.98% UDBE commitment for the design of civil works and toll systems and equipment (Design). The Design portion is 100% complete. Atkinson exceeded their UDBE commitment with a UDBE participation of 13.47% for Design. Atkinson made an 8.90% UDBE commitment for all Construction Work (Civil). The Civil portion is 100% complete. Atkinson exceeded their UDBE commitment with a UDBE participation of 14.61% for Civil. Atkinson made a 6.32% UDBE commitment for O&M. The O&M portion is 74% complete. Atkinson exceeded their UDBE commitment with a UDBE participation of 13.37% for O&M.

Atkinson reported that the current shortfall is due to Modification Nos. 76, 77 and 79 which increased the O&M portion by \$30,069,596. Atkinson indicated that Modification No. 79, which is for construction of the Occupancy Detection System, will include some construction work that DBE subcontractors can perform, including traffic control, signage, drilling, and guard rails. This added work is projected to increase Atkinson's UDBE participation by 0.36%.

Notwithstanding, Metro Project Managers and Contract Administrators, are working in conjunction with DEOD to ensure that Atkinson is on schedule to meet or exceed its DBE commitment. DEOD will request 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.

Operations and Maintenance

Small Business Commitment	UDBE 6.32%	Small Business Participation	UDBE 13.37%
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	UDBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	G&C Equipment	African American	6.32%	12.55%
2.	Noble Insight	African American	Added	0.82%
Total			6.32%	13.37%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0608, File Type: Contract

Agenda Number: 18.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: METRO BIKE SHARE GREENHOUSE GAS REDUCTION FUND GRANT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 8 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) for the Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant in the amount of \$6,342,126, increasing the total contract value from \$89,001,735 to \$95,343,861;
- B. APPROVE the increase of the Phase III Expansion Life of Project (LOP) budget by \$2.83M increasing total LOP from \$10.5M to \$13.33M; and
- C. NEGOTIATE and EXECUTE a Memorandum of Understanding (MOU) amendment to set the terms of fiscal and administrative responsibility as described in the January 2015 Receive and File (accessed at http://media.metro.net/board/items/2015/01_january/20150114p&pitem25.pdf) with the City of Los Angeles as it relates to the GGRF Grant award.

ISSUE

Board authorization is currently needed to purchase and maintain equipment affiliated with the GGRF grant award of \$2.546M. This equipment will be located in the service area adjacent to downtown Los Angeles, supplementing the Board-approved Phase III Expansion.

BACKGROUND

In January 2014, the Board authorized the CEO to procure, contract, and administer a countywide bike share program through Motion 58. At the June 2015 meeting, the Board awarded a contract to BTS for the provision, installation and maintenance of equipment, and operation of the Metro Countywide Bike Share Program. The contract includes phases for expanding bike share to other cities throughout the County. The Board has since authorized expansion phases twice, in October 2016 and May 2018. In July 2016, the Metro Bike Share program was initiated with the downtown Los Angeles Pilot. In 2017, the program implemented Phase II Expansion and currently, efforts are underway for Phase III Expansion.

DISCUSSION

In June 2018, the California Transportation Commission allocated GGRF grant funds to Metro in the amount of \$2.546M for additional expansion of the Metro Bike Share Program in the service area adjacent to downtown Los Angeles (\$2.287M for infrastructure and \$259K for non-infrastructure). This continued expansion will provide additional convenience for patrons and augment ridership for Metro Bike Share and connections to transit. The GGRF grant will also introduce new electric-assist or “e-bike” technology. E-bike technology will expand the catchment area for the Metro Bike Share network and may attract new users traveling longer distances or over hilly terrain.

The downtown Los Angeles service area is currently the largest in the Metro Bike Share Program with 65 stations and approximately 700 bicycles. Contiguous expansion offers great benefits for users. Expansion efforts are currently underway with new stations anticipated in operation in fall/winter 2018. The GGRF grant will focus on supplementing ongoing expansion efforts in adjacent service areas with high bike share suitability. The City of Los Angeles has expressed strong interest in expanding Metro Bike Share to such communities and city council action took place in April 2018 in support of this. Launch is anticipated in mid-2019.

DETERMINATION OF SAFETY IMPACT

The Metro Countywide Bike Share GGRF grant will not have any adverse safety impacts on Metro employees and patrons.

FINANCIAL IMPACT

Approval of this request will increase the Metro Bike Share LOP by \$2.83M for Phase III capital and pre-launch operations, maintenance and Metro labor costs, under Project 210119. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting the cost in future years, including any future phase(s) the Board authorizes to be exercised.

Impact to Budget

There is no impact to the FY19 budget. Funding for the total LOP of \$13.33M of Metro’s share will include allocations from the GGRF grant, user fees, PC 25%, and Measure M 2% Active Transportation. These funds are not eligible for bus and rail operations and capital.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Bike Share Program expansion and serve to implement the following Metro Vision 2028 Strategic Plan Goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County.

ALTERNATIVES CONSIDERED

The Board may choose not to exercise the contract phases and utilize the allocated grant funds. This alternative does not allow the Bike Share Program to respond to past performance, customer feedback, and current conditions and is not in line with previous Board direction.

NEXT STEPS

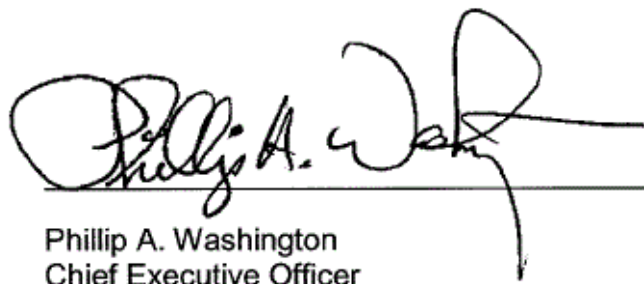
Staff will execute Modification No. 8 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., and amend the MOU with the City of Los Angeles to include equipment related to the GGRF Grant.

ATTACHMENTS

Attachment A - GGRF Grant Award
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - Funding and Expenditure Log
Attachment E - DEOD Summary

Prepared by: Carolyn Mamaradlo, Manager, Countywide Planning & Development, (213) 922-5529
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Phillip A. Washington
Chief Executive Officer

Memorandum

Tab 23

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.26
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **ADOPTION OF 2017 ACTIVE TRANSPORTATION PROGRAM – GREENHOUSE
GAS REDUCTION FUNDS
RESOLUTION G-17-26, AMENDING RESOLUTION G-16-32**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds in accordance with the attached resolution and the staff recommendations, noting any specific changes, corrections, or exceptions to staff recommendations.

In summary, staff recommends programming \$10,000,000 in Active Transportation Program – Greenhouse Gas Reduction Funds to three projects valued at \$16,274,000. This includes programming of \$7,100,000 to two projects that provide benefits to disadvantaged communities.

Commission staff recommends that the Commission adopt the following three projects into the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds:

- 1) City of South Lake Tahoe – Sierra Boulevard Complete Streets Project
- 2) Los Angeles County Metropolitan Transportation Authority – Metro Bike Share USC/South Los Angeles/Expo Line Communities Expansion
- 3) San Gabriel Valley Council of Governments – Bike Share Expansion into the San Gabriel Valley

The Commission received 27 applications requesting funds from the 2017 Active Transportation Program – Greenhouse Gas Reduction Fund Program. These applications were reviewed and evaluated by Commission, California Department of Transportation (Caltrans), and California Air Resources Board staff. While Commission and Caltrans staff evaluated project applications based on all aspects of the Commission's adopted guidance, the California Air Resources Board staff limited their review to project eligibility, greenhouse gas reductions, and disadvantaged

community benefit criteria. Based on the evaluations conducted, it was determined that 17 projects did not meet the requirements of the Active Transportation Program – Greenhouse Gas Reduction Funds and were removed from the evaluation process.

Of the 10 eligible projects remaining, based on the evaluations conducted, Commission staff recommends funding the three projects identified above and detailed further in Attachment A.

Due to the limited programming capacity available for the successful applicants, staff recommends funding only \$4,554,000 of the \$6,850,000 requested by the San Gabriel Valley Council of Governments for the Bike Share Expansion into the San Gabriel Valley project. Commission staff will work with the San Gabriel Valley Council of Governments to determine if the project may be delivered with the funds available.

BACKGROUND:

Assembly Bill (AB) 1613 (Budget Act of 2016), signed by the Governor on September 14, 2016, appropriated Greenhouse Gas Reduction Funds totaling \$10 million for the Active Transportation Program necessitating an amendment to the 2017 Active Transportation Program Guidelines. The Commission adopted amendments to the Active Transportation Program Guidelines for the use of these funds at the October 2016 Commission meeting.

AB 1532 (Pérez, Chapter 807, Statutes of 2012), Senate Bill (SB) 535 (De León, Chapter 830, Statutes of 2012), and SB 1018 (Budget and Fiscal Review Committee, Chapter 39, Statutes of 2012) provide the framework for how the Greenhouse Gas Reduction Funds must be appropriated and expended. Goals derived from AB 1532, established for the investment of auction proceeds, and SB 535, requirements for allocating funds to benefit disadvantaged communities, are:

- Reduce greenhouse gas emissions;
- Maximize economic, environmental, and public health benefits to the State;
- Foster job creation by promoting in-State greenhouse gas emission reduction projects carried out by California workers and businesses;
- Complement efforts to improve air quality;
- Direct investment toward the most disadvantaged communities and households in the State;
- Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions; and
- Lessen the impacts and effects of climate change on the State's communities, economy, and environment.

Pursuant to AB 1613, the \$10 million appropriated from the Greenhouse Gas Reduction Fund for the Active Transportation Program must be allocated by the Commission no later than June 30, 2018 and liquidated by June 30, 2020.

Attachments:

- Attachment A: 2017 Active Transportation Program – Greenhouse Gas Reduction Funds: Staff Recommendations
- Attachment B: Resolution G-17-26

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM

GREENHOUSE GAS REDUCTION FUNDS

RESOLUTION G-17-26

Amending Resolution No. G-16-32

- 1.1 WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2 WHEREAS**, Streets and Highways Code section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the ATP; and
- 1.3 WHEREAS**, Assembly Bill 1613, signed by the Governor on September 14, 2016, appropriated \$10 million from the Greenhouse Gas Reduction Fund for the Active Transportation Program; and
- 1.4 WHEREAS**, Senate Bill 535, set forth that no less than 25% of Greenhouse Gas Reduction Funds must be allocated to projects that benefit disadvantaged communities; and
- 1.5 WHEREAS**, not all programs utilizing Greenhouse Gas Reduction Funds can contribute towards the disadvantaged community requirements, certain programs are required to exceed the statutory minimum; therefore, the Administration specified a 50% funding target for the Active Transportation Program; and
- 1.6 WHEREAS**, on October 20, 2016, the Commission adopted an amendment to the 2017 ATP Guidelines for the use of Greenhouse Gas Reduction Funds and issued a call for projects on June 1, 2017; and
- 1.7 WHEREAS**, the Commission staff recommendations for the 2017 Active Transportation Program were published on July 31, 2017; and
- 1.8 WHEREAS**, Streets and Highways Code section 2382(a) requires the California Transportation Commission (Commission) to develop guidelines for the Active Transportation Program; and

- 1.9 WHEREAS,** the staff recommendations conform to the Fund Estimate and other requirements of the Active Transportation Program – Greenhouse Gas Reduction Funds; and
- 1.10 WHEREAS,** the Commission considered staff recommendations and public testimony at its August 16-17, 2017 meeting.
- 2.1 NOW THEREFORE BE IT RESOLVED,** that the Commission hereby adopts the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds to include the program described in the staff recommendations, including the attachment to this resolution; and
- 2.2 BE IT FURTHER RESOLVED,** that the Department will continue to work with project sponsors to resolve any project component eligibility and deliverability issues, and report back to the Commission with project specific programming recommendations to resolve those issues; and
- 2.3 BE IT FURTHER RESOLVED,** that having a project included in the adopted 2017 Active Transportation Program – Greenhouse Gas Reduction Funds, is not authorization to begin work on that project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and
- 2.4 BE IT FURTHER RESOLVED,** that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

**2017 Active Transportation Program - Greenhouse Gas Reduction Funds
(\$1,000's)
Staff Recommendations**

Application ID	Co	Project Title	DAC SB 535 (CES 2.0)	Total Project Cost	Total Fund Request	Funding Recommendation	17-18	CON	CON NI
3-South Lake Tahoe-1	ED	Sierra Boulevard Complete Streets Project		6,267	2,900	2,900	2,900	2,900	0
7-Los Angeles County Metropolitan Transportation Authority-2	LA	Metro Bike Share USC/South LA/Expo Line Communities Expansion	X	2,546	2,546	2,546	2,546	2,287	259
7-San Gabriel Valley Council of Governments-1*	LA	Bike Share Expansion into the San Gabriel Valley	X	7,461	6,850	4,554	6,850	6,577	273
		Totals		16,274	12,296	10,000	12,296	11,764	532

* Applicant requested \$6850. \$4554 was the remaining available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP - GGRF funding

CES: CalEnviroScreen

CON: Construction Funding

DAC: Benefit to Disadvantaged Communities

NI: Non-Infrastructure

PROCUREMENT SUMMARY

METRO BIKE SHARE / PS272680011357

1.	Contract Number: PS272680011357			
2.	Contractor: Bicycle Transit Systems, Inc.			
3.	Mod. Work Description: Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant			
4.	Contract Work Description: Metro Bike Share Program			
5.	The following data is current as of: 10/23/18			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	07/24/15	Contract Award Amount:	\$11,065,673 Pilot Phase I – DTLA
	Notice to Proceed (NTP):	07/31/15	Total of Modifications Approved:	\$77,936,062
	Original Complete Date:	Phase I 07/31/17 Phases II - V 07/29/22	Pending Modifications (including this action):	\$6,342,126
	Current Est. Complete Date:	07/29/22	Current Contract Value (with this action):	\$95,343,861
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Basilia Yim		Telephone Number: (213) 922-4063	

A. Procurement Background

This Board Action is to approve Contract Modification No. 8 issued in support of the Metro Countywide Bike Share GGRF grant.

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

On June 25, 2015, the Board approved a firm fixed Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of \$11,065,673 for a two-year period.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price of \$6,342,126 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), a cost analysis, and the technical analysis.

Proposal Amount	Metro ICE	Amount
\$6,342,126	\$6,107,262	\$6,342,126

The ICE did not adequately estimate the e-bike equipment as additional costs were identified for spare batteries and manual battery swaps.

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CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO BIKE SHARE / PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	\$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	\$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	\$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	\$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Pending	12/06/18	\$6,342,126
	Modification Total:			\$84,278,188
	Original Contract:		07/24/15	\$11,065,673
	Total:			\$95,343,861

BIKE SHARE FUNDING & EXPENDITURE PLAN FOR MODIFICATION 8

ATTACHMENT D

	Year 4 FY18/19	Year 5 FY19/20	Year 6 FY20/21	Year 7 FY21/22	Grand Total
Greenhouse Gas Reduction Fund Grant					
Capital Costs					
<i>Metro Contribution (0%)</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>City of Los Angeles Contribution (0%)</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>GGRF Grant (100%)</i>	\$ 2,286,904	\$ -	\$ -	\$ -	\$ 2,286,904
<i>Total</i>	\$ 2,286,904	\$ -	\$ -	\$ -	\$ 2,286,904
Pre-Launch Operations & Maintenance					
<i>Metro Contribution (35%)</i>	\$ 164,756	\$ -	\$ -	\$ -	\$ 164,756
<i>City of Los Angeles Contribution (65%)</i>	\$ 305,975	\$ -	\$ -	\$ -	\$ 305,975
<i>Total</i>	\$ 470,730	\$ -	\$ -	\$ -	\$ 470,730
On-going Operations & Maintenance					
<i>Metro Contribution (35%)</i>	\$ 91,344	\$ 376,340	\$ 387,630	\$ 399,259	\$ 1,254,573
<i>City of Los Angeles Contribution (65%)</i>	\$ 169,640	\$ 698,916	\$ 719,884	\$ 741,480	\$ 2,329,920
<i>Total</i>	\$ 260,984	\$ 1,075,256	\$ 1,107,514	\$ 1,140,739	\$ 3,584,493
Grand Total	\$ 3,018,618	\$ 1,075,256	\$ 1,107,514	\$ 1,140,739	\$ 6,342,126

DEOD SUMMARY

METRO BIKE SHARE / PS272680011357

A. Small Business Participation

Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment. The project is 26% complete and the current DBE participation is 16.99%, a shortfall of 5.38%, a decrease of 1.26% from Modification No. 7, which was executed in May 2018. BTS explained that the shortfall is a result of high price equipment purchased from a non-DBE at the beginning of each expansion. BTS reported that DBE participation is achieved through staffing, which is a slower spending at first but increases each year. According to BTS' forecast, DBE participation is expected to exceed the current commitment at the end of year seven of the contract.

Notwithstanding, Metro Project Manager and Contract Administrator, will work in conjunction with DEOD to ensure that BTS is on schedule to meet or exceed its DBE commitment. If BTS is not on track to meet its small business commitment, Metro staff will ensure that BTS submits 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	22.37% DBE	Small Business Participation	16.99% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Accel Employment Services	Asian Pacific American	15.28%	10.64%
2.	Bike Hub	Asian Pacific American	5.48%	3.99%
3.	Toole Design Group, LLC	Caucasian Female	0.93%	1.30%
4.	Say Cargo Express	Hispanic American	0.68%	1.06%
5.	Delphin Computer Supply	Caucasian Female	Added	0.00%
	Total		22.37%	16.99%

¹Current Participation = Total Actual Amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0690, **File Type:** Program

Agenda Number: 19.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 14, 2018

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 4 REGIONAL PROGRAM SCORING

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the assignment of up to ten points as presented in Attachment A to candidate projects for the Active Transportation Program (ATP) Cycle 4 Southern California Association of Governments' (SCAG) Regional ATP competition.

ISSUE

The ATP Cycle 4 includes regional competitions in large Metropolitan Planning Organization (MPO) areas - in Metro's case, the SCAG region. The ATP enabling statute, Senate Bill 99 (SB 99), requires SCAG to select projects in consultation with its member counties, which SCAG accomplishes by asking Metro and the other counties to assign points to be added to the State's score for each ATP project application (as approved in the 2019 Active Transportation Guidelines by the California Transportation Commission [CTC] in May 2018, http://www.catc.ca.gov/programs/atp/2019/docs/051618_2019_ATP_Guidelines_Final_Adopted.pdf). The point assignment is an opportunity for Metro to influence the funding for up to \$47 million available for bicycle and pedestrian projects that will advance several important Metro Board initiatives. The methodology of assigning these additional points is designed to reflect the contribution of each project to advancing local and regional plans, policies, and priorities adopted by the Metro Board based on the assignment method described in Attachment B.

DISCUSSION

The ATP Cycle 4 will distribute \$446 million over four years (fiscal years 2019-20 through 2022-23), as shown in Table 1 (Funding available is based on the 2019 ATP Fund Estimate adopted by the CTC in May 2018, http://www.dot.ca.gov/hq/transprog/ctcbooks/2018/0518/024_4.6.pdf). All Los Angeles County candidate projects were submitted to the Statewide Competition administered by the CTC, which allocates 50% of the funding available. The remaining 10% is directed to rural areas across the state.

All Los Angeles County candidate projects not awarded funding through the Statewide Competition will then be considered in the Large MPO competition, which allocates 40% of the funding available.

Table 1
ATP Cycle 4 - Program Components

ATP Cycle 4 - Program Components	% Share	Funds
Statewide Competition	50%	\$ 218,780,000
Large MPO	40%	\$ 175,024,000
Small Urban/Rural	10%	\$ 43,756,000
Program Components Total	100%	\$ 437,560,000
California Conservation Corps appropriation (FY 2020-21)		\$ 8,000,000
TOTAL		\$ 445,560,000

In the Large MPO competition, SCAG will receive (by formula) 53% of the funding available for all Large MPOs (Table 2).

Table 2
ATP Cycle 4 - Large MPO Component

ATP Cycle 4 - Large MPO Component	% Share	Funds
SCAG Regional Program	53%	\$ 92,572,000
Other Large MPOs	47%	\$ 82,452,000
Large MPO Component Total	100%	\$ 175,024,000

Within the SCAG Regional Program (Table 3), 5% of the funding is set aside for Planning and Capacity Building grants. The remaining 95% of the funding is dedicated to Implementation Projects and flows to each of the six SCAG counties by formula - with Los Angeles County's 54% share resulting in approximately \$47 million.

Table 3
ATP Cycle 4 - SCAG Regional Program

ATP Cycle 4 - SCAG Regional Program	% Share	Funds
Implementation Projects - 95% completed		
Los Angeles County Share (54% of 9)		\$ 47,489,41
Other SCAG Counties' Share (46% of 9)		\$ 40,453,96
Planning & Capacity Building - 5% completed		\$ 4,628,60
Overall SCAG Regional Program	100%	\$ 92,572,01

The ATP enabling statute, SB 99, requires SCAG to select projects in consultation with its member counties. To accomplish this requirement, SCAG starts with the scores developed by the CTC's multidisciplinary evaluation panel and then asks its member counties to assign additional points to the CTC score to reflect the consistency of each project with local and regional plans. The resulting prioritization of projects for the LA County share totaling \$47.5 million is the subject of this action.

In keeping with plans and policies adopted by the Metro Board, staff proposes the following method to assign these additional points to Los Angeles County projects through three criteria:

- Bonus for First/Last Mile Strategic Plan - 5 bonus points assigned support the implementation of the First/Last Mile Strategic Plan and First/Last Mile Board Action 14.1 of May 2016.
- Disadvantaged Communities - 3 points assigned help ensure Metro's scoring supports the goals of the Metro Equity Platform.
- Consistency with Local and Regional Plans - 2 points assigned recognize board priorities, such as First/Last Mile, leveraging Measure M projects, board-adopted projects, and implementation of the Active Transportation Strategic Plan.

The proposed point assignment is listed in Attachment A. The point assignment method is described in further detail in Attachment B.

Consistency with Metro's Equity Platform Framework

The inclusion of the disadvantaged communities criterion in the proposed point assignment method advances the following pillar of the Metro Equity Platform Framework:

- Pillar 3: Focus and Deliver

Assigning additional points to projects that benefit disadvantaged communities is a direct action Metro can take to advance more equitable transportation outcomes. Metro is directly responsible for

the point assignment and project ranking process that results in active transportation investment for Los Angeles County. Concentrating points for projects that benefit disadvantaged communities, together with points for implementation of other key local and regional mobility goals, ensures that investment is made in high quality projects for underserved communities.

DETERMINATION OF SAFETY IMPACT

Approval of this item has the potential to improve the safety of Metro customers, as a large majority of Metro's transit patrons link to or depart from transit stations and stops via cycling and walking. Assigning additional points to first/last mile projects prioritized in the Metro Board-adopted First/Last Mile Strategic Plan will direct funding to projects designed to improve the safety and convenience of active transportation users connecting with the regional transit system.

FINANCIAL IMPACT

Approval of the staff recommendations will result in a positive impact on the funding outcomes for First/Last Mile projects and other Board priorities and initiatives, such as Vision 2028 and the Twenty-eight by '28 Initiative. Approximately \$47 million in ATP Cycle 4 funds are available for Los Angeles County projects between FY 2019-20 and 2022-23 from the SCAG Regional ATP Competition.

Impact to Budget

The approval of this item would have no impact to the FY 2018-19 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By directing ATP resources towards projects that advance Metro plans and policies, the staff recommendation will assist in implementing 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.
- Goal #3: Enhance communities and lives through mobility and access to opportunity.

The current competitive ATP grant program administered by the CTC provides Metro with an opportunity to acquire a significant share of revenues available for Los Angeles County projects. Under the ATP Metro's share of revenues received has closely tracked Los Angeles County's share of California's population, as Metro has been successful in securing awards from the Statewide Competition portion of the ATP to complement the funds received by formula through the SCAG Regional Program.

ALTERNATIVES CONSIDERED

The Board could elect to assign up to twenty additional points rather than ten, as the SCAG Guidelines adopted by the CTC on August 15, 2018 include a new provision for the assignment of up to twenty points. Staff does not recommend this alternative, as assigning 20 points would not change

the proportion of points given for various Metro policies and plans, therefore providing no distinction in priority rankings.

NEXT STEPS

Upon Board approval, the following milestone steps will be taken by Metro staff as well as SCAG and the CTC:

December 2018 - Staff will transmit the point assignments to SCAG

January 2019 - Staff will obtain state scores, combine them with Metro scores, and use new scores to identify top-scoring projects, with funding requests approximating the \$47 million available for Los Angeles County projects; staff will work with project sponsors to identify projects for any remaining funds and submits resulting program to SCAG for approval

April 2019 - SCAG Regional Council will adopt SCAG Regional ATP

June 2019 - CTC will adopt SCAG Regional ATP

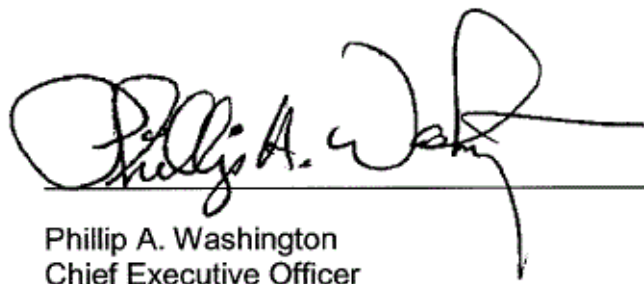
ATTACHMENTS

Attachment A - Proposed Los Angeles County Point Assignment

Attachment B - Proposed Point Assignment Method

Prepared by: Shelly Quan, Senior Transportation Planner, Countywide Planning & Development, (213) 922-3075
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Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
1	Amigos de los Rios	Altadena Safe Schools and Streets Pilot Program	0	3	2	5
2	City of Artesia	Pioneer Boulevard Pedestrian and Bicycle Improvements	5	3	2	10
3	City of Avalon	Tremont Five Corners School Safety Roundabouts (aka Comprehensive Pedestrian Project)	0	0	0	0
4	City of Burbank	Los Angeles River Bridge	5	3	2	10
5	City of Carson	City of Carson Active Transportation Project	5	3	2	10
6	City of Cerritos	Improvements to Various Cerritos Arterial Pedestrian Crossings Serving Local Schools	0	3	0	3
7	City of Commerce	City of Commerce Rosewood Neighborhood Active Transportation Connectivity Project	5	3	2	10
8	City of Commerce	City of Commerce Veterans Park Neighborhood Sidewalk Walkability Connectivity Project	0	3	2	5
9	City of Compton	Blue Line First/Last Mile Improvements: Compton & Artesia Station Areas	5	3	2	10
10	City of Culver City	Downtown to Expo Class IV Bikeway	5	0	2	7
11	City of Diamond Bar	Golden Springs Drive Mobility Improvements Project	0	0	2	2
12	City of Downey	Downey Citywide Bicycle Master Plan Implementation (BMP) - Phase 1	5	3	2	10
13	City of Downey	South Downey Active Transportation Enhancements	0	3	0	3
14	City of Duarte	Duarte Active Transportation Safety Project	5	3	2	10
15	City of El Monte	Active Streets El Monte	5	3	2	10
16	City of Huntington Park	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	5	3	2	10
17	City of LA BOE	Envision Eastern: El Sereno Pedestrian Safety Project	5	3	2	10

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
18	City of LA BOE	LA River Greenway, West San Fernando Valley Gap Closure	5	3	2	10
19	City of LA BSS	Broadway-Manchester Active Transportation Equity Project	5	3	2	10
20	City of LA BSS	Rock The Blvd: Transforming Eagle Rock with Walkable Bikeable Streets	5	3	2	10
21	City of LA BSS	Valley Glen Community Pedestrian Improvements to Orange Line Project	0	3	0	3
22	City of LA BSS	Watts Central Avenue Streetscape, Phase II	5	3	2	10
23	City of La Canada Flintridge	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	0	0	0	0
24	City of LA DOT	112th Street and Flournoy Elementary Schools Safety Improvements Project	5	3	2	10
25	City of LA DOT	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	5	3	2	10
26	City of LA DOT	Berendo Middle and Neighborhood Elementary Schools Safety Improvements Project	5	3	2	10
27	City of LA DOT	Blue Line First/Last Mile: Washington, Vernon, & Slauson Station Areas	5	3	2	10
28	City of LA DOT	Blue Line FLM ATP: 103rd/WATTS, Willowbrook/Rosa Parks Station	5	3	2	10
29	City of LA DOT	Expo Bike Path Northvale Gap Closure	5	0	2	7
30	City of LA DOT	Grant Elementary School Neighborhood Safety Improvements Project	5	3	2	10
31	City of LA DOT	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	0	3	2	5
32	City of LA DOT	Lockwood Avenue Elementary School Neighborhood Safety Improvements Project	5	3	2	10
33	City of LA DOT	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	5	3	2	10
34	City of La Puente	Valley Boulevard Pedestrian Improvements	0	3	0	3

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
35	City of Lancaster	Trail Expansion at Prime Desert Woodland Preserve	0	3	0	3
36	City of Lomita	Intersection Improvements at Walnut Street, 253rd Street and Ebony Lane	5	3	2	10
37	City of Lomita	Lomita Corridor Pedestrian Improvement Program (LCPSIP)	0	3	0	3
38	City of Long Beach	11th Street Bicycle Boulevard	5	3	2	10
39	City of Long Beach	Blue Line First/Last Mile ATP: Anaheim and Wardlow Stations	5	3	2	10
40	City of Long Beach	Orange Avenue Backbone Bikeway and Complete Streets Improvements	5	3	2	10
41	City of Long Beach	Pine Avenue Bicycle Boulevard	5	3	2	10
42	City of Long Beach	San Gabriel River Bike Trail Bridge Rehabilitation	0	0	2	2
43	City of Long Beach	Walnut Avenue Bicycle Boulevard	0	3	2	5
44	City of Lynwood	Mid City Pedestrian and Bicycle Safety	5	3	2	10
45	City of Manhattan Beach	Rowell Avenue Safe Route to School Connectivity Improvement Project	0	3	0	3
46	City of Maywood	Slauson Avenue Pedestrian Safety Project	5	3	2	10
47	City of Monrovia	Monrovia Active Community Link	5	3	2	10
48	City of Monterey Park	Monterey Park School and Crosswalk Safety Enhancement Project	5	3	2	10
49	City of Palmdale	Avenue R Complete Streets and Safe Routes Project – Construction Phase	0	3	2	5
50	City of Palmdale	Palmdale Avenue R-8 Safe Crossings to School Project	0	3	0	3
51	City of Palmdale	Palmdale Avenue S Safe Crossings to School Project	0	3	2	5

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
52	City of Paramount	West Santa Ana Branch Bikeway Phase 3	5	3	2	10
53	City of Pasadena	Mobility & Safety Enhancements for Pedestrians & Vehicles at Various Loc.	0	0	0	0
54	City of Pico Rivera	Rivera Elementary & Rivera Middle Schools SRTS Bicycle/Pedestrian Access Improvements	0	3	2	5
55	City of Pomona	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	5	3	2	10
56	City of Pomona	San Jose Creek Bike Path	0	3	0	3
57	City of Rosemead	HAWK system installation at Rosemead High School	5	3	2	10
58	City of Rosemead	Installation of Rectangular Rapid Flashing Beacons by Emerson Elementary School	5	3	2	10
59	City of San Fernando	San Fernando Pedestrian Mobility Project	5	3	2	10
60	City of Santa Clarita	Newhall Metrolink Station Pedestrian and Bicycle Access Improvements	5	3	2	10
61	City of South El Monte	South El Monte Safe Routes to School Pedestrian Safety Project	0	3	2	5
62	City of South Gate	South Gate Regional Bikeway Connectivity Project	5	3	2	10
63	City of South Gate	Tweedy Boulevard Complete Streets Project	5	3	2	10
64	City of West Covina	West Covina Safe Routes to School Project	0	3	2	5
65	County of Los Angeles DPH	East Los Angeles Safe Routes for Seniors	5	3	2	10
66	County of Los Angeles DPW	Acton Safe Routes to School Project	0	0	0	0
67	County of Los Angeles DPW	Blue Line First/Last Mile Improvements: Firestone and Florence Stations	5	3	2	10
68	County of Los Angeles DPW	Dominguez Channel Greenway Extension	5	3	2	10

Proposed Los Angeles County Point Assignment

Projects are sorted by agency. Projects funded through the statewide competition will not require additional regional point assignments. Final scores for each project will consist of the statewide score and the additional regional points.

	Agency	Project Name	Category of Point Assignment			Total Additional Points (up to 10 points)
			First/Last Mile Strategic Plan (5 points)	Disadvantaged Communities (3 points)	Consistency with Local & Regional Plans (2 points)	
69	County of Los Angeles DPW	East LA Active Transportation Education and Encouragement Program	0	3	2	5
70	County of Los Angeles DPW	Eaton Wash Bike Path - Huntington Drive to Longden Avenue	0	0	2	2
71	County of Los Angeles DPW	Lake Los Angeles Pedestrian Plan Implementation – Phase 1	0	3	0	3
72	County of Los Angeles DPW	San Gabriel River Bicycle Trail at Whittier Boulevard Tunnel	0	3	2	5
73	County of Los Angeles DPW	San Gabriel River Bike Path Extension, Azusa	0	0	2	2
74	County of Los Angeles DPW	San Gabriel Valley Four Corners Bike Path Gap Closures	0	3	2	5
75	County of Los Angeles DPW	Slauson, Willowbrook/Rosa Parks, Del Amo Blue Line Station Area Improvements	5	3	2	10
76	County of Los Angeles DPW	Vincent & Citrus Communities Safe Route to School	0	3	0	3
77	County of Los Angeles DPW	Westmont West Athens Community Pedestrian Plan Implementation (Phase 1)	0	3	2	5
78	County of Los Angeles DPW	Whittier Narrows Rio Hondo Bike Path Connectivity Improvements	0	3	2	5
79	Metro	Doran Street Grade Separation Active Transportation Access Project	5	3	2	10
80	Metro	Metro Orange Line Elevated Bikeway Project at Van Nuys/ Sepulveda	5	3	2	10

Proposed Point Assignment Method

ATP Cycle 4 SCAG Regional Program

Following the statewide ATP competition that distributes 50% of the ATP funding (\$219 million), there is a regional competition administered by SCAG. SCAG distributes approximately \$93 million, of which Metro receives approximately \$47 million for Los Angeles County implementation projects. SCAG consults with Metro on the development of competitive project selection criteria for Los Angeles County projects funded through the Regional Program. In developing the program of projects, Metro is responsible for assigning an additional ten to twenty points to all Los Angeles County ATP applications to reflect consistency with local and regional plans.

In Cycles 1 and 2, ten points were awarded to all projects except those which were clearly not consistent with local and regional plans. In Cycle 3, some of these points were awarded based on the projects' contributions to implementing Metro plans and policies. To date, each project has received all possible points, effectively maintaining the state ranking of these projects through Metro's waiving of its opportunity to influence project selection in the Regional Program.

In the interim between Cycles 3 and 4, the Metro Board has adopted the Vision 2028 Strategic Plan, the Equity Platform, and the First/Last Mile Strategic Plan. Consequently, Metro should update its method of assigning these points to better reflect and maintain consistency with these new overarching plans and policies.

Methodology Methodology for Assigning Points

The Cycle 4 point assignment method is consistent with the ATP Cycle 4 Priorities Framework adopted by the Board in October 2017, the May 2016 Board Motion 14.1 prioritizing first-last mile improvements, and the Equity Platform Framework, adopted February 2018.

Table 1 compares the proposed method for assigning additional points in Cycle 4 to the existing method for assigning additional points in Cycle 3.

Table 1
Comparison of Point Assignment Methods: Cycle 3 vs. Cycle 4

Category of ATP Point Assignment	Existing Method	Proposed Method
	Cycle 3	Cycle 4
A. Bonus for First/Last Mile <ul style="list-style-type: none"> Improves safety and access to transit station(s) among the 661 locations defined in the ATSP Reinforces Pathway Network Concept (e.g. not a single corridor project.) Features broad community engagement influencing project selection/design 	N/A	5

Category of ATP Point Assignment	Existing Method	Proposed Method
	Cycle 3	Cycle 4
<p>B. Disadvantaged Communities</p> <ul style="list-style-type: none"> Project is located within or partially within a disadvantaged community census tract (based on income or CalEnviroscreen score); or Within 2 miles of a school where 75% or more of students are eligible for free or reduced-price meals 	N/A	<u>3</u> 2
<p>C. Consistency with local/regional plans</p> <ul style="list-style-type: none"> Leverages Measure M: <ul style="list-style-type: none"> Expenditure Plan Major Projects, Multi-year Subregional Projects, or 2% Metro Active Transportation Program; or Minimum of 20% of funding comes from Measure M Implements Board Priorities, such as: <ul style="list-style-type: none"> LA River Bikepath Rail to River Regional Bike Share I-710 Active Transp. Corridor Implements the Active Transportation Strategic Plan: <ul style="list-style-type: none"> Serves one of the 661 designated transit stations; or Implements a corridor designated in the Regional Active Transportation Network 	10	<u>2</u> 3
Total	10	10

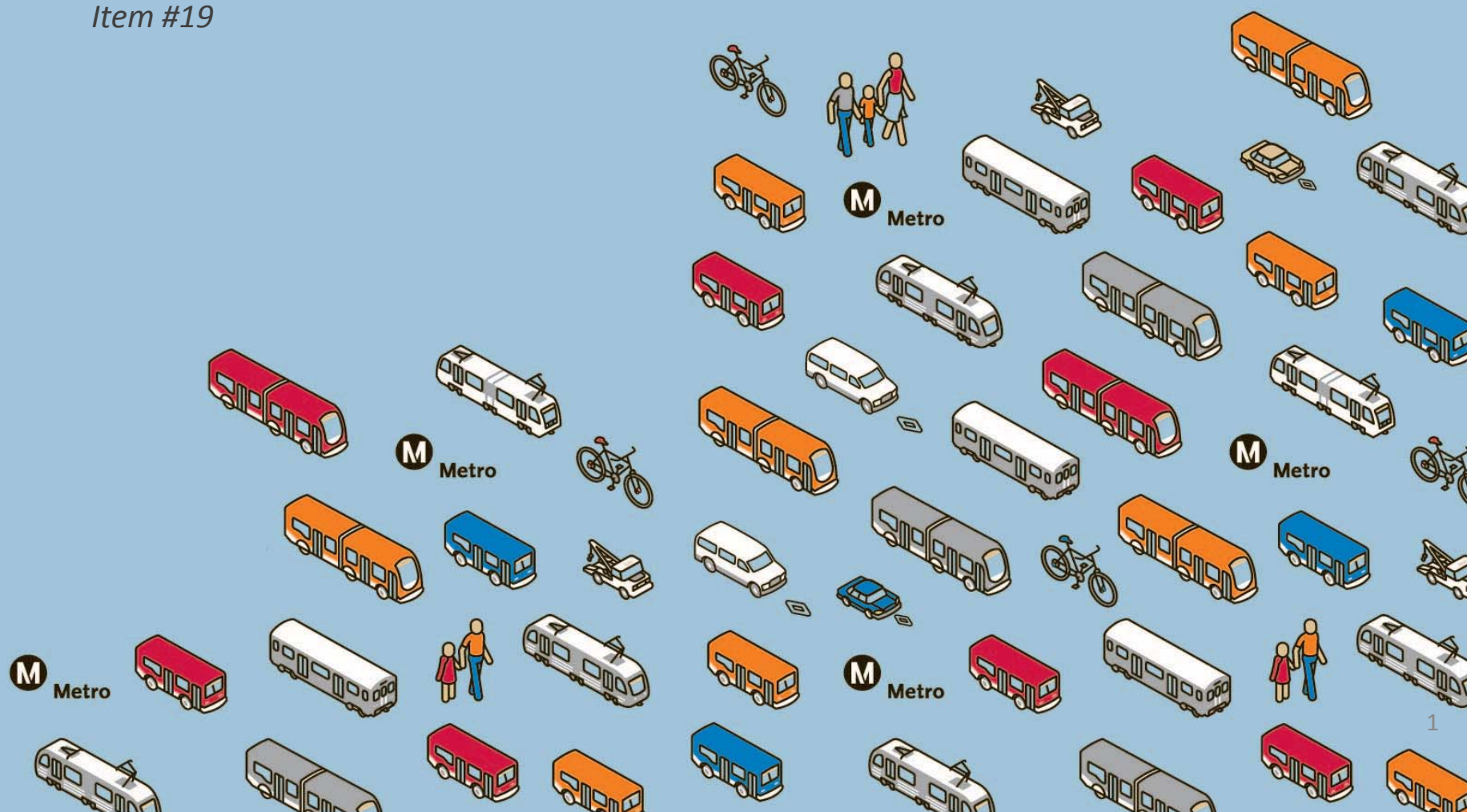
Active Transportation Program Cycle 4 Regional Program Scoring

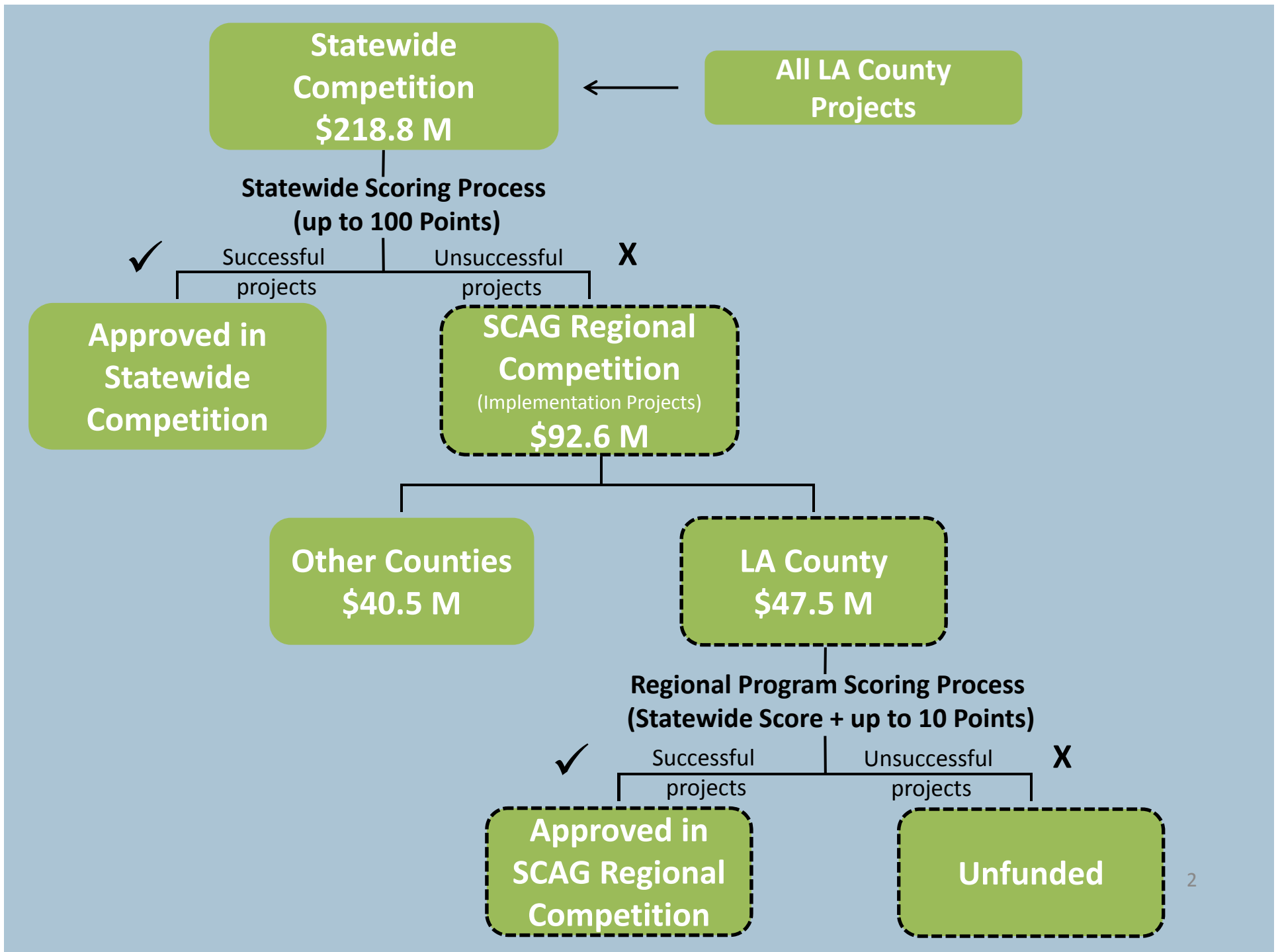
Planning and Programming Committee

November 14, 2018

Legistar #2018-0690

Item #19





Statewide Scoring Process

Selection based on 100-point score*:

- 10-30 points: Disadvantaged Communities
- 20-53 points: Need
- 10-25 points: Safety
- 10-25 points: Public Participation
- 2-10 points: Scope/Plan Consistency
- 0-5 points: Leveraging, Cost Effectiveness, Context Sensitivity

*Scoring criteria and points based on size of project (large/medium/small)

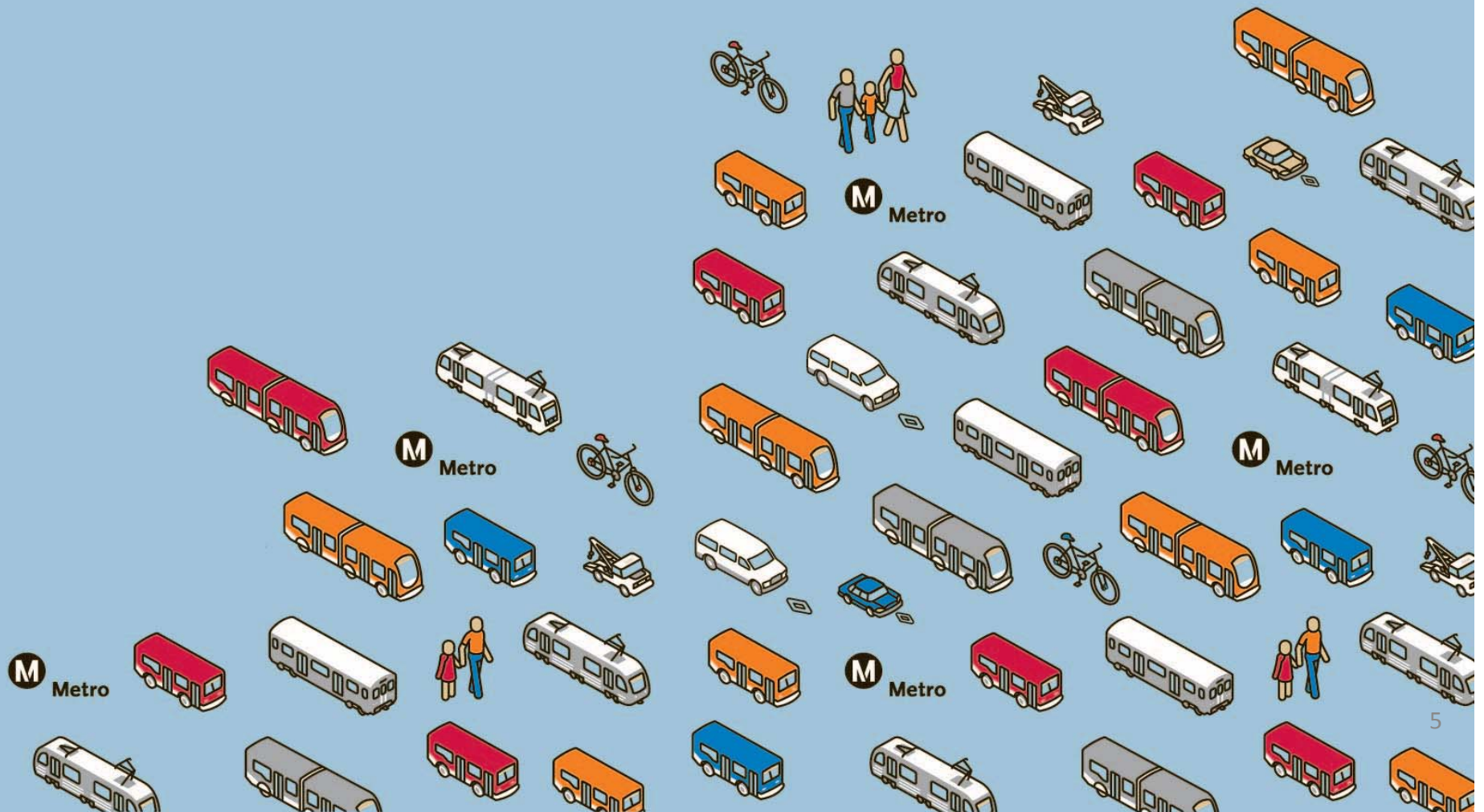


Regional Program Scoring Process

Selection based on 100-point statewide score plus up to 10 points added by Metro:

- 5 points: First/Last Mile Strategic Plan
- 3 points: Disadvantaged Communities
- 2 points: Consistency with Local and Regional Plans

Thank you





Board Report

File #: 2018-0694, **File Type:** Project

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: LINK UNION STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the designation of the California Environmental Quality Act (CEQA) "Proposed Project" in the Link Union Station (Link US) Draft Environmental Impact Report (DEIR) as Alternative 1 with Design Option B which provides up to 10 run-through tracks with shared lead tracks. The CEQA Proposed Project includes an above-grade passenger concourse that will also include a new expanded, at-grade passage way which will provide additional passenger travel-path convenience and options.

ISSUE

The Draft Environmental Impact Report (DEIR) for the Link US Project is scheduled to be circulated for public review in January 2019. The DEIR includes a total of three alternatives:

1. Alternative 1 - Up to 10 run-through tracks with shared lead tracks;
2. Alternative 2 - Up to 10 run-through tracks with dedicated lead tracks;
3. Alternative 3 - No Build

With each build alternative, the DEIR includes two design options for the proposed passenger concourse:

1. Design Option A: At-grade passenger concourse
2. Design Option B: Above-grade passenger concourse

All the alternatives and design options are being evaluated at an equal level of detail in the DEIR. In addition, all alternatives and options will maintain the historical integrity of the Los Angeles Union Station. In an effort to be more transparent and help the public focus the comments on the DEIR, staff recommends that the DEIR identify a CEQA "Proposed Project" for Alternative 1 with Design Option B as the CEQA Proposed Project of up to 10 run-through tracks with shared lead tracks and above-grade passenger concourse with a new expanded passage way to begin the first step in the DEIR process. Staff will return to the Board in June 2019 to adopt the preferred alternative of the passenger concourse for the Final EIR (FEIR). The above-grade passenger concourse with a new expanded passage way is approximately \$500 million less than the at-grade passenger concourse.

BACKGROUND

The environmental process began in 2016 with a combined CEQA and National Environmental Policy Act (NEPA) environmental documents which are led by Metro for CEQA and the Federal Railroad Administration (FRA) for NEPA. In February 2018, the State of California acting through the California State Transportation Agency (CalSTA) and California High Speed Rail Authority (CHSRA) applied to the FRA to assume their federal environmental review responsibilities under the NEPA, or otherwise known as NEPA Assignment. Under NEPA Assignment, CHSRA would be considered the NEPA Lead Agency on the High Speed Rail (HSR) program including Link US and other HSR related rail projects, enabling more efficient reviews and approvals of the federal environmental documents.

Due to a longer NEPA process which may take up to two years, Metro is moving forward with a separate CEQA environmental document to meet the expectations of the funding partners comprising of the CalSTA, CHSRA, and Southern California Regional Rail Authority (SCRRA). With the approval of the staff recommendation for the CEQA Proposed Project, the CEQA environmental document is anticipated to be released for public circulation in January 2019 with an anticipated completion by June 2019.

Staff will continue to work closely with the FRA and CHSRA to expedite the NEPA environmental document.

DISCUSSION

CEQA Proposed Project

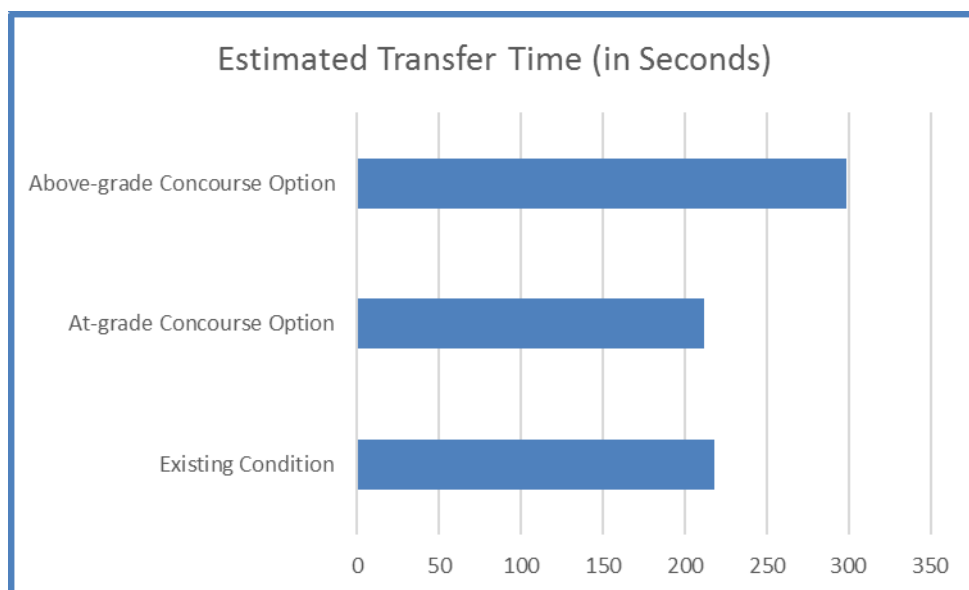
The DEIR analyzed both Alternatives 1 and 2 at an equal level of detail. Based on the preliminary results from the DEIR, staff recommends Alternative 1, up to 10 run-through tracks with shared lead tracks, as the CEQA Proposed Project because it would address the purpose and need of the project and would result in less environmental impacts compared to Alternative 2. In particular, Alternative 2 would result in right-of-way (ROW) impacts to the William Mead Homes (WMH) property, while Alternative 1 would avoid ROW impacts to the WMH property. Alternative 2 would result in impacts to a baseball field, a handball court, a laundry facility, on-street parking of the WMH property. However, no residents would be displaced or require to be relocated under Alternative 2. WMH, constructed in the 1950s, was the first affordable housing project in the City of Los Angeles and is eligible to be added to the National Register of Historic Places (NRHP).

Recommended Concourse Option

Staff recommends the above-grade concourse option with a new expanded passageway be included as part of Metro's CEQA Proposed Project given the significant cost differential between the two options. The DEIR analyzed both Design Options A (at-grade option) and B (above-grade option) at an equal level of detail. Based on the conceptual design of the two concourse options, the Link US project team has estimated that the at-grade passenger concourse option (Design Option A) is approximately \$500 million more expensive than the above grade passenger concourse (Design Option B). As analysis has progressed, staff have identified a design concept that captures the benefit of both concourse design options, by widening and expanding the existing passageway.

A focused technical study, Concourse Study, is being prepared to evaluate feasible options for a new expanded passenger concourse that would replace the existing pedestrian passageway and recommend options to be carried forward for further analysis in the DEIR. The existing passage way is approximately 30 feet wide. The new expanded passage way for the above-grade concourse will be approximately 100 feet wide to accommodate the increase of passengers from the current 110,000 per day to over 200,000 passengers per day at Union Station by 2040. The new expanded passage way will provide the identical travel path convenience as the at-grade passenger concourse for the same cost value of the above grade passenger concourse. The Concourse Study recommended that both the at-grade and above-grade concourse options be carried forward for further analysis to begin the first step in the DEIR. The staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA Proposed Project still allows staff and ultimately the Board flexibility to modify the concourse option based on additional technical studies and ongoing community input through the environmental process. Staff will continue to include both concourse options in the environmental process. Staff will return to the Board in June 2019 to adopt the final preferred alternative in the FEIR. Furthermore, since the second phase (Phase B) of the project which includes the passenger concourse is not funded, staff will return to the Board at a future date when funding has been identified to make a final determination on passenger concourse options.

The Concourse Study also evaluated the two concourse options in terms of passenger transfer time, environmental impacts, impacts to rail operations during construction, capital cost and other factors. See Attachment A for a comparison between the two concourse options. In particular, preliminary results suggest that the transfer time under the above-grade option would be approximately 1.5 minute longer for passengers with disabilities than the time under the at-grade option, if a passenger makes a transfer from the future Platform 4 to the Red/Purple Line platform. Transfer time differences vary with different start and end points of the transfer at the station. See chart below for a comparison of estimated transfer time between the existing condition, future condition with the above-grade concourse and the at-grade concourse.



Note: Estimated times shown are for the transfer between Platform 4 to the Red/Purple Line Platform

Community Outreach

Since July 2017, the Link US project team has provided over 25 project update briefings to project stakeholders including community and business organizations, neighborhood councils, and elected officials. Additionally, the project team has participated in public events to share project information including CicLAvia, Union Station Farmers Market, Union Station TrainFest, etc, and has provided status updates to Union Station Area Roundtable discussions hosted by Metro Communications. On September 26, 2018, approximately 200 people attended an open house event held in the East Portal of Union Station featuring two (2) presentations as well as boards with project renderings. See Attachment B for more details on community engagement activities since July 2017. Through our community outreach activities, staff has received some comments in support of the above-grade passenger concourse option; however, the majority of comments received regarding the passenger concourse were in favor of the at-grade option. In addition, staff has received a significant amount of comments from the general public in regard to the passenger concourse specifically concerning the increase of travel time with the above-grade concourse option. In response to these comments, staff will work on enhancing the above-grade concourse option to reduce passenger travel times to closely resemble the travel times of the at-grade passenger concourse option.

Active Transportation Improvements

As part of the Link US CEQA environmental study, staff will include new bike lanes on Commercial Street from Alameda to Center Streets, which could facilitate a future connection to the Proposed LA River Bike Path near Center Street. In addition to the at-grade connections identified by stakeholders and adopted in the Connect US Action Plan, if additional funding is identified, the Link US CEQA environmental document includes a dedicated bicycle/pedestrian bridge over the US-101 as an alternative option in lieu of the at-grade active transportation element. This dedicated bridge is desired to provide a seamless off-street connection between Metro's LA River Bike Path project and Union Station, ensuring that users of the River Path have high quality, low-stress access to Southern California's primary transportation hub. Staff is working with the FRA and CHSRA on how they would like to address ATP in the NEPA environmental document.

In March 2017, the Metro Board directed staff to evaluate opportunities to create pedestrian/active transportation ("ATP") linkages to the LA River. The Link US project has taken into consideration the Connect US Action Plan, a community driven plan that identifies bicycle and pedestrian improvements connecting LAUS, the Civic Center, Chinatown, Little Tokyo and the LA River. Since completion of this plan in 2015, the City of Los Angeles has adopted the Plan's recommended ATP improvements as part of its Mobility Element, and the improvements are also expected to be adopted in the Central City and Central City North Community Plan updates underway. Importantly, the City of Los Angeles and Metro have successfully partnered to secure \$60 million in grants toward implementing identified ATP projects, with future grant applications anticipated. The funded projects offer a near complete set of improvements that create street level access between LAUS and the LA River, tracking the travel patterns identified by stakeholders.

Under a separate Project Study Report (PSR) study by Metro's County-wide Planning, Metro will be partnering with the City of Los Angeles in early 2019 to complete a PSR looking at the intersection of Alameda and the entrance to the 101 freeway to complete this component of the ATP street network

connections to the LA River. This separate PSR study and resultant plan, coupled with at-grade ATP improvements on Commercial Street to be implemented by the Link US project, will complete the street network of ATP connections to the LA River.

Update on Project Funding and Phasing

In January 2018, staff submitted a grant application to the 2018 Transit and Intercity Rail Capital Program (TIRCP) and proposed an interim condition, hereafter referred to as Phase A, with an initial 2-track run-through operation that has independent utility. On April 26, 2018, CalSTA awarded \$398.39 million to Phase A of Link US, as part of the grant award to SCRRA's Southern California Optimized Rail Expansion (SCORE) program. In May 2018, the CHSRA Board adopted its 2018 Business Plan which reiterated the agency's commitment to direct the remaining \$423.34 million of Southern California MOU funds to the Link US project. Table 1 below lists the funding plan totaling \$950.4 million for the Link US project.

Table 1 - Link US Funding Plan as of October 2018

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.34 ⁽¹⁾
Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (Measure R 3% Commuter Rail)	\$51.67 ⁽²⁾
SCRRA Joint Powers Authority Contribution (non-Metro), Amtrak and other local funds	\$58.27
Other CHSRA funds	\$18.73 ⁽²⁾
Total Funding Identified for Phase A	\$950.40

Notes:

1. Staff is working closely with CHSRA to seek CHSRA Board approval of the funding of \$423.335 million for Link US and authorize the CHSRA CEO to execute the Project Management Funding Agreement with Metro.
2. Metro and HSR have contributed a total of \$70.40 million for environmental and preliminary engineering to date.

Phase A of Link US would include construction of the full viaduct over the US-101 freeway, right of way acquisition, utility relocation and street improvements along Commercial and Center Streets, early signal and communication work in the throat, and a 2-track ramp from Platform 4 to the new viaduct. Staff has been working closely with project funding partners to develop value engineering strategies to ensure that Phase A can be delivered within the total budget of \$950.4 million (based on 2017 project cost estimate). Staff is currently working with other funding partners to secure funding agreements for the project.

Phase B work of Link US includes raising of the railyard, optimization of the throat with a new lead track, all remaining run-through trackwork, signal and communication work, six new and enhanced regional rail platforms and enhancements to the Gold Line platform with escalators and elevators, the new West Plaza, and the new passenger concourse (at-grade or above-grade option). The estimated cost of Phase B of Link US is approximately \$1.15 billion (based on 2017 project cost estimate) which is currently not funded. The funding plan for Phase B of Link US will require further coordination with CHSRA, CalSTA, SCRRA and other agency partners, as well as Metro Transit

Oriented Community regarding the private public partnership opportunities at LAUS.

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal and state requirements. The recommended CEQA Proposed Project for the Link Union Station project will have no impact on safety.

FINANCIAL IMPACT

Approval of the staff recommended alternative as the CEQA Proposed Project would have no financial impact to the agency.

Impact to Budget

The funds required for completing the EIR/EIS consist of previously approved and programmed Measure R Metrolink Commuter Rail Capital Improvements (3%) and funds from CHSRA. These funds are not eligible for Metro bus/rail operating or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommended alternative as the CEQA Proposed Project in the Draft EIR, and/or proceed with completing the environmental document for Link US. This alternative is not recommended as it would be contrary to prior Board directions and it would delay the implementation of the Link US project.

Additionally, the staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA proposed project is the first step needed to begin the DEIR environmental process and does not lock the board in. Staff will continue to include both options in the environmental documents. Staff will return to the by June 2019 adopt the preferred alternative of

the passenger concourse options for the FEIR.

NEXT STEPS

The Link US Project Team anticipates circulation of the Draft EIR as early as January 2019 to further gather feedback from the community and the general public. Staff will return to the Board in January 2019 for a contract modification to address project changes as required to meet the funding requirements, CEQA process, etc. Once the DEIR has been released in January, staff will return to the Board in June for the selection of the preferred alternative of the passenger concourse options to be included in the Final EIR.

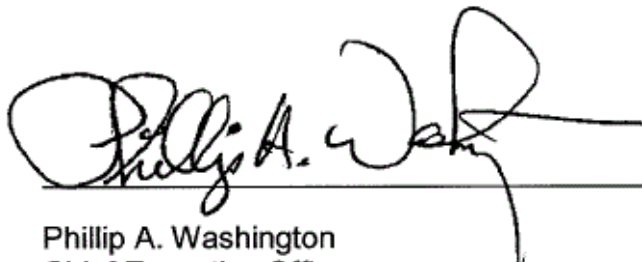
ATTACHMENTS

Attachment A - Link US Concourse Study Summary of Findings

Attachment B - Link US Community Engagement Activities Since July 2017

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – COMPARISON BETWEEN THE TWO CONCOURSE OPTIONS

Factor	At-Grade Concourse Option	Above-Grade Concourse Option with New Expanded Passageway
Estimated Passenger Transfer Time*	Reduces transfer time from the existing condition by approximately 6 seconds (or 3% faster), for the transfer between the Platform 4 and the Red/Purple Line Platform	Reduces transfer time from the existing condition by approximately 6 seconds (or 3% faster), for the transfer between the Platform 4 and the Red/Purple Line Platform
Passenger Amenities including restrooms and waiting areas	Included	Included
Environmental Impacts	Larger amount of excavation, thereby increasing: <ul style="list-style-type: none"> ○ Potential to encounter archaeological resources ○ Potential to encounter hazardous materials ○ Construction-related truck trips and associated air quality impacts 	Less amount of excavation, thereby reducing: <ul style="list-style-type: none"> ○ Potential to encounter archaeological resources ○ Potential to encounter hazardous materials ○ Construction-related truck trips and associated air quality impacts
Impacts to Rail Operations During Construction	Gold Line would have to be temporarily relocated to construct the concourse	No need to relocate Gold Line to construct the concourse.
Preliminary Capital Cost Estimate	Estimated project cost with the At-Grade Concourse option is \$2.6 Billion.	Estimated project cost with the Above-Grade Concourse option is \$2.1 Billion.

*Estimated time varies for other start and end points of transfer at the station

ATTACHMENT B – LINK US COMMUNITY ENGAGEMENT ACTIVITIES SINCE JULY 2017

Since July 2017, the Link US project team has provided over 25 project update briefings to project stakeholders including community and business organizations, neighborhood councils and elected officials. See table below for more detail on the project stakeholders that received the project briefings.

Community and Business Organizations, and Neighborhood Councils	Elected Offices
Historic Cultural Neighborhood Council Boyle Heights Neighborhood Council William Mead Homes Resident Advisory Council Metro Service Councils Arts District Business Improvement District El Pueblo Commission Chinatown Lincoln Heights Little Tokyo First 5 California Metropolitan Water District	Los Angeles County Supervisorial District 1 City of Los Angeles Mayor's Office City of Los Angeles Council District 1 City of Los Angeles Council District 14

Additionally, the project team has participated in several public events to share project information including:

- "Dreams In Motion" TrainFest on July 14, 2018
- Union Station Farmers Market on August 16, 2018
- High-Speed Rail Open House on September 17, 2018
- CicLAvia on September 30, 2018

Lastly, the project team has participated in Union Station Area Roundtable discussions, hosted by Metro Communications for interested stakeholders around Union Station, to share project status updates.

September 26, 2018, approximately 200 people attended an open house event held in the East Portal of Union Station featuring two (2) presentations as well as boards with project renderings. The project team was available to interact with the attendees and answer questions. The Link US project team received a great deal of comments from the attendees and will continue to consider public input through the completion of the DEIS/EIR. The project team collected over 90 e-mails from the public to join the email list and distributed over 150 project Fact Sheet and Frequently Asked Questions (FAQs) to members of the public. Throughout the various events the project team increased their email distribution list to over 1,500.

The Regional Rail Facebook page has reached over 17,000 people with 924 post engagements and increased page likes to more than 300. The project team has added over 15 posts over the past 6 months to educate the public about the value of the project and keep the public informed of upcoming outreach events like farmer's markets, open house events, and other pop-ups.

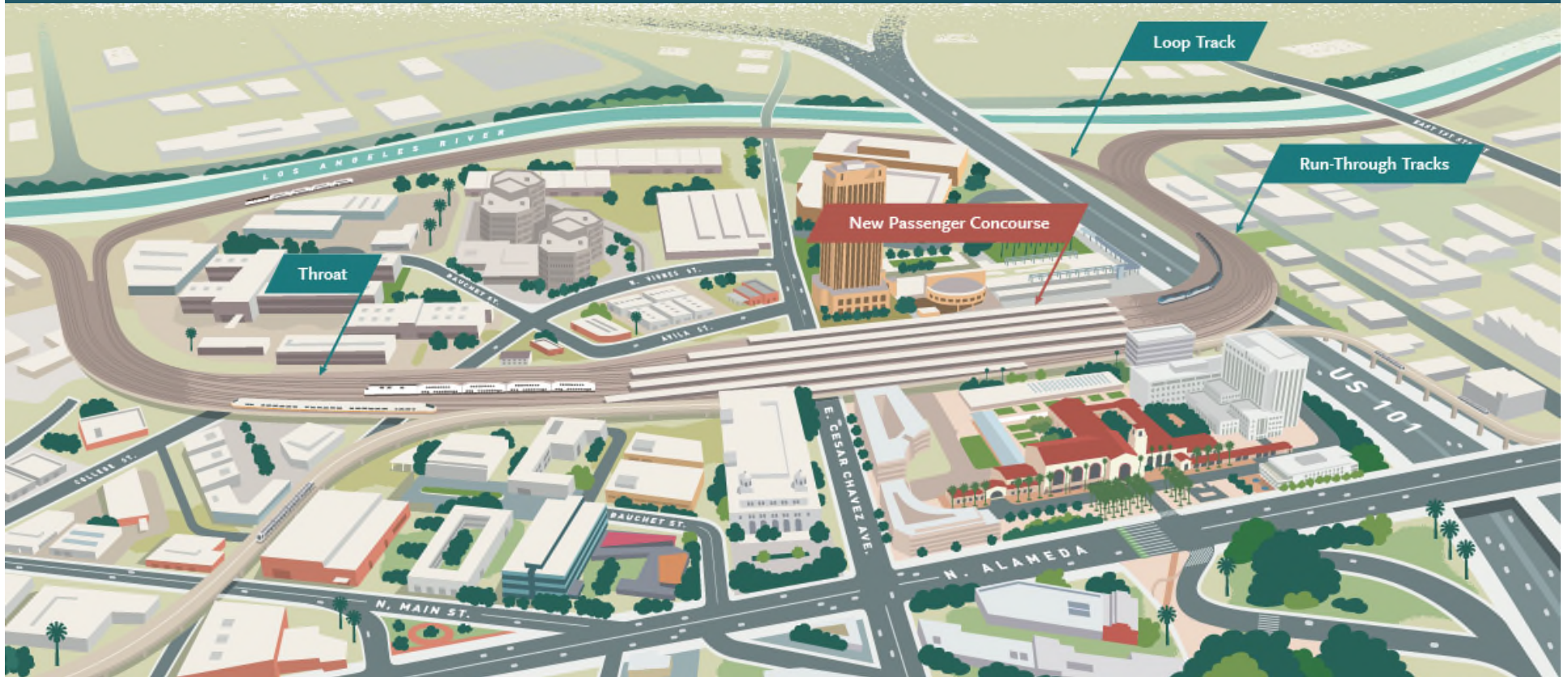
ATTACHMENT B – LINK US COMMUNITY ENGAGEMENT ACTIVITIES SINCE JULY 2017

During all outreach activities the project team provides project renderings, project boards, business cards, sign-in sheets, and project collaterals including Fact Sheet and FAQs in the following languages, which are also available on the project website:

- English
- Spanish
- Japanese
- Chinese
- Vietnamese

The Link Union Station project website has been expanded and updated to include the latest information highlighting the anticipated project benefits, project alternatives under study, environmental process, two concourse videos which were released in October 2017 and January 2018 and the environmental review process.

Link Union Station (Link US)



Link US Major Project Components

1. New rail communication, signals, and tracks
2. New run-through tracks over US-101 and new loop track
3. New expanded passenger concourse, platforms, escalators, and elevators
4. Accommodation of HSR with a new lead track and optimized throat and rail yard

Anticipated Project Benefits

What will Link US Provide?

INCREASE RAIL SERVICE CAPACITY



Accommodate future demand

IMPROVE INTRASTATE, INTERCITY & LOCAL TRANSIT CONNECTIVITY



HSR; Metrolink, Amtrak, Metro rail; Metro and municipal bus systems; ridesharing

ENHANCE PASSENGER EXPERIENCE



New concourse, retail and other amenities and new expanded platforms

IMPROVE PEDESTRIAN ACCESS



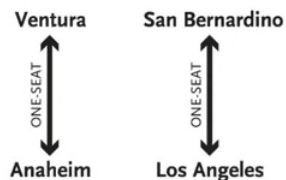
Enhanced mobility options and safety features

FUTURE DEVELOPMENT



Opportunity for transit-oriented development

IMPROVE REGIONAL CONNECTIVITY



One-seat rides to key destinations in Southern California

REDUCE TRAIN IDLING TIMES



Shorter wait times, fuel savings, emissions reductions

IMPROVE US-101 & LOCAL ROADWAYS



Updated design and enhanced safety

GENERATE 4,500 JOBS PER YEAR



During five-year construction period

CEQA Proposed Project - Alternative 1 with Design Option B

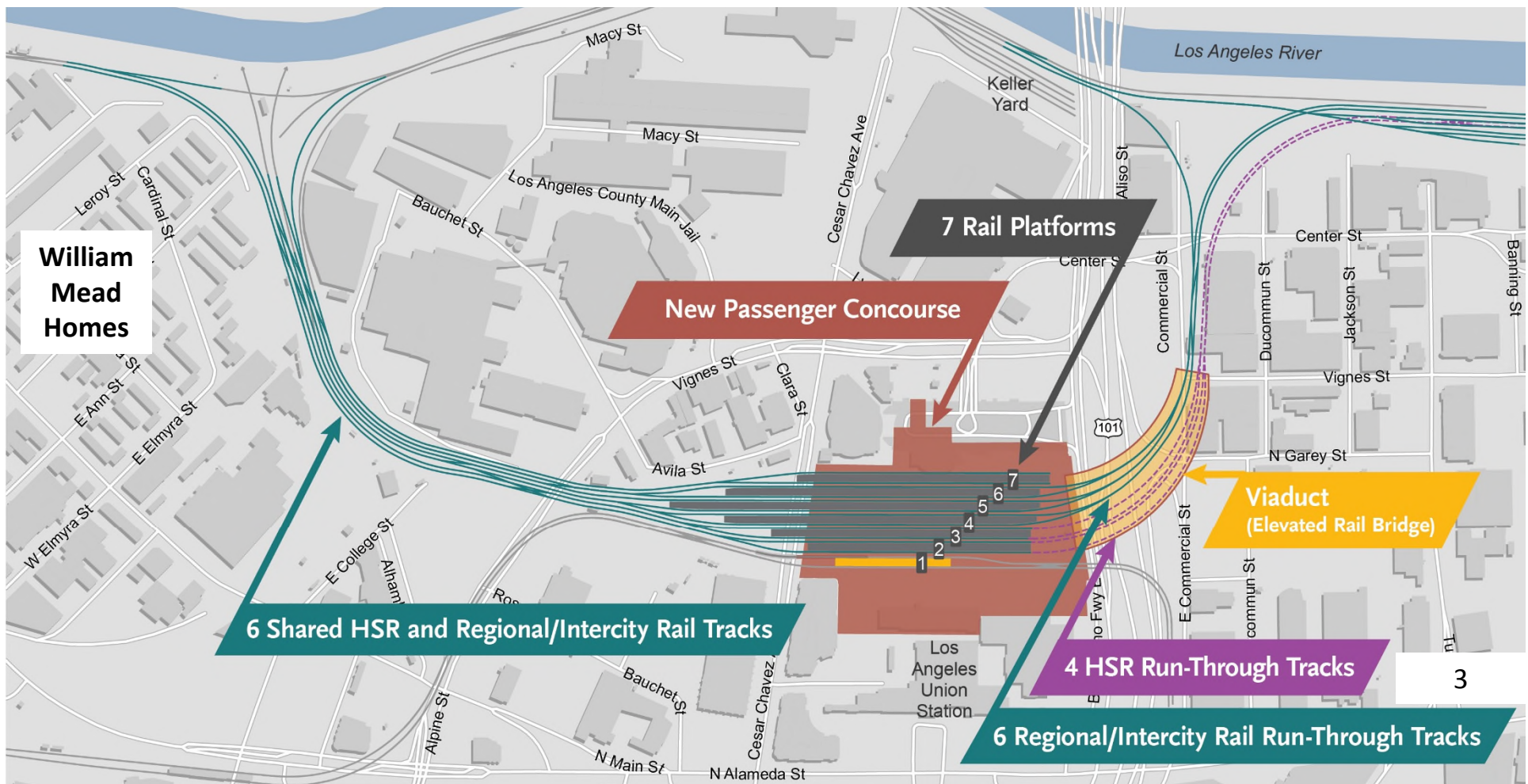
Up to 10 New Run-Through Tracks with Shared Lead Tracks including an Above-Grade Passenger Concourse

Shared Tracks

Avoids right-of-way impacts to William Mead Homes Property

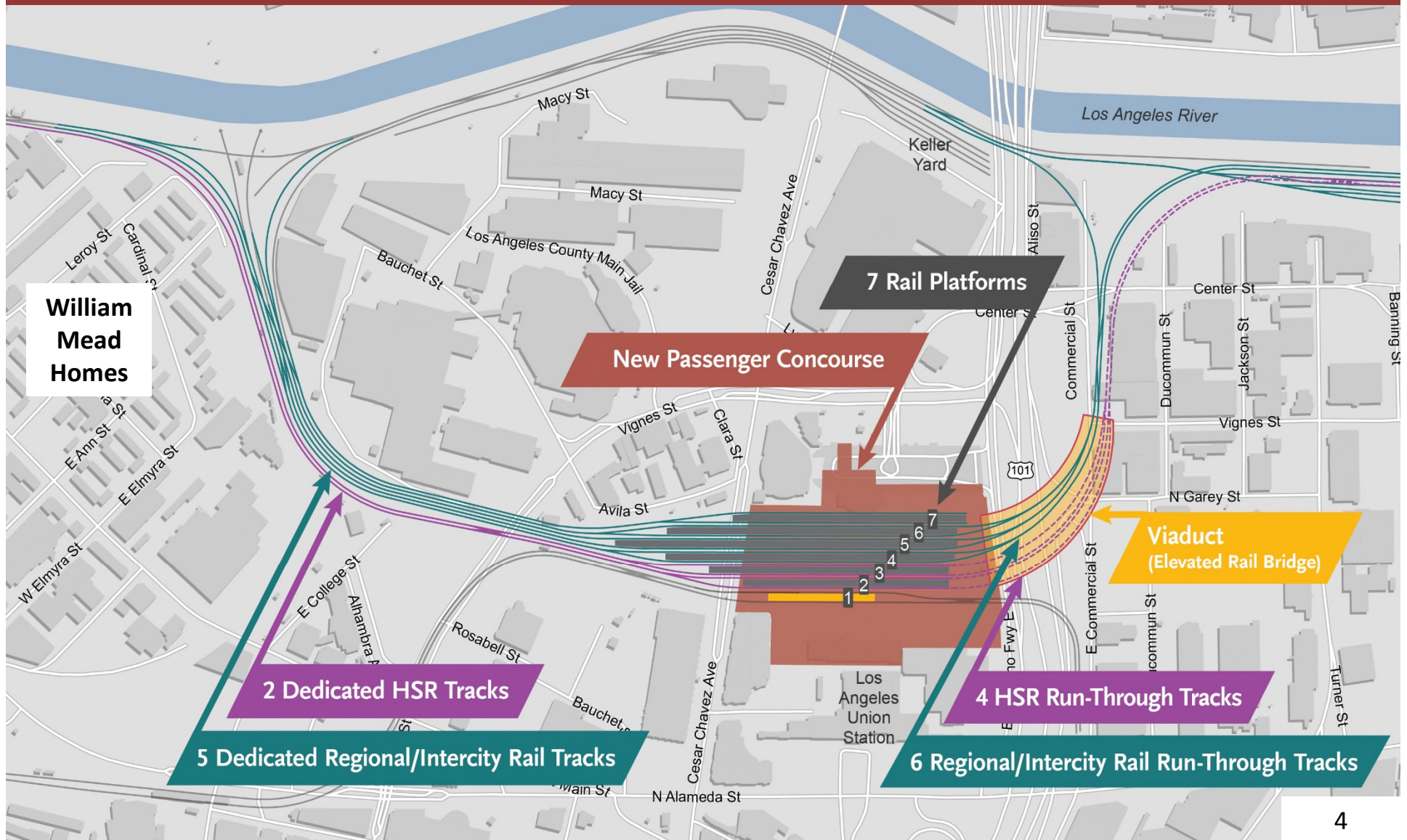
Above-Grade Passenger Concourse

Impacts rail operation less and costs approx. \$500 million less than the at-grade concourse (Design Option A)



Alternative 2

Up to 10 New Run-Through Tracks with Dedicated Lead Tracks

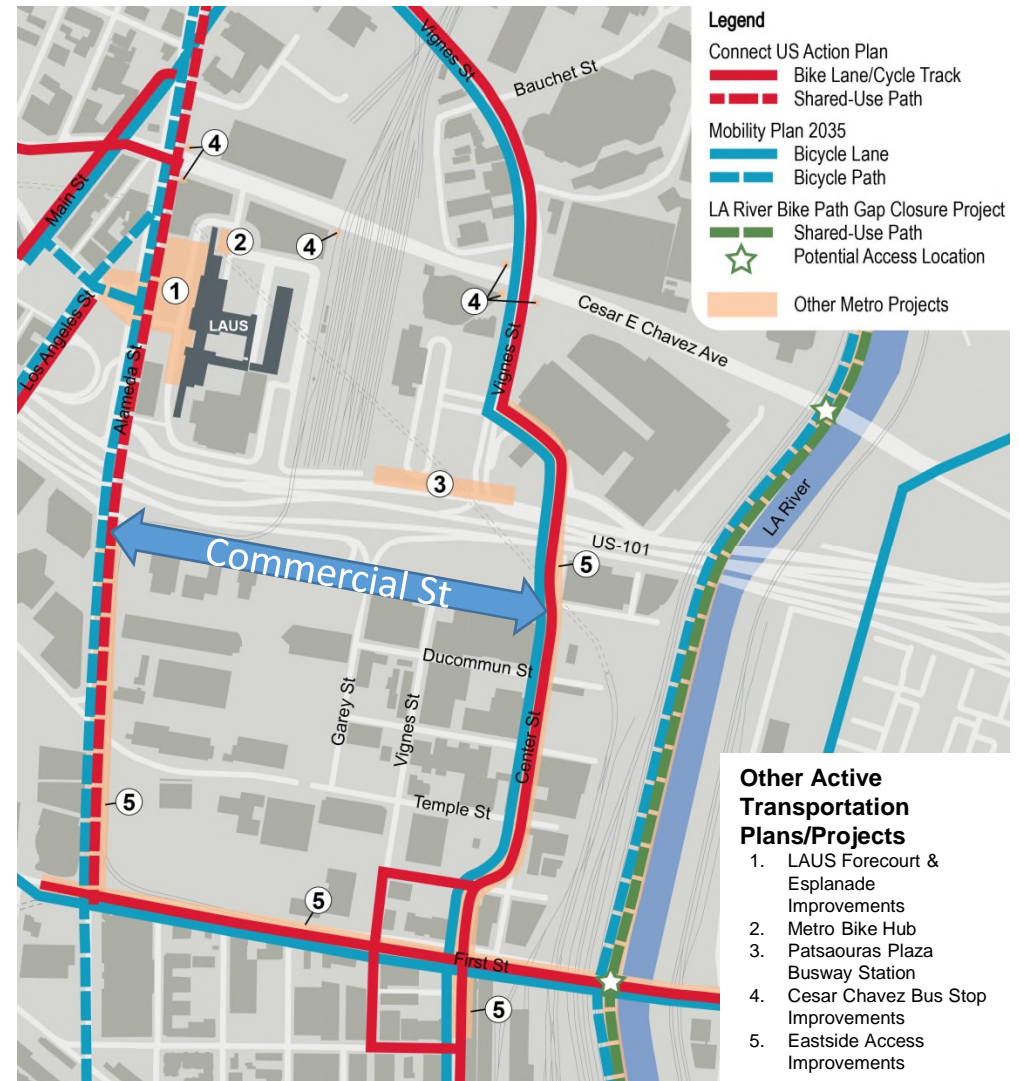


Link US Active Transportation Improvements

1. Link US CEQA study includes new bike lanes on Commercial St from Alameda St to Center St, which could facilitate a future connection to the Proposed LA River Path.
2. As an alternative to and in lieu of the at-grade active transportation improvements, if additional funding is identified, the Link US CEQA study also includes a new dedicated pedestrian/bike bridge over the US-101.

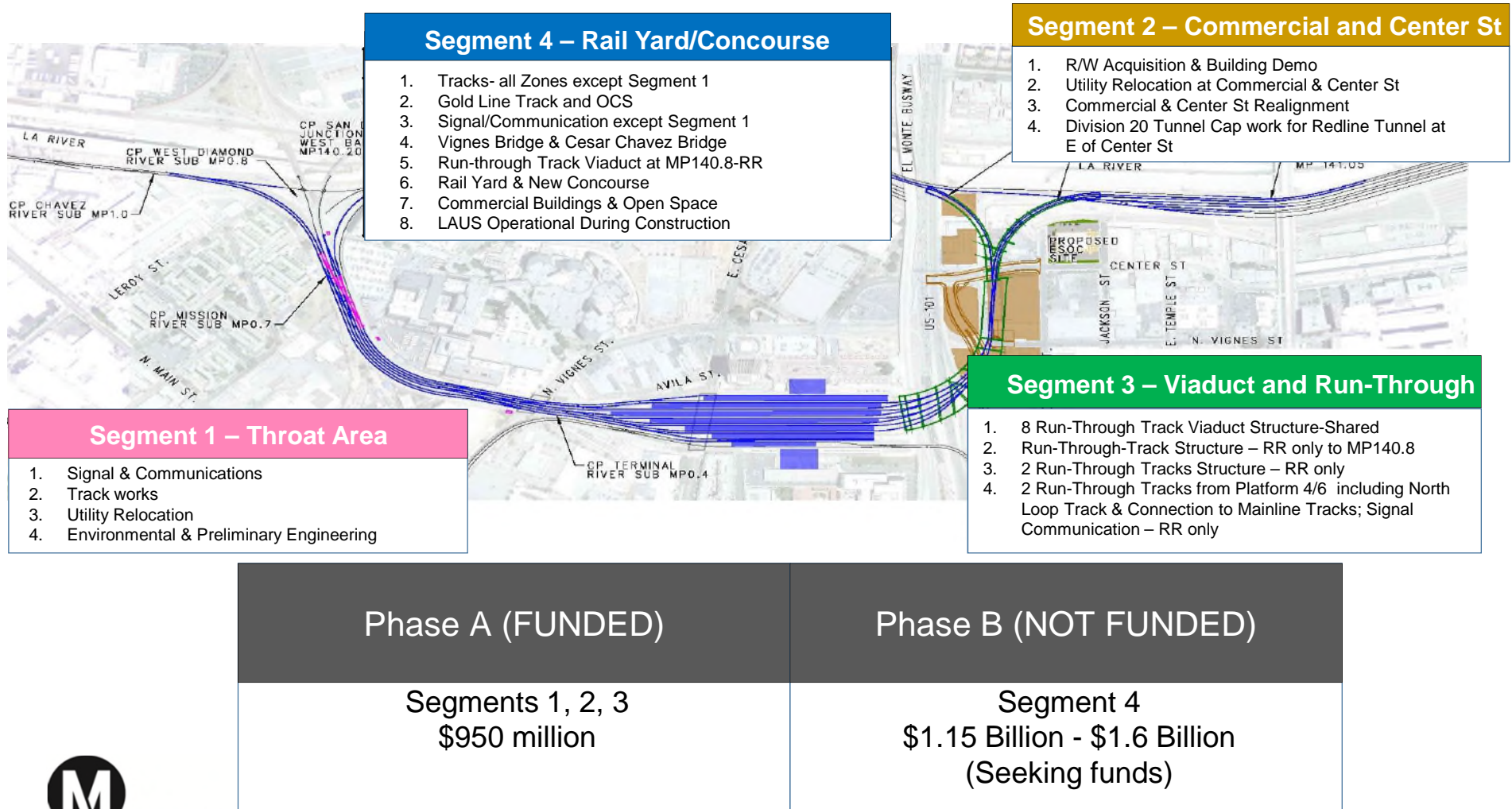


Metrolink



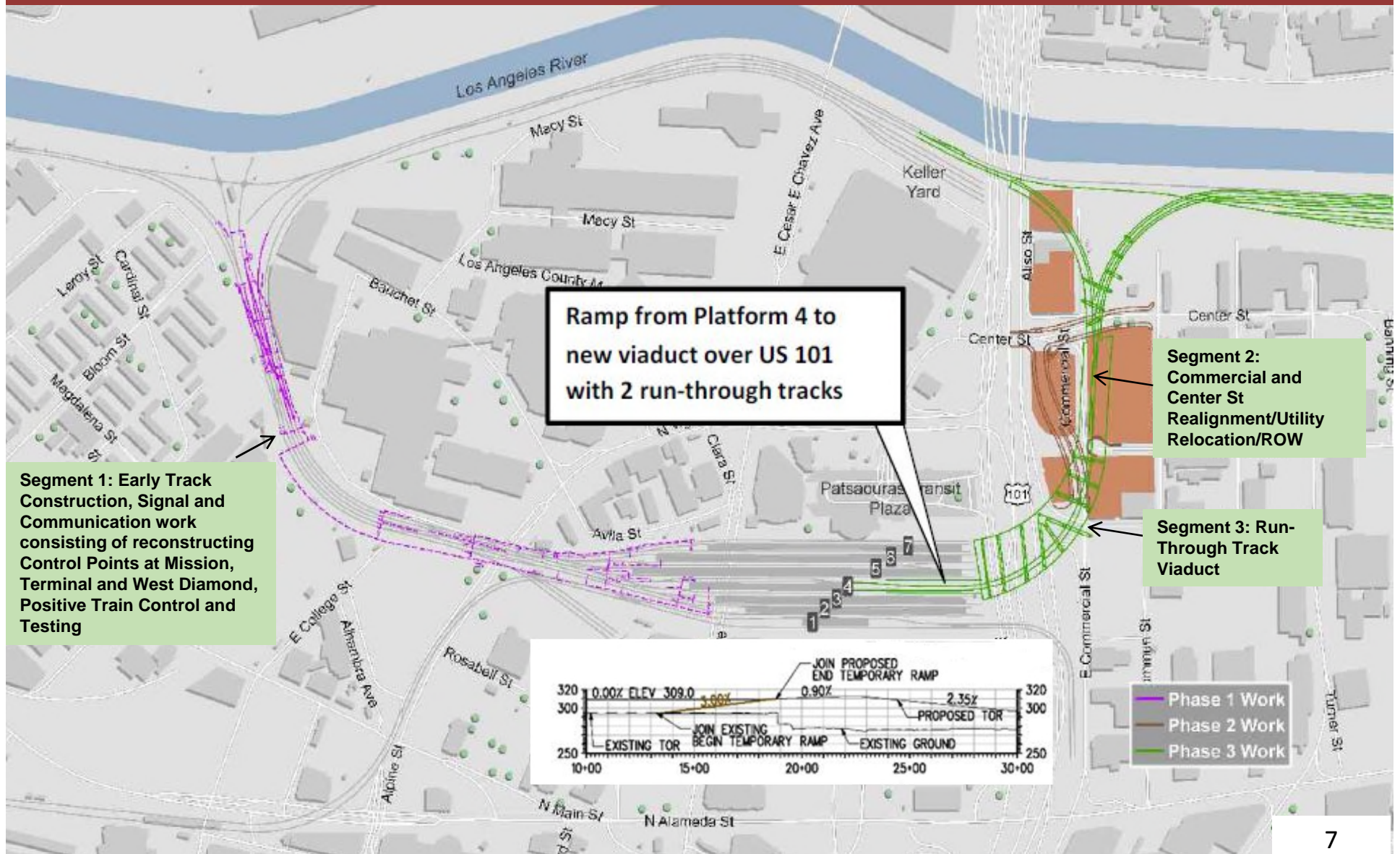
Link US: Phasing Overview

Phase A – Early Action Interim Improvements - Funded



Link US: Phase A

Interim condition with 2 run-through tracks - FUNDED



Link US Funding Plan

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail	\$423.34
Bonds	
State Transit and Intercity Rail	\$398.39
Capital Program (TIRCP)	
Metro (Measure R 3% Commuter Rail)	\$51.67
American Recovery and	\$14.81
Reinvestment Act (ARRA) Funds	
Other CHSRA Funds	\$3.92
Other Local Funds	\$58.27
Total Funding Identified for Phase A	\$950.40

California High Speed Rail Authority provided a funding commitment of \$423 million in their 2018 Business Plan.

In April 2018, the Southern California Optimized Rail Expansion (SCORE) received \$876 million from CalSTA as part of the 2018 TIRCP grant. The Link US Project will receive \$398 million from the funds awarded for SCORE*.

Next Steps

Staff Recommendation - Subject to Metro Board Approval

1. Draft CEQA Environmental Impact Report (EIR) will evaluate all alternatives and passenger concourse design options **equally**.
2. Circulation of Draft CEQA EIR anticipated as early as **January 2019**. CEQA Environmental Clearance is expected to be completed by **June 2019**.

LA Union Station Concept Videos

1. The following videos are meant to inspire a creative vision for a world class transit station at Union Station
2. Proposed buildings shown are NOT part of the Link US project. Future development shown will be in later phases.
3. Visual representation of the passenger concourse and other elements are conceptual renderings that are not funded subject to change through future design and preliminary engineering.

Above-Grade
Concourse
Option
(\$1.15 Billion)



At-Grade
Concourse
Option
(\$1.6 Billion)





Board Report

File #: 2018-0694, **File Type:** Project

Agenda Number: 20.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: LINK UNION STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the designation of the California Environmental Quality Act (CEQA) “Proposed Project” in the Link Union Station (Link US) Draft Environmental Impact Report (DEIR) as Alternative 1 with Design Option B which provides up to 10 run-through tracks with shared lead tracks. The CEQA Proposed Project includes an above-grade passenger concourse that will also include a new expanded, at-grade passage way which will provide additional passenger travel-path convenience and options.

ISSUE

The Draft Environmental Impact Report (DEIR) for the Link US Project is scheduled to be circulated for public review in January 2019. The DEIR includes a total of three alternatives:

1. Alternative 1 - Up to 10 run-through tracks with shared lead tracks;
2. Alternative 2 - Up to 10 run-through tracks with dedicated lead tracks;
3. Alternative 3 - No Build

With each build alternative, the DEIR includes two design options for the proposed passenger concourse:

1. Design Option A: At-grade passenger concourse
2. Design Option B: Above-grade passenger concourse

All the alternatives and design options are being evaluated at an equal level of detail in the DEIR. In addition, all alternatives and options will maintain the historical integrity of the Los Angeles Union Station. In an effort to be more transparent and help the public focus the comments on the DEIR, staff recommends that the DEIR identify a CEQA “Proposed Project” for Alternative 1 with Design Option B as the CEQA Proposed Project of up to 10 run-through tracks with shared lead tracks and above-grade passenger concourse with a new expanded passage way to begin the first step in the DEIR process. Staff will return to the Board in June 2019 to adopt the preferred alternative of the passenger concourse for the Final EIR (FEIR). The above-grade passenger concourse with a new expanded passage way is approximately \$500 million less than the at-grade passenger concourse.

BACKGROUND

The environmental process began in 2016 with a combined CEQA and National Environmental Policy Act (NEPA) environmental documents which are led by Metro for CEQA and the Federal Railroad Administration (FRA) for NEPA. In February 2018, the State of California acting through the California State Transportation Agency (CalSTA) and California High Speed Rail Authority (CHSRA) applied to the FRA to assume their federal environmental review responsibilities under the NEPA, or otherwise known as NEPA Assignment. Under NEPA Assignment, CHSRA would be considered the NEPA Lead Agency on the High Speed Rail (HSR) program including Link US and other HSR related rail projects, enabling more efficient reviews and approvals of the federal environmental documents.

Due to a longer NEPA process which may take up to two years, Metro is moving forward with a separate CEQA environmental document to meet the expectations of the funding partners comprising of the CalSTA, CHSRA, and Southern California Regional Rail Authority (SCRRA). With the approval of the staff recommendation for the CEQA Proposed Project, the CEQA environmental document is anticipated to be released for public circulation in January 2019 with an anticipated completion by June 2019.

Staff will continue to work closely with the FRA and CHSRA to expedite the NEPA environmental document.

DISCUSSION**CEQA Proposed Project**

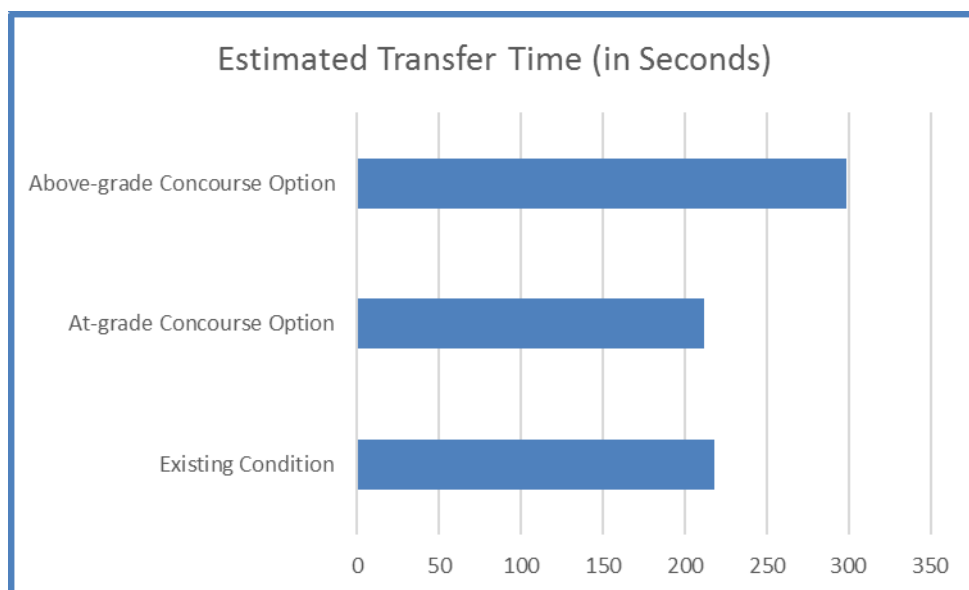
The DEIR analyzed both Alternatives 1 and 2 at an equal level of detail. Based on the preliminary results from the DEIR, staff recommends Alternative 1, up to 10 run-through tracks with shared lead tracks, as the CEQA Proposed Project because it would address the purpose and need of the project and would result in less environmental impacts compared to Alternative 2. In particular, Alternative 2 would result in right-of-way (ROW) impacts to the William Mead Homes (WMH) property, while Alternative 1 would avoid ROW impacts to the WMH property. Alternative 2 would result in impacts to a baseball field, a handball court, a laundry facility, on-street parking of the WMH property. However, no residents would be displaced or require to be relocated under Alternative 2. WMH, constructed in the 1950s, was the first affordable housing project in the City of Los Angeles and is eligible to be added to the National Register of Historic Places (NRHP).

Recommended Concourse Option

Staff recommends the above-grade concourse option with a new expanded passageway be included as part of Metro's CEQA Proposed Project given the significant cost differential between the two options. The DEIR analyzed both Design Options A (at-grade option) and B (above-grade option) at an equal level of detail. Based on the conceptual design of the two concourse options, the Link US project team has estimated that the at-grade passenger concourse option (Design Option A) is approximately \$500 million more expensive than the above grade passenger concourse (Design Option B). As analysis has progressed, staff have identified a design concept that captures the benefit of both concourse design options, by widening and expanding the existing passageway.

A focused technical study, Concourse Study, is being prepared to evaluate feasible options for a new expanded passenger concourse that would replace the existing pedestrian passageway and recommend options to be carried forward for further analysis in the DEIR. The existing passage way is approximately 30 feet wide. The new expanded passage way for the above-grade concourse will be approximately 100 feet wide to accommodate the increase of passengers from the current 110,000 per day to over 200,000 passengers per day at Union Station by 2040. The new expanded passage way will provide the identical travel path convenience as the at-grade passenger concourse for the same cost value of the above grade passenger concourse. The Concourse Study recommended that both the at-grade and above-grade concourse options be carried forward for further analysis to begin the first step in the DEIR. The staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA Proposed Project still allows staff and ultimately the Board flexibility to modify the concourse option based on additional technical studies and ongoing community input through the environmental process. Staff will continue to include both concourse options in the environmental process. Staff will return to the Board in June 2019 to adopt the final preferred alternative in the FEIR. Furthermore, since the second phase (Phase B) of the project which includes the passenger concourse is not funded, staff will return to the Board at a future date when funding has been identified to make a final determination on passenger concourse options.

The Concourse Study also evaluated the two concourse options in terms of passenger transfer time, environmental impacts, impacts to rail operations during construction, capital cost and other factors. See Attachment A for a comparison between the two concourse options. In particular, preliminary results suggest that the transfer time under the above-grade option would be approximately 1.5 minute longer for passengers with disabilities than the time under the at-grade option, if a passenger makes a transfer from the future Platform 4 to the Red/Purple Line platform. Transfer time differences vary with different start and end points of the transfer at the station. See chart below for a comparison of estimated transfer time between the existing condition, future condition with the above-grade concourse and the at-grade concourse.



Note: Estimated times shown are for the transfer between Platform 4 to the Red/Purple Line Platform

Community Outreach

Since July 2017, the Link US project team has provided over 25 project update briefings to project stakeholders including community and business organizations, neighborhood councils, and elected officials. Additionally, the project team has participated in public events to share project information including CicLAvia, Union Station Farmers Market, Union Station TrainFest, etc, and has provided status updates to Union Station Area Roundtable discussions hosted by Metro Communications. On September 26, 2018, approximately 200 people attended an open house event held in the East Portal of Union Station featuring two (2) presentations as well as boards with project renderings. See Attachment B for more details on community engagement activities since July 2017. Through our community outreach activities, staff has received some comments in support of the above-grade passenger concourse option; however, the majority of comments received regarding the passenger concourse were in favor of the at-grade option. In addition, staff has received a significant amount of comments from the general public in regard to the passenger concourse specifically concerning the increase of travel time with the above-grade concourse option. In response to these comments, staff will work on enhancing the above-grade concourse option to reduce passenger travel times to closely resemble the travel times of the at-grade passenger concourse option.

Active Transportation Improvements

As part of the Link US CEQA environmental study, staff will include new bike lanes on Commercial Street from Alameda to Center Streets, which could facilitate a future connection to the Proposed LA River Bike Path near Center Street. In addition to the at-grade connections identified by stakeholders and adopted in the Connect US Action Plan, if additional funding is identified, the Link US CEQA environmental document includes a dedicated bicycle/pedestrian bridge over the US-101 as an alternative option in lieu of the at-grade active transportation element. This dedicated bridge is desired to provide a seamless off-street connection between Metro's LA River Bike Path project and Union Station, ensuring that users of the River Path have high quality, low-stress access to Southern California's primary transportation hub. Staff is working with the FRA and CHSRA on how they would like to address ATP in the NEPA environmental document.

In March 2017, the Metro Board directed staff to evaluate opportunities to create pedestrian/active transportation ("ATP") linkages to the LA River. The Link US project has taken into consideration the Connect US Action Plan, a community driven plan that identifies bicycle and pedestrian improvements connecting LAUS, the Civic Center, Chinatown, Little Tokyo and the LA River. Since completion of this plan in 2015, the City of Los Angeles has adopted the Plan's recommended ATP improvements as part of its Mobility Element, and the improvements are also expected to be adopted in the Central City and Central City North Community Plan updates underway. Importantly, the City of Los Angeles and Metro have successfully partnered to secure \$60 million in grants toward implementing identified ATP projects, with future grant applications anticipated. The funded projects offer a near complete set of improvements that create street level access between LAUS and the LA River, tracking the travel patterns identified by stakeholders.

Under a separate Project Study Report (PSR) study by Metro's County-wide Planning, Metro will be partnering with the City of Los Angeles in early 2019 to complete a PSR looking at the intersection of Alameda and the entrance to the 101 freeway to complete this component of the ATP street network

connections to the LA River. This separate PSR study and resultant plan, coupled with at-grade ATP improvements on Commercial Street to be implemented by the Link US project, will complete the street network of ATP connections to the LA River.

Update on Project Funding and Phasing

In January 2018, staff submitted a grant application to the 2018 Transit and Intercity Rail Capital Program (TIRCP) and proposed an interim condition, hereafter referred to as Phase A, with an initial 2-track run-through operation that has independent utility. On April 26, 2018, CalSTA awarded \$398.39 million to Phase A of Link US, as part of the grant award to SCRRA's Southern California Optimized Rail Expansion (SCORE) program. In May 2018, the CHSRA Board adopted its 2018 Business Plan which reiterated the agency's commitment to direct the remaining \$423.34 million of Southern California MOU funds to the Link US project. Table 1 below lists the funding plan totaling \$950.4 million for the Link US project.

Table 1 - Link US Funding Plan as of October 2018

Funding Source	Amount (All \$ listed in millions)
State Proposition 1A/High Speed Rail Bonds	\$423.34 ⁽¹⁾
Transit and Intercity Rail Capital Program (TIRCP)	\$398.39
Metro (Measure R 3% Commuter Rail)	\$51.67 ⁽²⁾
SCRRA Joint Powers Authority Contribution (non-Metro), Amtrak and other local funds	\$58.27
Other CHSRA funds	\$18.73 ⁽²⁾
Total Funding Identified for Phase A	\$950.40

Notes:

1. Staff is working closely with CHSRA to seek CHSRA Board approval of the funding of \$423.335 million for Link US and authorize the CHSRA CEO to execute the Project Management Funding Agreement with Metro.
2. Metro and HSR have contributed a total of \$70.40 million for environmental and preliminary engineering to date.

Phase A of Link US would include construction of the full viaduct over the US-101 freeway, right of way acquisition, utility relocation and street improvements along Commercial and Center Streets, early signal and communication work in the throat, and a 2-track ramp from Platform 4 to the new viaduct. Staff has been working closely with project funding partners to develop value engineering strategies to ensure that Phase A can be delivered within the total budget of \$950.4 million (based on 2017 project cost estimate). Staff is currently working with other funding partners to secure funding agreements for the project.

Phase B work of Link US includes raising of the railyard, optimization of the throat with a new lead track, all remaining run-through trackwork, signal and communication work, six new and enhanced regional rail platforms and enhancements to the Gold Line platform with escalators and elevators, the new West Plaza, and the new passenger concourse (at-grade or above-grade option). The estimated cost of Phase B of Link US is approximately \$1.15 billion (based on 2017 project cost estimate) which is currently not funded. The funding plan for Phase B of Link US will require further coordination with CHSRA, CalSTA, SCRRA and other agency partners, as well as Metro Transit

Oriented Community regarding the private public partnership opportunities at LAUS.

DETERMINATION OF SAFETY IMPACT

The project is being designed in accordance with Metrolink and Metro standards, federal and state requirements. The recommended CEQA Proposed Project for the Link Union Station project will have no impact on safety.

FINANCIAL IMPACT

Approval of the staff recommended alternative as the CEQA Proposed Project would have no financial impact to the agency.

Impact to Budget

The funds required for completing the EIR/EIS consist of previously approved and programmed Measure R Metrolink Commuter Rail Capital Improvements (3%) and funds from CHSRA. These funds are not eligible for Metro bus/rail operating or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as High Speed Rail in Southern California. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS, and improving access to train platforms with new escalators and elevators. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, State and Federal partners including City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA and Amtrak.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the staff recommended alternative as the CEQA Proposed Project in the Draft EIR, and/or proceed with completing the environmental document for Link US. This alternative is not recommended as it would be contrary to prior Board directions and it would delay the implementation of the Link US project.

Additionally, the staff recommendation for Metro Board approval to include the above grade concourse option as part of the CEQA proposed project is the first step needed to begin the DEIR environmental process and does not lock the board in. Staff will continue to include both options in the environmental documents. Staff will return to the by June 2019 adopt the preferred alternative of

the passenger concourse options for the FEIR.

NEXT STEPS

The Link US Project Team anticipates circulation of the Draft EIR as early as January 2019 to further gather feedback from the community and the general public. Staff will return to the Board in January 2019 for a contract modification to address project changes as required to meet the funding requirements, CEQA process, etc. Once the DEIR has been released in January, staff will return to the Board in June for the selection of the preferred alternative of the passenger concourse options to be included in the Final EIR.

ATTACHMENTS

Attachment A - Link US Concourse Study Summary of Findings

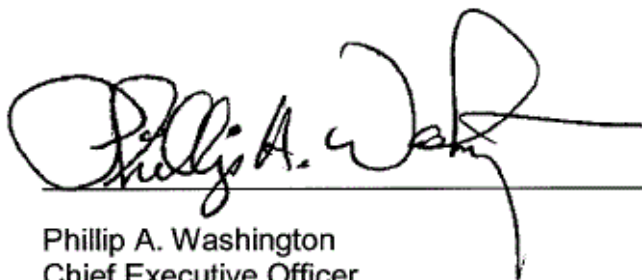
Attachment B - Link US Community Engagement Activities Since July 2017

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Ayokunle Ogunrinde, Senior Manager, Regional Rail, (213) 418-3330

Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0585, **File Type:** Contract

Agenda Number: 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 15, 2018

SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

CONSIDER:

- A. FINDING that the procurement of stainless steel, anti-graffiti film installation and replacement services for all Metro facilities pursuant to Public Utilities Code (PUC) Section 130237, constitutes a single source procurement method for the sole purpose of duplicating or replacing supply, equipment or material already in use; and
- B. AUTHORIZING the Chief Executive Officer to award a non-competitive five-year firm fixed unit rate Contract No. OP1141410003367 to Graffiti Shield, Inc. to provide stainless steel, anti-graffiti film installation and replacement services for all Metro facilities for a not to exceed amount of \$14,919,070 for the three-year base period and a not to exceed amount of \$11,835,168 for the two, one year options for a combined not to exceed total amount of \$26,754,238, effective February 3, 2019.

(REQUIRES 2/3 VOTE OF THE BOARD)

ISSUE

The existing contract will expire on February 2, 2019. In order to ensure uninterrupted stainless steel anti-graffiti film installation and replacement services, a new contract award is required effective February 3, 2019.

BACKGROUND

In January 2013, a pilot program was implemented to install and replace stainless steel anti-graffiti film at selective Metro stations. This program was developed in an effort to improve stations' overall appearance and cleanliness, mitigate graffiti and protect the stainless steel surfaces against vandalism. Internal estimates at the time established a projected cost savings of \$6.52 per square foot utilizing a sacrificial film compared to mechanical restoration of the steel surface. Furthermore, it

was not known initially if the film could satisfactorily cover already damaged surfaces, be easily peeled away by vandals, or otherwise damaged in any way. By the end of the 10 month pilot period, the material was proven to effectively cover vandalism for an improved appearance, was rarely tampered with or peeled, and offered satisfactory protection against damage to the steel surface by cutting or etching. The turnaround time to remove and replace damaged film was less than 10 percent of the time to mechanically restore surfaces and was less disruptive to patrons. With these positive results the pilot program was determined to be successful. A five year contract was awarded with an effective start date of February 3, 2014 to include all Metro bus and rail stations system-wide. This contract will expire on February 2, 2019.

The stainless steel anti-graffiti film product was exclusively developed for Metro's use in an effort to improve facilities overall condition and mitigate vandalism. A market survey was conducted which revealed there is no comparable stainless steel anti-graffiti film product available. Over the term of the existing contract, we have experienced a 22 percent decrease in material replacements overall and the current cost savings differential has increased from \$6.52 to \$14.31 per square foot. Therefore, it was determined that Graffiti Shield, Inc., is the sole provider of this patent pending stainless steel anti-graffiti film.

DISCUSSION

Graffiti Shield Inc. is a Metro Certified SBE and has made a 100% SBE participation commitment.

Currently, there are approximately 198,000 sq. ft. of stainless steel panel surfaces throughout the Metro transit system subject to vandalism. Based on historical data, approximately 83,500 sq. ft. of stainless steel anti-graffiti film system-wide is etched or vandalized and replaced each month. With the new expansion projects to include Crenshaw/LAX Corridor, Regional Connector, Purple Line Westside Extension Phase I and the Airport Metro Connector, approximately an additional 71,000 sq. ft. of stainless steel panel surfaces subject to vandalism will be added to this Contract. This will increase the total stainless steel panel surfaces to 269,000 sq. ft. with an estimated replacement rate of 113,300 sq. ft. (42%) per month.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the delivery of timely and reliable stainless steel anti-graffiti film maintenance services while improving Metro bus and rail facilities overall appearance and cleanliness, and enhancing customers' transit experience.

FINANCIAL IMPACT

The total three year base contract value is \$14,919,070. Funding of \$2,100,000 for FY19 is allocated under cost center 3367 - Facilities Property Maintenance, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action include Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes funding allocation given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This unique stainless steel anti-graffiti film installation and replacement services contribute to facilities' overall condition and cleanliness while continuing to deliver outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

Staff considered providing stainless steel restoration services throughout Metro facilities utilizing Metro in-house staff. Staff analysis determined that the necessary patent pending film product does not exist in today's open market; therefore, it would not be available to Metro. Also, this method would require the hiring and training of additional personnel, and purchase of additional equipment, vehicles, and supplies to support this program. Staff's assessment indicates that this method is deemed insufficient, labor intensive, and not a cost-effective option for Metro.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP1141410003367 to Graffiti Shield, Inc., effective February 3, 2019, to provide stainless steel anti-graffiti film installation and replacement services throughout Metro bus and rail facilities.

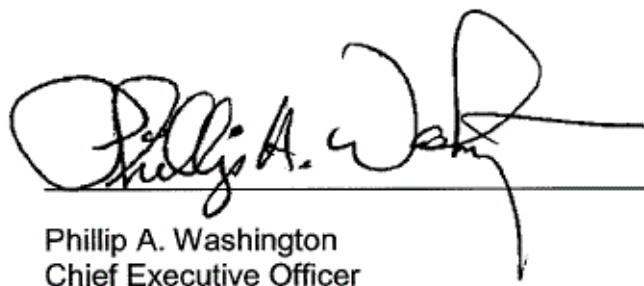
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Brady Branstetter, DEO, Facilities Maintenance, (213) 922-6767
Lena Babayan, Senior Director, Facilities Maintenance, (213) 922-6765

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

ATTACHMENT A

PROCUREMENT SUMMARY STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES / OP1141410003367

1.	Contract Number: OP1141410003367	
2.	Recommended Vendor: Graffiti Shield, Inc..	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 07/20/18	
	B. Advertised/Publicized: n/a	
	C. Pre-proposal/Pre-Bid Conference: n/a	
	D. Proposals/Bids Due: 8/21/18	
	E. Pre-Qualification Completed: October 2, 2018	
	F. Conflict of Interest Form Submitted to Ethics: October 1, 2018	
	G. Protest Period End Date: November 19, 2018	
5.	Solicitations Picked up/Downloaded: n/a	Bids/Proposals Received: n/a
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Maral Minasian	Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve a non-competitive firm fixed unit rate contract in support of Facility Maintenance to provide stainless steel anti-graffiti film installation and replacement services for all Metro facilities.

The stainless steel anti-graffiti film product was exclusively developed for Metro's use by Graffiti Shield, Inc. in an effort to improve facilities overall condition and mitigate vandalism. In January 2013, a pilot program was successfully implemented to install and replace stainless steel anti-graffiti film at selective Metro stations. This program was developed in an effort to improve stations' overall appearance and cleanliness, mitigate graffiti and protect the stainless steel surfaces against vandalism. As a result, a five-year contract, OP33673154, was awarded to Graffiti Shield with an effective start date of February 3, 2014 to include all Metro bus and rail stations system-wide. This contract will expire on February 2, 2019.

A market survey was conducted in May 2018. Metro staff reached out to seven firms as potential vendors for providing stainless steel look alike anti-graffiti film product. These firms produce and/or work with window tinting and anti-graffiti film products. Vendors responded to Metro staff's inquiry regarding the availability of stainless steel look alike anti-graffiti film products that can be applied to cover etched stainless steel surfaces and protect them from further vandalism system-wide, and there is no comparable stainless steel anti-graffiti film product available. Graffiti Shield, Inc. is the owner of this proprietary, (patent pending) stainless steel anti-graffiti film. Therefore,

Metro has deemed them as a single/sole source provider of this patent pending stainless steel anti-graffiti film.

This non-competitive procurement was conducted in accordance with Metro's Acquisition Policy.

B. Evaluation of Proposals

The proposal submitted by Graffiti Shield, Inc. was evaluated by staff from Vendor/Contract Management and Facility Maintenance, and was determined to be acceptable.

C. Cost/Price Analysis

Graffiti Shield's proposed unit rate for the 3 year base is calculated at \$4.45 per square foot which is a 5% increase from their original contract in 2015. The proposed unit rate for Option Year 1 and 2 is calculated at \$4.52 per square footage which represents a 6.8% increase from 2015. According to the Consumer Price Index, similar industries experienced an average of 12.4% price increase from February 2015 to June 2018. Therefore, the recommended price has been determined to be fair and reasonable based upon price analysis, a comparison with historical pricing, Metro's independent cost estimate, fact finding and technical evaluation.

PROPOSER	PROPOSAL AMT	ICE	AWARD AMOUNT
Graffiti Shield, Inc.	\$26,754.238	\$27,168,050	\$26,754,238

D. Background on Recommended Contractor

Graffiti Shield, Inc., located in Anaheim, California, manufactures surface protection products for glass, metal, and solid surfaces. The firm specializes in precut anti-graffiti films for public and private spaces. Although Graffiti Shield was founded in early 2013, the firm has experience manufacturing and installing protective films. The owners also established another company called "XInt Tint" to exclusively handle the anti-graffiti solutions for glass surfaces. Graffiti Shield is the incumbent for the existing contract for stainless steel anti-graffiti film installation and replacement services, and has performed satisfactorily.

DEOD SUMMARY

**STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT
SERVICES / OP1141410003367**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement. The anti-graffiti film is a proprietary product and services will be performed using the prime's own workforce. The Prime, Graffiti Shield, Inc. is SBE certified by Metro.

	SBE Prime	% Committed
1.	Graffiti Shield, Inc.	100%
	Total Commitment	100%

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

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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 (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

File #: 2018-0628, **File Type:** Contract**Agenda Number:** 23.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 15, 2018****SUBJECT: ELECTRONIC CONTROL MODULE****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two year, Indefinite Delivery, Indefinite Quantity Contract No. MA49132000 to Cummins Inc., for electronic control modules for a one year base amount of \$730,578, inclusive of sales tax, and a second year amount of \$748,845, inclusive of sales tax, for a total contract value of \$1,479,423, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of new engine electronic control modules, which are required for maintaining the safe and reliable operation of the bus fleet. Award of this Contract will ensure that Bus Maintenance has adequate inventory to repair and maintain buses according to Metro maintenance standards.

BACKGROUND

The component usage reports from Material Management revealed that on an annual basis nearly 300 engine electronic control modules were issued to Bus Maintenance to replace failed components and to support replacement during engine rebuild programs. The control modules are installed by Metro Mechanics at the Central Maintenance Shops and at all bus operating divisions. Buses cannot operate without properly functioning engine control modules.

DISCUSSION

Engine electronic control modules are an engine management component that is commonly known to be the brains of the engine. The control module provides key data to the engine and component parts and ensures efficient operation of the engine to meet emission regulations. Problems with the engine electronic control module can quickly lead to engine performance issues. The engine electronic control modules support over 90% of our bus fleet which have Cummins 8.9 ISLG engines and Cummins 8.9 ISLG Near-Zero engines.

The contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the engine control modules that may be anticipated. The

bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation. The purchased engine electronic control modules are installed by Metro Mechanics.

Bus engine electronic control modules will be purchased and maintained in inventory and managed by Material Management. As electronic control modules are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Facility have an adequate inventory to maintain the equipment according to Metro Maintenance standards.

FINANCIAL IMPACT

Funding in the amount of \$730,578 for these engine electronic control modules is included in the FY19 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating cost centers under project 306002 Operations Maintenance, and in the Central Maintenance cost center 3366.

Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The current sources of funds for this action are Federal Section 5307, State SB1, Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes funding allocation given approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of engine electronic control modules supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The new engine electronic control modules will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is to not award the Contract and procure engine electronic control modules on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for bus engine electronic control modules will be fulfilled under the provisions of the Contract.

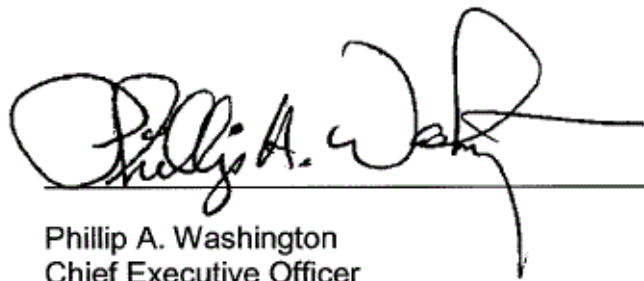
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

Reviewed by: Debra Avila, Chief Vendor/Contract Management (213) 922-6383
James T. Gallagher, Chief Operations Officer (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ELECTRONIC CONTROL MODULE / MA49132000

1.	Contract Number: MA49132000	
2.	Recommended Vendor: Cummins Inc. 1939 Deere Avenue, Irvine, CA 92606	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 7/25/18	
	B. Advertised/Publicized: 7/25/18	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 8/30/18	
	E. Pre-Qualification Completed: 9/21/18	
	F. Conflict of Interest Form Submitted to Ethics: 9/21/18	
	G. Protest Period End Date: 11/20/18	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 2
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No. MA49132000 issued for the procurement of Electronic Control Modules. Board approval of contract award is subject to resolution of any properly submitted protest.

IFB No. MA49132 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB:

A total of two bids were received on August 30, 2018.

B. Evaluation of Bids

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

1. Cummins, Inc.
2. The Aftermarket Parts Company, LLC (New Flyer Parts)

All bids received were determined to be responsive and responsible, and in full compliance with the requirements of the IFB.

C. Price Analysis

The recommended bid price from Cummins Inc. has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Cummins Inc.	\$1,479,423	\$1,430,023
The Aftermarket parts Company, LLC (New Flyer Parts)	\$1,714,921	

D. Background on Recommended Contractor

The recommended firm, Cummins Inc. is located in Irvine, CA has been in business for 26 years. Cummins Pacific, LLC has provided similar products for other agencies including Orange County Transportation Authority, San Diego Metropolitan Transit System, and Santa Monica's Big Blue Bus and has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

ELECTRONIC CONTROL MODULE / MA49132000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Cummins, Inc. met the goal by making a 2% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2% DBE
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	DBE Subcontractors	% Committed
1.	Say Cargo Express	2%
	Total Commitment	2%

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

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0485, **File Type:** Contract

Agenda Number: 26.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 15, 2018

SUBJECT: P3010 LIGHT RAIL VEHICLE PROCUREMENT

ACTION: APPROVE CHANGE ORDER

RECOMMENDATION

APPROVE a Modification to Contract No. P3010 with Kinkisharyo International, LLC for Request for Change (RFC) No. 28, Crenshaw Final Cutover Automatic Train Control (ATC) Software Release, for a firm fixed price of \$2,350,680 increasing the total Contract value from \$921,755,722 to \$924,106,402. The contract increase is within the Life of Project Budget.

ISSUE

P3010 Light Rail Vehicles (LRV's) are intended to support service on all Metro's light rail lines, including the Crenshaw/LAX Line. In 2013, when the P3010 design was being finalized, the Crenshaw design was still in development.

For the P3010 vehicles to support service on the new Line it is necessary for the ATC and the Automatic Train Protection (ATP) systems to be upgraded and qualified for compatibility with the Crenshaw/LAX wayside system to ensure safe and reliable operation.

As the RFC amount exceeds Metro's Chief Executive Officer's delegated negotiating authority of \$1,000,000, staff is requesting Board approval for the contract change.

BACKGROUND

In April 2012, Kinkisharyo International, LLC was awarded the P3010 LRV contract for a base order of 78 LRVs. Four options, for an additional 157 LRVs, were subsequently exercised, for a total of 235 vehicles to be delivered. In accordance with Metro's Long Range Transportation Plan, the P3010 LRVs are intended to support service on all Metro's light rail lines, including the Crenshaw/LAX Line.

DISCUSSION

P3010 vehicles are currently not compatible with the wayside signaling system being implemented on

the Crenshaw/LAX Line. In 2013, when the P3010 design was being finalized, information was not available to ensure compatibility of the P3010 LRVs with the Crenshaw/LAX Line as the Crenshaw design was still in development. For the P3010 vehicles to support service on the new line, it is necessary to upgrade the ATC and the ATP systems to ensure safe and reliable operation.

Approval of this Change Order is necessary for Kinkisharyo to work with its signaling system supplier, Ansaldo-STIS, to design and deliver new ATC/ATP software and then qualify the new software in the field before it is installed on the P3010 Base Order and Option order vehicles.

Successful implementation of this upgrade will ensure compliance with Metro's Long Range Transportation Plan, and ensure safe and reliable operation on existing lines and the new Crenshaw/LAX Line. It will ensure a consistent fleet configuration to preserve enhanced levels of vehicle performance and passenger experience. Application of the change will have no impact to current project schedule and is within the remaining contingency of the Life of Project budget.

DETERMINATION OF SAFETY IMPACT

This board action will ensure that safety is preserved by equipping the vehicles with the latest safety related software releases. Without application of these software upgrades, the vehicles will have to operate in degraded mode which can compromise service.

FINANCIAL IMPACT

Adoption of the recommendation to approve the subject RFC will increase the Contract price by \$2,350,680 from \$921,755,722 to \$924,106,402. This amount is within the project LOP of \$972,000,000. Funding for the change will be reflected in the FY19 budget in Cost Center 3043 - Strategic Vehicle and Infrastructure Delivery, Account 53105 - Acquisition of Revenue Vehicle, Project 206035 - P3010 LRV Project including options.

Since this is a multi-year contract, the Cost Center Manager and Project Manager will ensure that the balance of funds are budgeted in the future years, including all options exercised.

Impact to Budget

The current source of funds for this action is Measure R, Federal STIP, and Proposition A35. Use of these funding sources maximizes allowable project funding allocations given established provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: Deliver outstanding trip experiences for all users of the transportation system. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The alternative is to not upgrade the P3010 LRVs and this alternative is not recommended as the vehicles will not recognize the new track circuits and will lead to many in-service failures. To operate, trains will need to operate in degraded mode which will compromise service and operation on the Crenshaw/LAX and connecting lines.

NEXT STEPS

If this item is approved, staff will issue a contract modification to Kinkisharyo and will then work with the supplier and the Crenshaw/LAX Project Management team to design, test, and implement the software upgrades on the P3010 base and option order vehicles to ensure safe and reliable operation on the Crenshaw/LAX and existing lines.

ATTACHMENTS

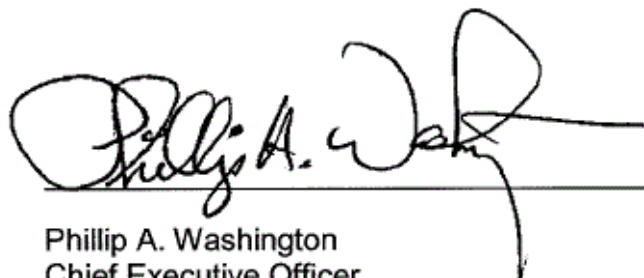
Attachment A - Procurement Summary

Attachment B - Contract Modification Authority (CMA) Summary

Attachment C - DEOD Summary

Prepared by: Annie Yang, Sr. Director of Rail Vehicle Acquisition, (213) 922-3254
Wayne Okubo, Director of Contract Administration, (213) 922-7466
Jesus Montes, Sr. EO, Vehicle Acquisition, (213) 418-3277

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051


Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**P3010 LIGHT RAIL VEHICLE
CRENSHAW FINAL CUTOVER ATC SOFTWARE UPDATES**

1.	Contract Number: P3010		
2.	Contractor: Kinkisharyo, International LLC		
3.	Mod. Work Description: The Contractor shall install Type II ATC/ATP software source code on 235 P3010 LRVs. This software is necessary to operate the P3010 LRVS on Metro's new Crenshaw Line.		
4.	Contract Work Description: New Light Rail Vehicles		
5.	The following data is current as of: 10/9/2018		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	4/20/2012	Contract Award Amount: \$299,061,827
	Notice to Proceed (NTP):	8/2012	Total of Modifications Approved: \$622,693,895
	Original Complete Date:	2/2017 (Base only)	Pending Modifications (including this action): \$2,350,680
	Current Est. Complete Date:	6/2021 (including Options)	Current Contract Value (with this action): \$924,106,402
7.	Contract Administrator: Wayne Okubo		Telephone Number: (213) 922-7466
8.	Project Manager: Jason Yaw		Telephone Number: (213) 922-3325

A. Procurement Background

This Board Action is to approve Modification No. 37 to Contract No. P3010 for Crenshaw final cutover Automatic Train Control (ATC) Software Release. The Contractor will install the software on 235 P3010 light rail vehicles (LRVs).

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

In April 2012, Kinkisharyo International LLC (KI) was awarded a firm fixed price contract in the amount of \$299,061,827 for the manufacturing and delivery of 78 LRVs under Contract No. P3010. On August 14, 2013, KI was awarded Contract Options 1 and 4 for a firm fixed price amount of \$366,321,644.00 to manufacture and deliver an additional 97 LRVs. Then, on July 31, 2015, KI was awarded a firm fixed price amount of \$244,758,402.00 to manufacture and deliver 60 LRVs. Totalling the Base Contract and four options, Metro has ordered 235 LRVs from KI.

The scope of work under this Contract Modification is to update and install Type II ATC/ATP software source code on all 235 P3010 LRVs so that the LRVs can operate on the Metro Crenshaw Line currently under construction and schedule to begin operation in late 2019. During the P3010 vehicle final design review phase, the relevant alignment information from the Crenshaw Line was not available. It has been Metro's intent to run P3010 LRVs on the new Crenshaw Line; therefore, the current ATC/ATP software source code will need to be updated, tested, and formally qualified for compatibility with new wayside equipment, new track alignments, and OCS equipment.

On July 23, 2018, procurement issued a Limited Notice to Proceed (LNTP) for RFC No. 28 with a not-to-exceed amount of \$500,000 to initiate the software development in order to meet the Crenshaw project's test schedule. The LNTP allowed KI and their subcontractor Ansaldo STS to begin long lead segmental field testing of the Crenshaw line to prepare for the P3010 vehicle software upgrades.

B. Cost/Price Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$2,548,217.00	\$2,591,871.10	\$2,350,680.00

CONTRACT MODIFICATION/CHANGE ORDER LOG

P3010 LIGHT RAIL VEHICLES

Mod No.	Description	Status	Date	\$ Amount
N/A	Award Base Contract	Approved	8/2/2017	\$ 299,061,827.00
1	Modify SP-27 US Employment Plan, Section B – New FTE Positions	Executed	9/10/2012	\$ 0.00
2	Exercise Contract Option No. 1 for \$104,428,419 and Option No. 4 for \$261,893,225 and Period of Performance	Executed	8/14/2013	\$ 336,321,644.00
3	Revise Period of Performance to include 30 days retooling period after delivery of last car on prior order	Executed	9/23/2013	\$ 0.00
4	Modify applicable commercial Specs and Technical Specs for Request for Change No. 9 LED on Recording Cameras. Increase Contract Amount for the Base Buy by \$120,362.19	Executed	1/27/2014	\$ 120,362.19
5	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.10 - Door Close Operator Alert. Increase Contract Amount for the Base Buy by \$74,763.06	Executed	1/28/2014	\$ 74,763.06
6	Modify Applicable Commercial Specs and Technical Specs for Request for Change No.11 Train Operator Log In. Increase Contract Amount for the Base Buy by \$253,955.52	Executed	6/24/2014	\$ 253,955.52
7	Modify Applicable Commercial and Technical specs for RFC No. 14 for revising car number to four digits	Executed	1/30/2014	\$ 0.00
8	Modify Applicable Commercial and Technical specs for RFC No. 1 for the addition of a backup train operator display	Executed	6/27/2014	\$ 861,695.00
9	Modify Applicable Commercial and Technical specs for RFC No. 8 Location for Emergency Tool Enclosures	Executed	7/7/2014	\$ 0.00
10	Deleted	Not Executed	7/18/2014	\$ 0.00
11	Exterior Rear View Mirrors	Executed	11/24/2014	\$ 677,317.00
12	Sandbox Location	Executed	12/10/2014	\$ 548,242.00
13	RFC No. 13 - Adding Graphic Display	Executed	1/16/2015	\$ 355,848.00

14	Revised Invoice Procedures	Executed	1/16/2014	\$ 0.00
15	RFC No. 2 - Exterior route signs with color ID	Executed	2/26/2015	\$ 1,206,791.85
16	RFC No. 6 - Interior Route Information Signs	Executed	4/3/2015	\$ 1,274,944.00
17	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 1 and Option 4	Executed	5/13/2015	\$ 6,534,165.00
18	Exercise of Contract Options 2 and 3	Executed	5/20/2015	\$ 224,758,804
19	Addition of Interior Route Information Signs – Design Change	Executed	10/15/2015	\$ 169,146.00
20	Cab Console – Door Control	Executed	10/15/2015	\$ 194,439.00
21	Vehicle Scale Model	Executed	2/12/2016	-\$ 75,000.00
22	Escalation Increase in accordance with CP-09 entitled "Option Prices and Adjustment" for Option 2 and Option 3	Executed	3/21/2016	\$ 11,651,376.00
23	Transport of three LRVs (No. 1003, 1014, and 1016)	Executed	5/4/2016	\$ 30,647.00
24	Windshield wipers and brake cut out skirt openings	Executed	9/20/2016	\$ 248,892.03
25	Revision of SP-04 entitled "Approved Subcontractors and Suppliers" list	Executed	12/14/2016	\$ 0.00
26	Extension of Time Base Contract from 53 to 56 months	Executed	1/27/2017	\$ 0.00
27	Transport of 19 railcars from Monrovia to Green Line	Executed	6/28/2017	\$ 205,571.00
28	Modification of CP-02. Modification changes the percentage for the Conditional Acceptance and Final Acceptance Milestones	Executed	10/31/2017	\$ 0.00
29	Crenshaw Line Tie-In Support	Executed	2/7/2018	\$ 191,747.16
30	RFC #19 Reflective Labels for 78 Base LRVs	Executed	5/7/2018	\$ 609,974.61
31	Award RFC No. 1 for Addition of Train Operator, RFC No. 2 for Color Route ID, RFC No. 3 for Addition of exterior rear view mirrors, and RFC No. 6 for Interior route information signs	Executed	6/25/2018	\$5,687,691.00
32	Award RFC #7 for Sandbox Relocation and RFC #19 Reflective Labels, on 157 LRVs Option 1-4	Executed	6/28/2018	\$3,675,427.00
33	Award RFC #11 for Train Operator Log-In and RFC# 13 for Graphic Design at ADA and Priority Seats on 157 LRVs, Options 1-4	Executed	7/18/2018	\$913,473.00

34	Award RFC #23 for Car Paint on 78 Base Order LRV's and RFC #24 for Brake Cut-Out Skirt Opening on 157 LRVs, Options 1-4	Executed	7/26/2018	\$355,656.00
35	Award RFC #9 for LED's on Recording Camera's, RFC #10 for Door Close Operator, and RFC #22 for Windshield Wiper, on 157 LRV's, Options 1-4	Executed	8/8/2018	\$233,280.24
36	Replace existing 100% Performance Bond with a \$50 million Irrevocable Letter of Credit	Approved in September 2018 Board	Pending Execution	-\$4,386,957.00
37	Award RFC #28 for Crenshaw Final Cutover Software Updates	Recommended for Approval	TBD	\$2,350,680.00
	Subtotal – Negotiated and In Process Changes			\$924,106,402.01
	Subtotal – Negotiated and Recommended for Approval			\$0.00
	Subtotal — Negotiated but Not Executed, Recommended Approval for CEO to negotiate and execute (Pending)			\$2,350,680.00
	Total Estimated Modifications Including Pending Changes			\$622,693,895.01
	Prior CMA Authorized by the Board (CMA 10% of aggregate amount of original award plus Options 1-4)			\$89,014,227.10
	Increased CMA requested			\$0.00
	Total CMA including this action			\$15,778,586.01
	Remaining CMA for Future Changes			\$73,235,641.09

DEOD SUMMARY**P3010 LIGHT RAIL VEHICLE
CRENSHAW FINAL CUTOVER ATC SOFTWARE UPDATES****A. Small Business Participation**

Kinkisharyo International, LLC is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs. Kinkisharyo reported that it submitted its overall Disadvantaged Business Enterprise (DBE) goal of 10% to FTA for Federal Fiscal Year 2019, in compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. United States Employment Plan Program

United States Employment Plan (USEP) Program is applicable on this Contract. DEOD staff within V/CM has been monitoring progress on USEP commitments, including the contractual commitment in creating employment opportunities in the U.S. The Contractor Kinkisharyo has currently created over 600 new jobs nationwide to support this project, totaling \$101,822,155 in new wages and benefits. .

To date, Kinkisharyo has exceeded its USEP commitment in new wages and benefits.

USEP Commitment for Base + All Options	\$97,889,293.00
USEP Actuals to Date	\$101,822,155.49
Balance of USEP to be Attained	\$0.00

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0638, **File Type:** Contract**Agenda Number:** 27.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 15, 2018****SUBJECT: Q'POD ASSEMBLY KITS WITH CURB SIDE SEAT****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity Contract No. MA53850000 to Gillig LLC, for Kit - Q'Pod Assemblies with Passenger Curb Side Seats. The Contract has a first year amount of \$2,005,420, inclusive of sales tax, and a second year amount of \$2,005,420, inclusive of sales tax, for a total contract value of \$4,010,840, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of Q'Pod Wheelchair Securement Kits that include two Q'Pod units and one wall mounted flip seat per bus. The Q'POD's 3-point system and integrated restraints make securing wheelchair passengers quicker and easier than the current wheelchair securement systems. Award of this Contract will ensure that Bus Maintenance has adequate inventory to replace the current wheelchair securement systems with the Q'Pod's 3-point system during the bus midlife refurbishment.

BACKGROUND

The Central Maintenance Shop (CMS) will begin midlife refurbishments on the North American Bus Industries (NABI) 8500 series composite buses in the spring of 2019 and plans to install Q'Pod wheelchair securement kits and the wall mounted flip seat on all of these midlife buses. The Q'Pod wheelchair securement kits will be installed by Metro Mechanics at the CMS during the midlife refurbishment process.

DISCUSSION

The Q'Pod wheelchair securement 3-point technology provides one of the fastest ways to secure a wheelchair passenger. In addition, the Q'Pod's integrated stabilizing bumper acts as a 4th contact point, improving lateral stability and greatly reducing wheelchair tip-overs. All Q'Pod lap, shoulder, and self-tensioning rear belts are fully enclosed when not in use and located in easy-to-reach locations. The lap, shoulder, and rear belts are also precisely positioned for the proper wheelchair securement angles.

The contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the Q’Pod wheelchair securement kits that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation. The purchased Q’Pod wheelchair securement kits are installed by Metro Mechanics.

The Q’Pod wheelchair securement kits will be purchased and maintained in inventory and managed by Material Management. As the Q’Pod wheelchair securement kits are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that the Central Maintenance Facility will have an adequate inventory of the Q’Pod wheelchair securement kits to replace the current wheelchair securement systems with the Q’Pod’s 3-point system during the bus midlife refurbishment.

FINANCIAL IMPACT

The FY19 annual budget for the Q’Pod Wheelchair Securement Kit project is \$746,300 with \$253,948 for materials and \$492,352 in Labor under Cost Center 3366 in Central Maintenance, Account 50441, Parts - Revenue Vehicle and Project 203039 ADA Equipment Installation. The approved LOP is \$2,728,000. Additional expenditures related to the Q’Pod assembly kits with curb side seat contract award will be charged to project 203024 - Bus Midlife.

Since this is a multi-year contract, the cost center manager will be responsible for budgeting all forecasted project expenditures in future fiscal years.

Impact to Budget

The current source of funds for this action are Transportation Development Act (TDA). Use of this funding source maximizes allowable project funding allocations given established provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of Q’Pod wheelchair securement kits supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The new Q’Pod wheelchair securement kits will allow wheelchair patrons to be secured more quickly, improve the reliability of the securement system, and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is to not award the Contract and procure the Q’Pod wheelchair securement kits on the open market on an as-needed basis. This approach is not recommended since it does not

provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for the Q'Pod wheelchair securement kits will be fulfilled under the provisions of the Contract.

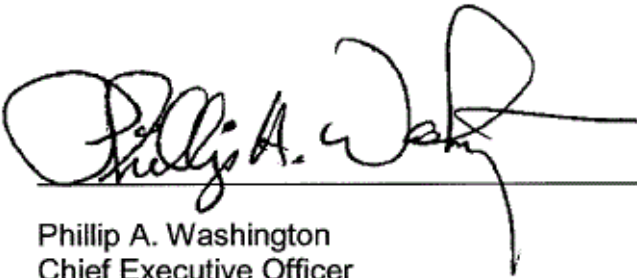
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

Q'POD ASSEMBLY KITS WITH CURB SIDE SEAT/MA53850000

1.	Contract Number: MA53850000	
2.	Recommended Vendor: Gillig, LLC, 25972 Eden Landing Road, Hayward, Ca 94545	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 7-17-18	
	B. Advertised/Publicized: 7-27-18	
	C. Pre-proposal/Pre-Bid Conference: 7-31-18	
	D. Proposals/Bids Due: 8-31-18	
	E. Pre-Qualification Completed:	
	F. Conflict of Interest Form Submitted to Ethics: 9-13-18	
	G. Protest Period End Date: : 11-23-18	
5.	Solicitations Picked up/Downloaded: 6	Bids/Proposals Received: 2
6.	Contract Administrator: Juelene Close	Telephone Number: 213/922-1066
7.	Project Manager: James Pachan	Telephone Number: 213/922-5804

A. Procurement Background

This Board Action is to approve Contract No. MA53850000 issued for the procurement of Q'Pod Assembly Kits. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. MA53850 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

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

- Amendment No. 1, issued on August 16, 2018, provided clarifications to the solicitation.

A total of two bids were received on August 31, 2018.

B. Evaluation of Bids

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

1. Gillig, LLC

2. The Aftermarket Parts Company LLC (New Flyer Parts)

The above bidders were determined to be responsive and responsible, and in full compliance with the requirements of the IFB.

C. Price Analysis

The recommended bid price from Gillig LLC has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Gillig, LLC	\$4,010,840	\$3,384,520
The Aftermarket parts Company LLC (New Flyer Parts)	\$5,857,812	

D. Background on Recommended Contractor

The recommended firm, Gillig, LLC, is located in Livermore, California and has been in business since 1890. Gillig has provided similar products for other public agencies including the Los Angeles International Airport (LAX), Dallas/Fort Worth International Airport (DFW), and Long Beach Transit. Gillig has provided satisfactory services and products to Metro on previous purchases.

DEOD SUMMARY

Q'POD ASSEMBLY KITS WITH CURB SIDE SEAT/MA53850000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Gillig LLC exceeded the goal by making a 5.60% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	5.60% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Say Cargo Express	Hispanic American	5.60%
Total Commitment			5.60%

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

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this project.

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.

Bus Q' Pods

Q' Pods



Q' Pods





Board Report

File #: 2018-0598, **File Type:** Contract

Agenda Number: 34.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 15, 2018

SUBJECT: METRO LEADERSHIP ACADEMY

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a three-year firm fixed price Contract No. PS54336000 to Southern Methodist University Cox School of Business, to serve as the academic partner for the Metro Leadership Academy (MLA) Program, in the amount of \$858,552, effective December 2018 through December 2021; and
- B. APPROVE Contract Modification Authority specific to Contract No. PS54336000 in the amount of \$85,855.

ISSUE

The MLA is an employee development program is an internal leadership program to address two major challenges. First, 30% of Metro employees are eligible to retire and 60% of Metro employees are eligible to retire within the next 10 years. Secondly, Metro has committed to an ambitious work plan as we build the fastest growing public transportation system in the country. If we do not prepare our Agency and develop leaders, we may face a great gap that cannot be filled with a simple hiring process.

Since its inception, an academic partner has been retained for the implementation of the MLA. The current contract expires December 31, 2018 so a new contract award is recommended to ensure continuity.

BACKGROUND

The MLA was initiated in 2015 by Metro's Chief Executive Officer, Phil Washington. Participants are drawn from both contract and non-contract employees agency-wide. The first 40-person cohort was launched in January 2016. The Academy is a 12 month program that features both academic leadership courses along with Metro's Senior Leadership Team providing real-world learning as it applies to Metro.

Since the inception of the MLA program there have been 120 employees who participated from all Managing Departments within the agency. Below are demographics of the MLA participants from 2016-2018.

- Gender: Female 53% - Male 47%
- Workforce: Non-Contract 59% - Contract 41%
- Age: Over 40 years of age 54% - Under 40 years of age 46%
- Ethnicity: Asian 14.17%
African American 29.17%
Hispanic or Latino 32.5%
Native Hawaiian or Pacific Islander .83%
White 16.67%
Two or More 6.67%

The MLA provides employees the framework and tools to understand their personal leadership style and the changing environment within our industry and workplace. Participants graduate from the Academy with a renewed appreciation of their potential; a new understanding of high-quality business connections and a stronger sense of how to maximize their influence. Each cohort is also required to present a group recommendation. Since the inception of the MLA, three out of eight recommendations have been implemented by management. And while participation in the Academy does not include a guarantee of promotion, 32% (38 out of 117) of graduates have received a promotion and five of the graduates have been promoted twice.

DISCUSSION

The MLA academic partner will be responsible for the development, implementation and evaluation of the leadership program that is targeted to engage all levels of leadership in the agency. The academic partner serves as a facilitator for curriculum that teaches participants leadership competencies with the goal of having these graduates serve as the next generation of leadership in the transportation industry.

In addition to the MLA, the academic partner will provide Leadership Engagement Training and Senior Leadership Team Training. The Leadership Engagement Training is for those not accepted into the MLA, which will serve as an opportunity for participants to enhance their communication skills and achieve results in the workplace as well as retain their interest in the MLA. The Senior Leadership Team training will focus on leadership competencies consistent with what is taught in the MLA and will provide methods to emphasize and accelerate the use of these competencies in the broader organization.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety standards for Metro customers and employees.

FINANCIAL IMPACT

The funding of \$240,000 for this service is included in the FY19 budget in cost center 6220, Talent Development, under project number 100001, General Overhead.

Since this is a multi-year contract the cost center manager and Chief Human Capital & Development Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of Federal, state and local funds. These funds are eligible for bus and rail operating costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Metro's Strategic Plan Goal 5 "Provide responsive, accountable, and trustworthy governance within the Metro organization".

The MLA supports these goals by developing staff in the competencies needed to build skills for setting a strategic vision, acting as a champion for change, effective decision making, managing resources, building effective teams and managing diversity. This program engages leaders at all levels within Metro to both support succession planning efforts as well as enabling Metro to deliver on the mission of providing a world-class transportation system that enhances quality of life for everyone in Los Angeles County.

ALTERNATIVES CONSIDERED

Staff has considered using in-house Metro resources to perform this work; however, this approach is not recommended as Metro does not have sufficient resources and subject matter experts available to perform this work.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended as this Contract is critical to the development and training of Metro's growing workforce.

NEXT STEPS


Upon Board approval, staff will executive Contract No. PS54336000 with Southern Methodist University Cox School of Business to prepare for the 2019 Metro Leadership Academy Class that begins in January 2019.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Patrice McElroy, Executive Officer, Talent Management
(213) 418-3171

Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer
(213) 418-3088
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO LEADERSHIP ACADEMY / PS54336000

1.	Contract Number: PS54336000	
2.	Recommended Vendor: Southern Methodist University Cox School of Business	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 21, 2018	
	B. Advertised/Publicized: June 18, 2018	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: July 25, 2018	
	E. Pre-Qualification Completed: October 15, 2018	
	F. Conflict of Interest Form Submitted to Ethics: July 30, 2018	
	G. Protest Period End Date: November 23, 2018	
5.	Solicitations Picked up/Downloaded: 23	Bids/Proposals Received: 1
6.	Contract Administrator: Marc Margoni	Telephone Number: (213) 922-1304
7.	Project Manager: Stephanie Burke	Telephone Number: (213) 418-3105

A. Procurement Background

This Board Action is to approve the award of Contract No. PS54336000 to Southern Methodist University Cox School of Business (SMU) in support of Talent Development's 2019 Metro Leadership Academy.

Request for Proposal (RFP) No. PS54336 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued as a Race Conscious Disadvantaged Business Enterprise (RC DBE) with a 5% DBE goal.

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

There were two questions received and responses were released prior to the proposal due date.

A total of 23 firms downloaded the RFP and were included on the planholders list. A total of one proposal from Southern Methodist University Cox School of Business was received on the due date of July 25, 2018.

A market survey was conducted shortly thereafter inquiring as to why members on the Planholders list elected not to participate in the solicitation. Those who responded presented various reasons for the lack of participation such as: not being able to adequately fulfill the Statement of Work; not having the proper accreditation;

believing the Leadership Academy RFP was a construction project; and timing of the solicitation was not conducive to the contractor's business timelines.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Talent Development, Countywide Planning and Development, Accounting, and Talent Acquisition was convened and conducted a comprehensive technical evaluation of the proposal received.

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

- | | |
|--|------------|
| • Past Performance of Similar Work | 25 percent |
| • Qualifications of Proposed Personnel | 25 percent |
| • Consultant's Proposed Process and Approach | 30 percent |
| • Price | 20 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements. Several factors were considered when developing these weights, giving the greatest importance to Consultant's proposed process and approach.

During the week of August 22, 2018, the PET met and conducted an independent technical evaluation and deemed SMU technically qualified to perform the tasks as outlined in the RFP.

Qualifications Summary of Firm

Southern Methodist University Cox School of Business

Over the past 15 years, SMU has worked with hundreds of organizations and positively impacted thousands of managers, directors, and executives as part of their corporate outreach to help companies address talent development issues. SMU, in collaboration with Dallas Area Rapid Transit (DART), created a program entitled Leadership DART.

The University, founded in 1911, has seven colleges with approximately 2000 faculty and staff and serves over 11,000 students from over 50 countries.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Southern Methodist University Cox School of Business				
3	Past Performance of Similar Work	84.80	25.00%	21.20	
4	Qualifications of Proposed Personnel	80.00	25.00%	20.00	
5	Consultant's proposed process and approach	95.70	30.00%	28.71	
6	Price	100.00	20.00%	20.00	
7	Total		100.00%	89.91	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, fact finding, historical cost, and negotiations. The negotiated amount reflects a reduction in the number of Engagement and Senior Executive Training sessions to an acceptable level without compromising program efficacy. Metro's Independent Cost Estimate (ICE) incorporated Engagement and Senior Executive Training sessions that were later deemed not critical to the program's success.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Southern Methodist University Cox School of Business	\$2,632,966	\$1,974,074	\$858,552

D. Background on Recommended Contractor

The recommended firm, SMU, is located in Dallas, TX and has been in business for 107 years. SMU is a leader in the field of Executive Education and provides services in customer relationship and program execution functions and is staffed by proven business leaders with vast experience in adult learning and executive education. Prior engagements include: DART, Anadarko Petroleum, British Petroleum, Chesapeake Energy, Federal Express, Lockheed Martin, Shell, NBC Universal, and Toyota Manufacturing North America.

Proposed personnel are subject matter experts in executive education solutions across multiple industries.

In 2017 and 2018, SMU was selected to be the academic partner for the Metro Leadership Academy. In concert with the Senior Leadership Team and the Talent Development organization, SMU created and implemented a process for the Academy based on collaboration and adaptability that allows for ongoing innovation.

DEOD SUMMARY

METRO LEADERSHIP ACADEMY / PS54336000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Southern Methodist University met the goal by making a 5% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	5% DBE
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	DBE Subcontractors	Ethnicity	% Commitment
1.	Salt of the Earth Catering	Hispanic American	5%
	Total		5%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2018-0599, **File Type:** Contract

Agenda Number: 35.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 15, 2018**

SUBJECT: METRO MEDICAL CLINIC SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 42-month, firm fixed unit rate Contract No. PS42270000 to Temple Medical Center for medical clinic services for Metro downtown service area, in an amount not-to-exceed \$1,034,640 effective January 25, 2019 subject to resolution of protests(s) if any.

ISSUE

Metro conducts physical examinations and drug and alcohol specimen collections for employees and job candidates. These physical examinations and specimen collections are industry standard safety protocols mandated by various funding and regulatory agencies, including the Department of Transportation (DOT), Federal Transit Administration (FTA), California Department of Motor Vehicles (DMV), and Cal-OSHA.

DISCUSSION

Under Human Resources Fitness for Duty Policy (HR 29), Metro conducts medical examinations to ensure individuals are able to perform the duties of their positions in a safe and competent manner, meet the applicable commercial driver licensing requirements, and are free from the adverse effects of drug abuse and alcohol misuse. Holders of commercial driver licenses are required by law to have periodic physical examinations to recertify their medical cards. The maximum certification period is two years, but drivers with medical conditions such as hypertension or diabetes must recertify annually.

Currently, Talent Acquisition contracts with five (5) clinics throughout the Los Angeles County, including one in the downtown area, to provide numerous medical services including physical exams and drug and alcohol testing collections servicing various worksite locations. Based on the needs of the agency and current hiring demands, there is a need to add an additional clinic to service the downtown area. Temple Medical Center would be advantageous for employees and candidates due to its close proximity to Metro's Headquarters building.

The Talent Acquisition Department assigns pre-employment examinations and corresponding drug/alcohol testing to selected clinics in the downtown area. The Talent Acquisition Department also assigns corresponding drug testing based on proximity either to Gateway or the employee's home. Divisions assign random and incident-based drug/alcohol testing to the clinic designated for their divisions or nearest to the site of the incident. Employees choose the clinic they wish for commercial driver license renewal examinations and the corresponding drug test.

DETERMINATION OF SAFETY IMPACT

The medical clinics provide the capability for Metro to meet federal requirements for fitness for duty examinations ensuring improved safety for our employees and patrons.

FINANCIAL IMPACT

The funding of \$295,611 is included in the FY19 budget for medical clinic services in cost center 6240, Talent Acquisition Department under project 100001, General Overhead.

Since this is a multi-year contract, the cost center manager and Chief Human Capital & Development Officer will be responsible for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds for this Contract is General Overhead funds, comprised of Federal, State and local funds. These funds are eligible for bus and rail operating costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #5 (Provide responsive, accountable, and trustworthy governance within the Metro organization). These physical examinations and specimen collections are industry standard safety protocols mandated by various funding and regulatory agencies, including the Department of Transportation (DOT), Federal Transit Administration (FTA), California Department of Motor Vehicles (DMV), and Cal-OSHA.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended as not adding an additional medical clinic would limit Talent Acquisition's ability to effectively move forward with increased hiring demands, moreover, expensing additional resources from the other medical clinics.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS42270000 with Temple Medical Center to provide medical clinic services for Metro downtown service area, effective January 25, 2019.


ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Patrice McElroy, Executive Officer, Talent Management
(213) 418-3171

Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer
(213) 418-3088
Debra Avila, Chief Vendor/Contract Management Officer
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO MEDICAL CLINIC SERVICES / PS42270000

1.	Contract Number: PS42270000	
2.	Recommended Vendor: Temple Medical Center	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 31, 2017	
	B. Advertised/Publicized: September 8, 2017	
	C. Pre-Proposal Conference: September 18, 2017	
	D. Proposals Due: October 9, 2017	
	E. Pre-Qualification Completed: September 18, 2018	
	F. Conflict of Interest Form Submitted to Ethics: September 10, 2018	
	G. Protest Period End Date: November 23, 2018	
5.	Solicitations Picked up/Downloaded: 6	Bids/Proposals Received: 2
6.	Contract Administrator: Marc Margoni	Telephone Number: (213) 922-1304
7.	Project Manager: Leticia Felix	Telephone Number: (213) 418-3122

A. Procurement Background

This Board Action is to approve the award of Contract No. PS42270000 issued to support the Human Resources medical examination and drug and alcohol-testing programs for Metro employees. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

Request for Proposals (RFP) No. PS42270 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The RFP was issued as a Race Conscious Disadvantaged Business Enterprise (RC DBE) with a 5% DBE goal.

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

- Amendment No. 1 was issued on September 6, 2017 to clarify the period of performance;
- Amendment No. 2 was issued on September 18, 2017 to clarify insurance requirements.

A pre-proposal conference was held on September 18, 2017 and was attended by four participants representing three firms. There were three questions submitted and responses were released prior to the proposal due date.

A total of six firms downloaded the RFP and were included on the plan holders list. A total of two proposals from two medical groups were received by the due date of October 9, 2017 and are listed below in alphabetical order:

- Alameda Industrial Medical Group
- Temple Medical Center

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Transportation Operations and Talent Acquisition departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on pass/fail minimum qualification technical requirements and the following weighted supplemental evaluation criteria:

- | | |
|---------------------------------------|------------|
| • Medical Clinic Physicians and Staff | 50 percent |
| • Medical Clinic Operations | 30 percent |
| • Price | 20 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar procurements. The primary concern was assuring that each clinic and its staff met the minimum technical qualifications and that a contracted clinic would be geographically accessible to the operating divisions.

Staff elected to reprioritize this work, and as a result, evaluations were conducted several months after the proposals were received. During the week of August 27, 2018, the PET met and conducted an independent technical evaluation of the proposals received and determined that Temple Medical Center and Alameda Industrial Medical Group met the minimum technical qualifications as outlined in the RFP. However, certification verification review performed by the Diversity and Economic Opportunity Department revealed that Alameda Industrial Medical Group was not responsive to the DBE requirements of the RFP and was deemed non-responsive. As a result, Alameda Industrial Group was disqualified from further consideration. Subsequently, the PET continued its independent evaluation of the remaining proposal.

Qualifications Summary of Firm

Temple Medical Center (TMC): TMC is a privately owned medical practice located at 124 N. Vignes Street in Los Angeles and has been in business since 1962. The practice is devoted to occupational medicine (injuries, fitness exams and drug and alcohol testing). The center has had contracts with Metro in the past. In addition to Metro, TMC provides similar services to Greyhound Lines, Veolia Transportation and MV Transit.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Temple Medical Center				
3	Minimum Qualification Technical Requirements	Pass	Pass/Fail	Pass	
4	Medical Clinic Physicians and Staff	55.00	50.00%	27.50	
5	Medical Clinics Operations	67.60	30.00%	20.28	
6	Price	100.00	20.00%	20.00	
7	Total		100.00%	67.78	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an adequate price competition, price analysis, technical analysis, fact finding, and negotiations. The difference between the proposed amount and the negotiated amount is the reduction in volume of personnel required for the downtown area. The not-to-exceed amount reflects a more realistic volume of personnel anticipated for the downtown area.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Temple Medical Center	\$2,639,602.50	\$1,079,997.92	\$1,034,640

D. Background on Recommended Contractor

The recommended firm, Temple Medical Center (TMC), is located in downtown Los Angeles. TMC has been in business since 1962 and was founded by Dr. Parviz Taherpour. TMC specializes in occupational/industrial medicine and employment physicals. TMC focuses on the medical needs of the workplace. TMC is open 24 hours a day, 365 days a year servicing clients such as L.A. Sheriff's, State and Federal Departments and many privately-owned companies. TMC is compliant with DOT regulations 49 CFR Part 40 as well as regulations set forth by the California Department of Motor Vehicles and California Occupational Safety & Health Administration.

DEOD SUMMARY

MEDICAL CLINIC SERVICES/PS42270000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. P. Taherpour, M.C. Inc. DBA Temple Medical Center met the goal by making a 5% DBE commitment.

Small Business Goal	5.00% DBE	Small Business Commitment	5.00% DBE
----------------------------	------------------	----------------------------------	------------------

	DBE Subcontractors	% Committed
1.	R. Industrial & Healthcare Supplies	1.07%
2.	Paramount Safety Supply, Inc.	1.80%
3.	Cosar International Corp.	0.73%
4.	The "G" Crew	1.40%
	Total Commitment	5.00%

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

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2018-0684, **File Type:** Plan**Agenda Number:** 36.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 15, 2018****SUBJECT: TRANSIT LINE OPERATIONAL NAMING CONVENTION****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION****CONSIDER:**

- A. AUTHORIZING the CEO to establish a Transit Line Operational Naming Convention to change the current naming convention to a color and letter designation for rail lines and bus rapid transit lines; and
- B. APPROVING a phased implementation plan that takes advantage of planned capital projects and a phased transition through the completion of the Regional Connector Project.

ISSUE

The Los Angeles County Metropolitan Transportation Authority (Metro) is implementing the largest transportation expansion program in the nation. As Metro grows, the agency will add more rail and bus rapid transit (BRT) lines across LA County. In addition, when the Regional Connector Project is complete, the agency will unite the operations of the Blue and Gold Lines, providing a one-seat ride between Azusa and Long Beach, and the operations of the Gold and Expo Lines, facilitating a one-seat ride between East LA and Santa Monica. Now is a timely opportunity for the agency to establish a consistent operational naming convention for the rail and BRT system that can sustain the agency's expansion and enhance the customer experience.

BACKGROUND

Metro's current transit line naming convention is inconsistent, and the system is growing and changing. All current line names are based on colors (Blue, Red, Gold, Purple, etc.) with one exception - the Expo Line. As the system grows, continuing with color names will mean selecting line names based on shades of color (i.e. Lime, Rose, Aqua, Olive, Lavender, etc.) rather than basic colors. This can pose visual and language barriers and can sometimes be difficult to decipher on maps and signage.

DISCUSSION

There are currently eight rail and BRT lines operating in Metro's system. With the passage of Measure M in 2016, the agency will build out and operate several additional rail and BRT lines in the coming years. Staff believes the time is right to establish the naming convention of the future due to the following logic:

Clarity and Consistency

- The agency needs a clear, consistent, uniform wayfinding system to enhance the riding experience.
- Clarity of information and making it easy to use the system reflects the goals of The Metro Vision 2028 Strategic Plan, which commits to the agency being customer-focused and working to improve customer satisfaction.
- Adding a second identifier (i.e. letters or numbers) to the line identification will improve legibility of signage and informational materials.

The Timing is Right

- The New Blue Improvements Project is an opportunity to launch a new naming convention at minimal cost.
- The Crenshaw/LAX Light Rail Project will soon be fabricating signage and a new naming convention can be incorporated at no additional cost.
- The Regional Connector Project will unite the Gold and Blue Lines between Azusa and Long Beach, and the Gold and Expo Lines between East LA and Santa Monica, which will change the existing operations and how the agency will refer to the lines.

World-Class System

- Metro already serves a diverse population that lives, works and plays in LA County, which will grow, especially when the agency welcomes the world for the 2028 Olympic and Paralympic Games.
- Major international transit systems utilize this degree of clarity and consistency, which is considered an industry-wide best practice.

Staff researched naming conventions used by various transit agencies around the world and found some common alternatives: colors and numbers, colors and letters, and colors only. In some cases, agencies name their lines for destinations or geographic location. Colors are used in all cases to define the differences among lines on maps and other informational materials. However, because similar colors can be difficult to decipher, colors are often paired with a second identifier to improve legibility.

Public Opinion Research

Staff conducted public research in collaboration with a consultant partnership of Consensus and FM3 Research through a series of focus groups, an online public survey and pop-up events. In these research efforts the team tested the alternatives most commonly used in the transit industry: colors and numbers, colors and letters, colors only and Metro's current naming convention, a combination of colors and geographic location. Five focus groups were conducted at different locations around LA County with a cross-section of participants representing diverse backgrounds from each county

supervisory district. The focus groups were conducted with English-speaking riders, English-speaking non-riders, Spanish-speaking riders, English-speaking visually impaired individuals, and Korean-speaking residents to get feedback from a group whose language uses a different alphabet. While focus groups do not result in statistically precise data, they are an opportunity to collect qualitative feedback that helps guide a rationale for preferences.

Several findings emerged from the focus groups. Participants felt that consistency across the system is the most important factor when naming lines. They also said if Metro decides to change its operational naming system, to do it as soon as possible to give people the chance to get used to it as the system grows.

Following the focus groups, staff conducted an online survey to get quantitative research data and Metro's consultant team held field research pop-up events at some Metro rail stations and community events. Both research efforts tested ease of use and navigation of the four naming conventions, and which one was easiest to recognize and use if riders were in a hurry.

The survey was targeted to a diverse cross-section of geographic and demographic representation across LA County via Facebook. In the pop-up engagement events, staff showed participants the naming alternatives on boards and cell phones and recorded their reactions through the online survey. In all, the effort resulted in 3,500 completed surveys from current riders, potential riders and potential visitors including English and Spanish-speaking participants.

When participants were asked which naming option would be easiest to understand and navigate, colors and numbers and colors and letters ended up in a virtual tie. Many respondents feel that having a second identifier along with the color provides more clarity and helps to differentiate the lines from one other. A challenge of adding letters as a second identifier is that people sometimes want to associate letters with something else, like E means East or Express, or S means South or Santa Monica. The biggest challenge of adding numbers is that they conflict with both the agency's number-based bus system as well as its rail station platform numbering.

Once all research results were compiled, a team of cross-departmental staff and consultants held a work session to evaluate the research along with industry best practices and lessons learned to build the staff recommendation for Metro's future transit line naming convention.

Various factors were considered in shaping the staff recommendation for a future operational naming convention. Clear, consistent, simple information enhances the customer experience and makes riding Metro less intimidating. Legacy names like the Expo Line, Gold Line, Crenshaw/LAX Line, etc. and the operational names of the lines can live in harmony. People can still refer to the legacy or corridor names, but consistent operational names are important for navigation purposes. And finally, no naming convention is perfect; there are benefits and challenges with all of them.

Taking all factors into consideration, staff believes the best transit line naming convention for the future is colors and letters for both rail lines and bus rapid transit lines. This prevents confusion with the numbering of the bus system and rail station platforms and provides an ample number of letter names to accommodate Metro's planned transit lines. Staff recommends assigning line names based on the chronology of line openings, so the Blue Line would be the A Line, Red Line the B Line, etc.

Phased Implementation Approach

Staff recommends transitioning to the new transit line naming system through a phased implementation plan that minimizes costs and takes advantage of planned capital projects (i.e. New Blue Improvements Project, Crenshaw/LAX Project, Regional Connector Project). The Blue Line would be the first line to debut the new naming convention when the line reopens to the public after the New Blue Improvements Project.

With the opening of the Crenshaw/LAX Line and simultaneous operational changes to the Green Line, the rest of the lines would then transition to their new names with the exception of the Gold Line. When the Regional Connector Project is complete, the north segment of the Gold Line will join the Blue Line (the A Line) and be shown as a blue line on the map to show a one-seat ride between Long Beach and Azusa. Also at that time, the east segment of the Gold Line will join the Expo Line (the E Line) and be shown as a gold line on the map for a one-seat ride between East LA and Santa Monica. This will prevent the Gold Line from having to change to a letter name twice. Following the completion of the Regional Connector, the conversion to the new naming convention will be complete.

FINANCIAL IMPACT

Staff has developed a cost estimate for a phased approach to change signage and customer information across the system, as well as marketing and outreach to educate the public. The estimated cost for phased implementation is \$8.9 million.

As the gradual conversion is made, staff recommends that changes in signage and information are funded from system advertising revenues.

If the Board chooses to keep the existing naming convention but decides to change the naming convention in the future after some capital projects are complete, it will require retrofitting signage and customer information, which will ultimately result in increased costs.

NEXT STEPS

If the Board approves the staff recommendation, staff will begin the process of transitioning to the new naming convention, starting with the Blue Line while the New Blue Improvements Project is underway. This will take advantage of the shutdown to change the naming convention of the line during the project so that the line can debut with its new name when it reopens to the public. Staff will also work with the relative Metro departments to complete the transition to the new naming convention with the completion of the Crenshaw/LAX and Regional Connector Projects.

A robust public education and marketing program will be a key component to helping riders understand the system's naming convention, while also helping non-riders find the experience easy, inviting and less intimidating. So, Communications staff will develop and rollout a comprehensive public education program during each phase of the naming convention implementation program.

As the agency works to achieve the customer satisfaction goals of the Metro Vision 2028 Strategic Plan, implementing a consistent, easy-to-understand, customer-focused transit line naming

convention is a significant step in enhancing the overall customer experience.

ATTACHMENT

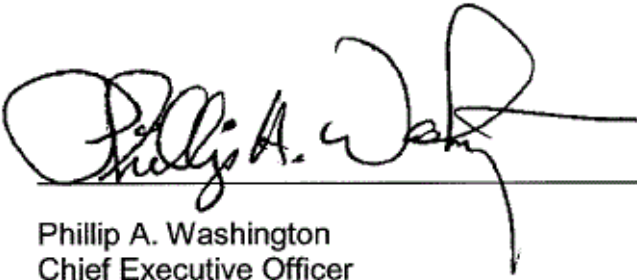
Attachment A - Summary of Public Opinion Research and Staff Recommendation

Attachment B - Line Naming Change Cost Estimate Summary

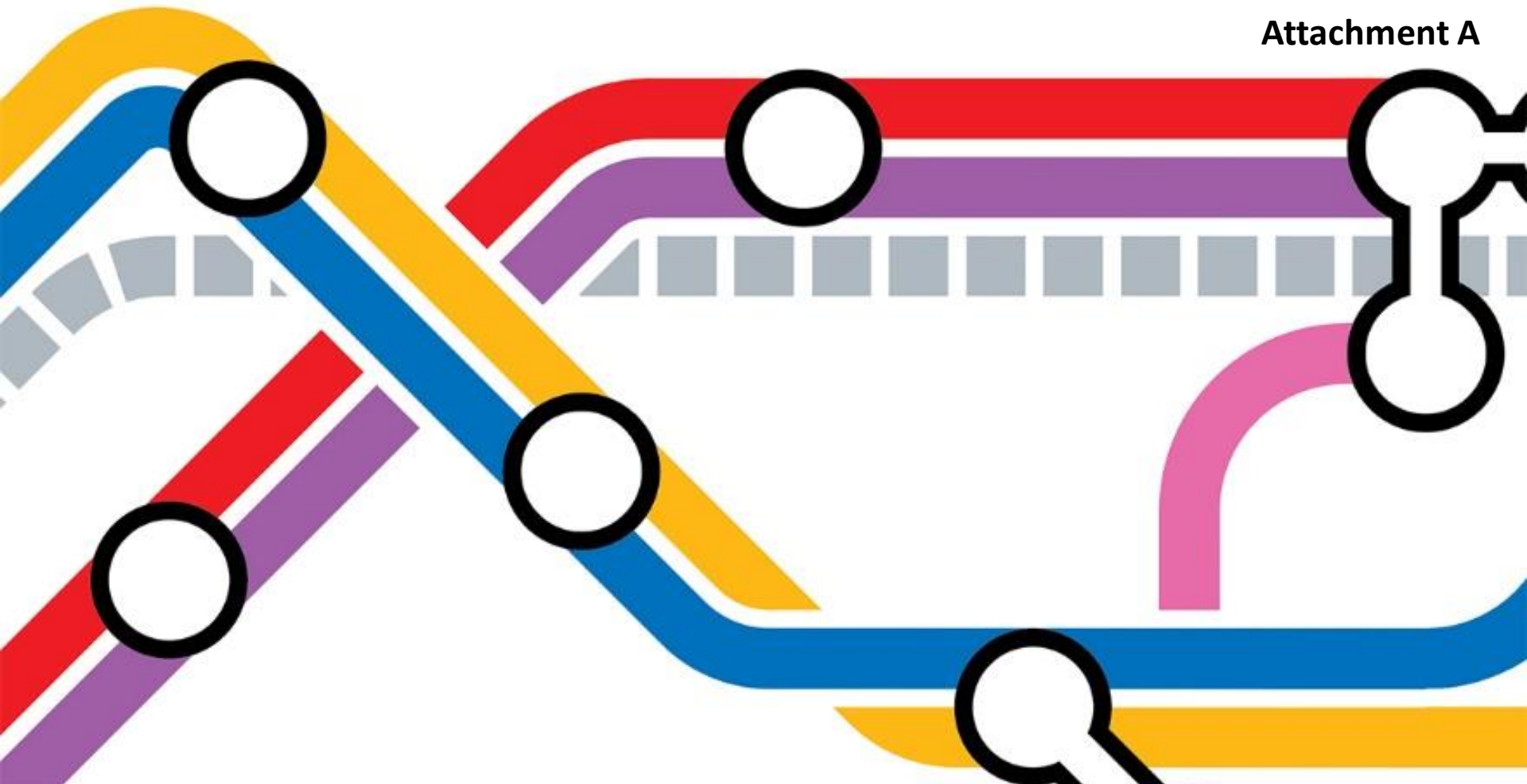
Prepared by: Glen Becerra, Executive Officer, Marketing (213) 418-3264

Maya Emsden, Deputy Executive Officer, Art & Design (213) 922-2720

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



Phillip A. Washington
Chief Executive Officer



Rail/BRT Line Name Research

We've gotten public feedback in two primary ways

Focus Groups

Provides:


























- Foundational insights to help inform online survey and staff recommendation
- Pros/cons of each option and hypotheses to test further
- Initial read on public opinion
- Input from harder-to-survey audiences:
 - Visually impaired
 - Non-English speakers

Public Survey

Provides:

- Assessment of perceived ease-of-use of naming options
- Robust sample
- Input from wide range of demographic and geographic groups

We tested four common naming options

Colors & Numbers	Colors & Letters	Colors Only	Some Colors, Some Areas
1	A	Blue Line 	Blue Line 
2	B	Red Line 	Red Line 
3	C	Green Line 	Green Line 
4	D	Purple Line 	Purple Line 
5	E	Gold Line 	Gold Line 
6	F	Orange Line 	Orange Line 
7	G	Silver Line 	Silver Line 
9	K	Olive Line 	LAX/South Bay Line 
10	L	Aqua Line 	Arroyo Verdugo Line 
11	N	Brown Line 	North San Fernando Valley Line 
12	Q	Lime Line 	Sepulveda Line 
13	R	Lavender Line 	Vermont Line 
14	S	Pink Line 	West Santa Ana Line 

Order of options was randomized

Key Focus Group Findings

- Riders and Potential Riders think the way the lines are named is important.
- Naming consistency across the system is one of the most important factors.
 - Hence the Some Colors, Some Areas option is the least preferred.
- General consensus is that we should make a change sooner rather than later, so everyone gains comfort with it before we add many more lines.
- Most would be satisfied with either Numbers or Letters.
- Readability matters to many.
 - Some mentioned difficulty telling colors apart – e.g. Red vs. Orange
 - Many felt the added point of reference of Letters or Numbers gave more certainty when following signage
- Some (including frequent riders) are confused by the “E” on the light blue dot for the Expo Line and think it stands for “East,” “Express” or “Extension.”

Focus Group Findings – Pros & Cons

	Colors & Numbers	Colors & Letters	Colors Only	Some Colors, Some Areas
Pros	<ul style="list-style-type: none"> • Consistent • Simple • Intuitive to many • Second point of reference • Makes map clearer at end points and transfer points • Preferred by Korean group • More universal for users of non-Roman alphabet languages 	<ul style="list-style-type: none"> • Consistent • Simple • Intuitive to many • Second point of reference • Makes map clearer at end points and transfer points 	<ul style="list-style-type: none"> • Consistent • Similar to current system • Simple • Preferred by Spanish-dominant speakers 	<ul style="list-style-type: none"> • Continuation of current system • For some lines, gives a sense of where the line goes
Cons	<ul style="list-style-type: none"> • Different from current system • Conflicts with bus numbers • Conflicts with platform numbers 	<ul style="list-style-type: none"> • Different from current system • Some people try to associate letters with places or color names • Letters often have meaning (H=Hospital, E=East, etc.) • More difficult for people whose languages don't include the Roman alphabet/lack English literacy 	<ul style="list-style-type: none"> • Can be hard to distinguish between similar colors; color blindness • Only one point of reference • Hard for quick references when catching a train/bus • Multiple terms for the same color (i.e., aqua, sky blue, light blue, turquoise, etc.) • Colors are “just words” to those born blind 	<ul style="list-style-type: none"> • Inconsistent, which goes against key user need • Some names are too long to say • Hard for quick references when catching a train/bus



Metro



Online Survey Methodology & Sample

Who We Surveyed

Total of 3,456 respondents

Los Angeles County Residents:

Metro Riders, n=2,293

- Mirroring On-Board Survey demographic proportions

Potential Riders, n=834

- Mirroring Census demographic proportions minus Metro Rider demographics

Potential Visitors

Non Los Angeles County Residents, n=329

- Self-identified travelers from across the United States and in over 30 countries

Top States

New York
Illinois
San Diego
Colorado
Massachusetts
Pennsylvania
Tennessee
Texas
Virginia

Top Countries

UK
Canada
Italy
France
Brazil
Argentina
Australia
Israel
Hungary
Belgium
Portugal
Taiwan
Spain
Ukraine
Germany
India
Venezuela
Colombia
Hong Kong
Poland
Slovakia
Japan

How We Reached Them

Facebook & Metro.net Advertisements to Online Survey, n=3,225

Targeted to:

- Riders and Potential Riders
- English & Spanish Speakers
- 7 LA County Regions

Face-to-Face Pop-Ups, n=231

- 10 events across county
- In English & Spanish

Surveys were completed across Los Angeles County

Survey results were weighted to mirror population ratios of regions



Showing unweighted number of survey completes

Survey Structure & Contents

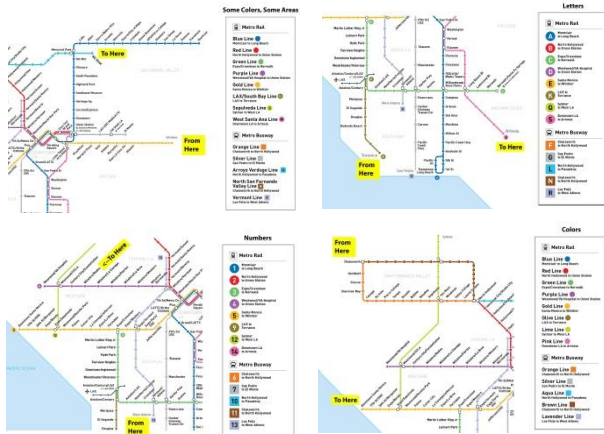
Objective: Assess perceived ease-of-use of four naming options

Section	Question(s)	Purpose
1. Set Context	Introduce 2028 Rail & Busway Map	<ul style="list-style-type: none">To inform and level-set
	Introduce 4 Naming Options	
2. Familiarize	Rate Ease of Giving Directions Using Naming Options	<ul style="list-style-type: none">To get respondents to 'simulate' using the system
	Rate Ease of Station Signage Navigation	
3. Summarize	Rate Overall Ease-of-Use	<ul style="list-style-type: none">To provide an overall summary rating
4. Explain	Why Rated Each Option	<ul style="list-style-type: none">To help understand ratingsEnsure no additional considerations have been overlooked
5. Profile	Demographics, Geography, Metro Riding Frequency	<ul style="list-style-type: none">To ensure we survey appropriate balance of demographicsTo assess similarities/differences between groups

Overview of three main survey questions

EASE OF GIVING DIRECTIONS

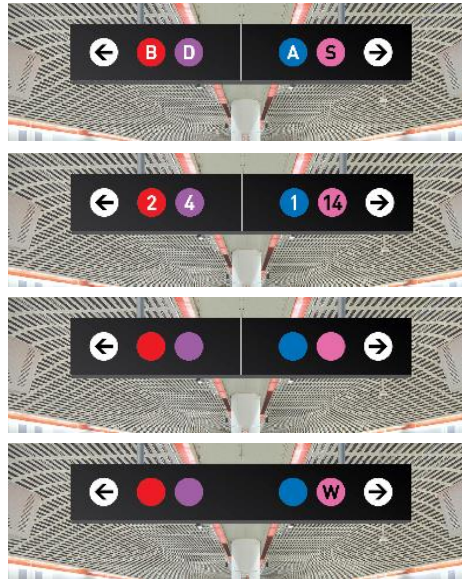
Based on the **[NAMING OPTION]** line names, how easy would it be to give a friend directions from **[LOCATION]** to **[LOCATION]**?



4 routes rotated between naming options

SIGNAGE EASE-OF-USE

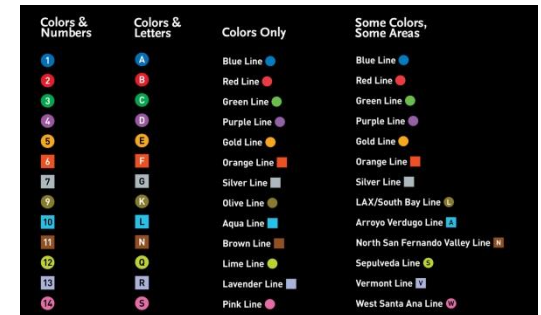
Imagine you were rushing to catch a train and only had a second to glance up at a sign to see which way to go. For each sign shown below, how easy would it be to determine which way to go?



Order of naming options was randomized

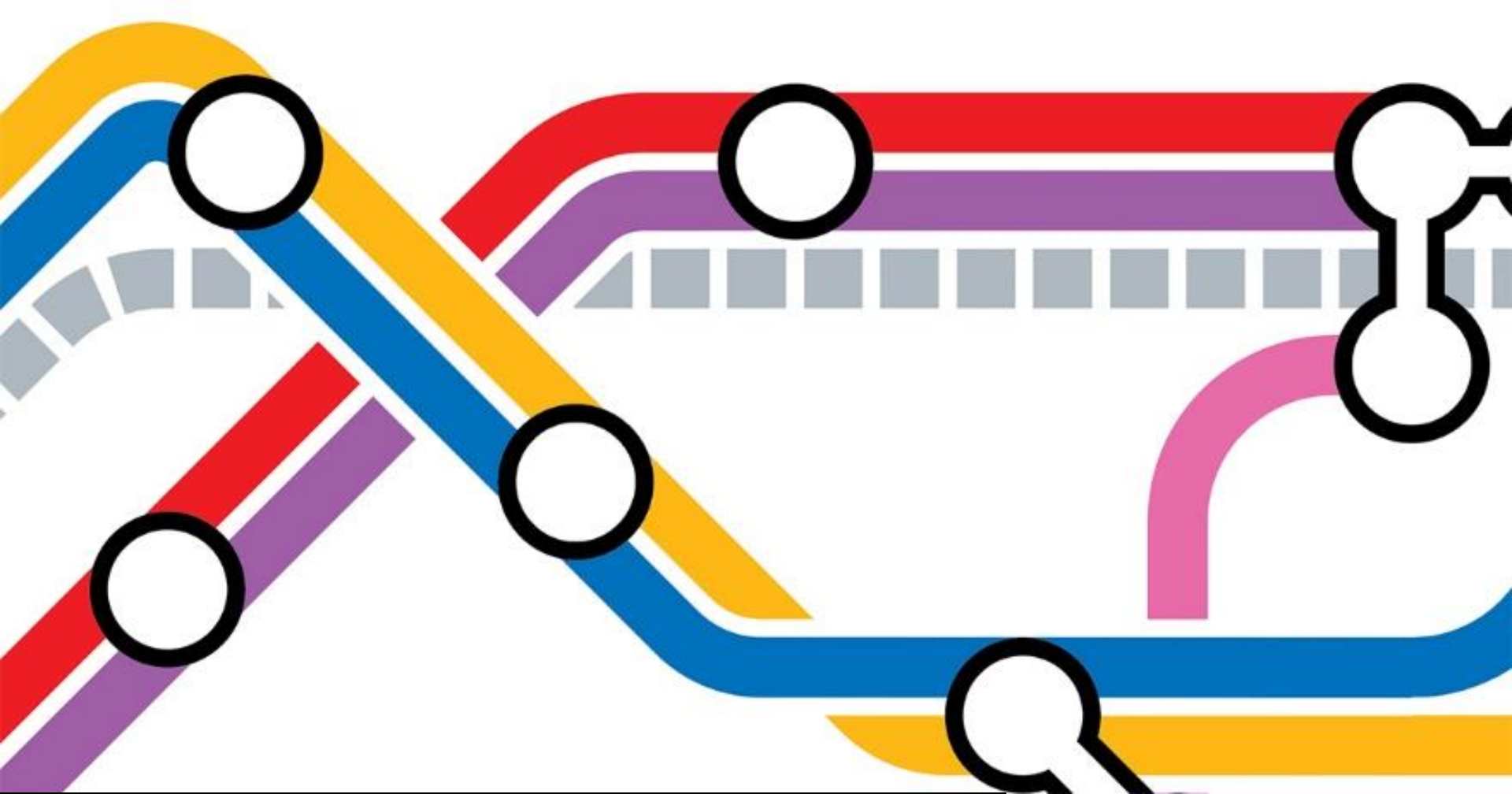
OVERALL EASE-OF-USE

How easy or difficult do you think it would be to find your way around on Metro using each of the following naming options?



Order of naming options was randomized

- ☐ Very easy
- ☐ Somewhat easy
- ☐ Neither easy nor difficult
- ☐ Somewhat difficult
- ☐ Very difficult



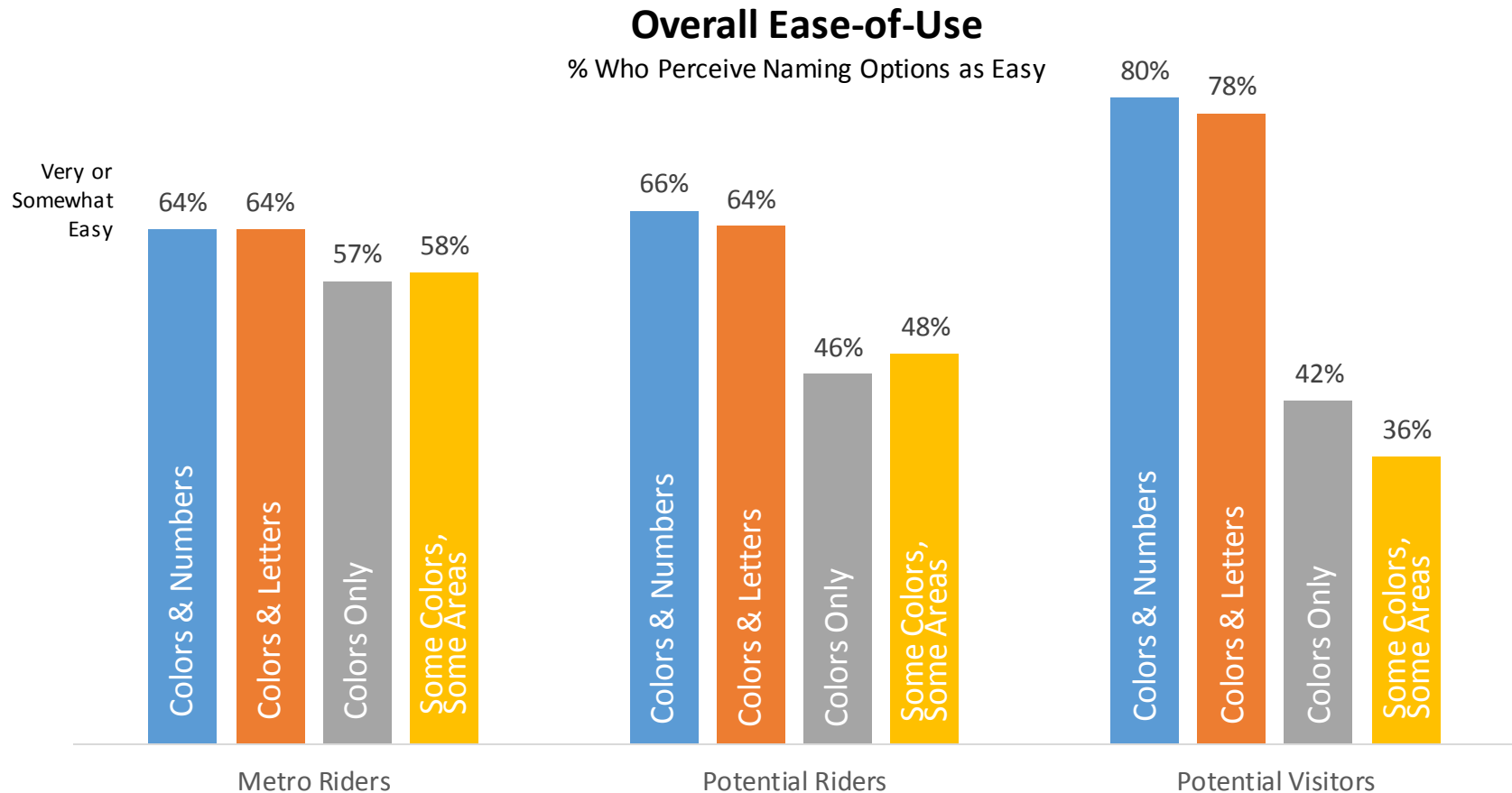
Survey Results

Important Analysis Considerations

- A 1-2% difference is, for all intents and purposes, a tie.
 - While there is a robust sample size, when projecting the results out to the population, there could be some variance of about 1-2% points
- Key subgroups have unique experiences that influence their responses.
 - **Riders** are more comfortable than other groups with existing approaches of Colors Only and Some Colors, Some Areas
 - **Riders** rate Colors Only and Some Colors, Some Areas higher than Potential Riders. However, Letters and Numbers are still seen as easiest.
 - **Potential Visitors** aren't familiar with the current system and will learn the naming convention
 - **Potential Visitors** can skew towards a certain language or experience with transit line names. As such, results should be considered with caution.
- A naming convention should consider how Riders, Potential Riders, and Potential Visitors rate the options.
 - **Potential Riders** are the largest audience

Regarding Overall Ease-of-Use, Colors & Numbers and Colors & Letters are perceived as easiest across the three groups

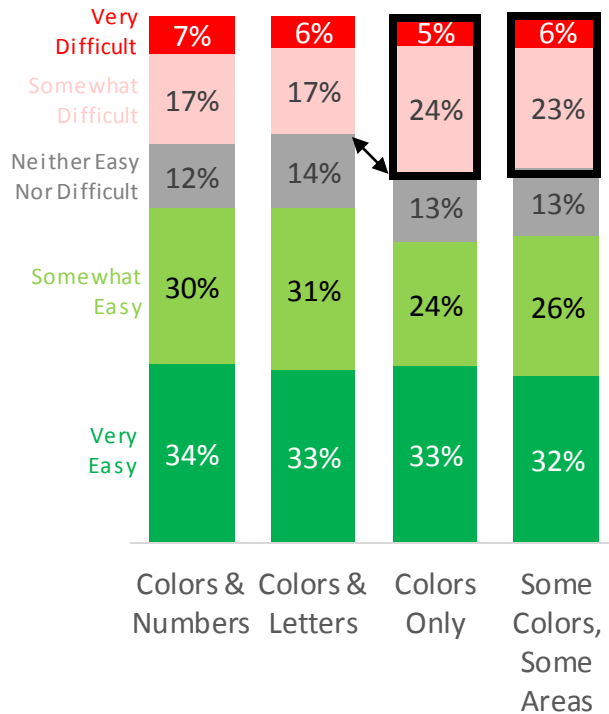
- For those less familiar with the current system, Numbers and Letters are even more of the clear choice



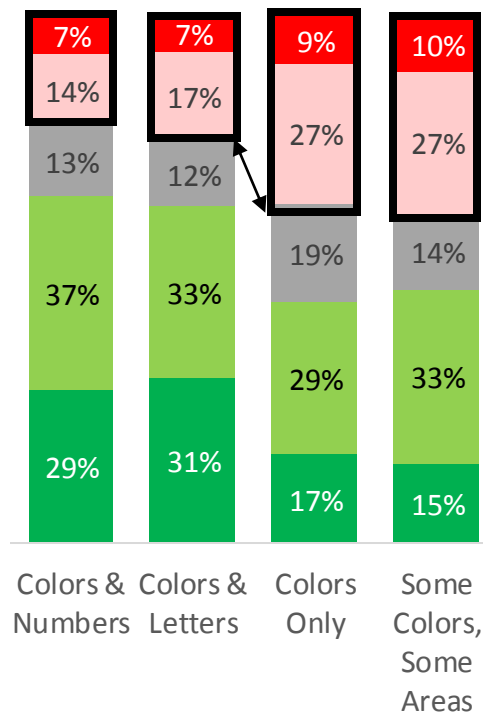
Colors Only and Some Colors, Some Areas have greater perceived difficulty across all groups

Overall Ease-of-Use

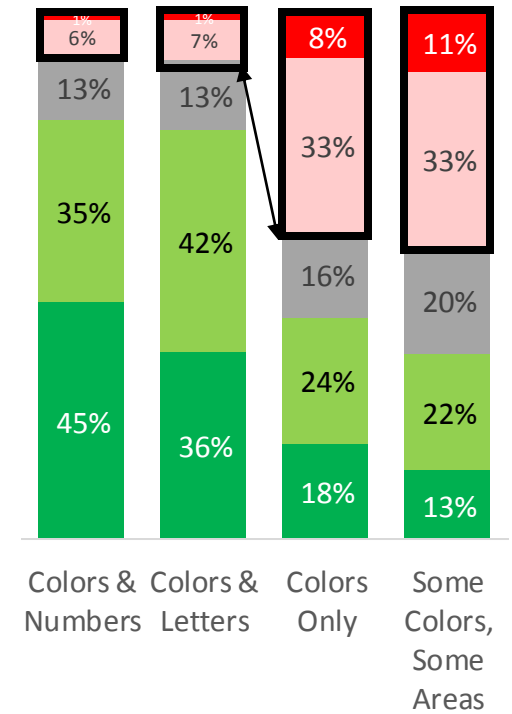
Metro Riders



Potential Riders



Potential Visitors



Overall, Colors & Numbers and Colors & Letters are consistently rated as easier across all demographic and geographic groups

Regions	Ethnicity	Transit Usage	Income Ranges	Age Ranges	Gender
Central LA	African American	Metro Riders	Less than \$35k	18-34	Females
Gateway Cities	Asian	Potential Riders	\$35-\$49.9k	35-54	Males
San Fernando Valley	Latino/Hispanic <ul style="list-style-type: none"> English-Dominant Bilingual Spanish-Dominant 	Potential Visitors	\$50-\$74.9k	55+	
San Gabriel Valley	Caucasian		\$75k or more		
Santa Clarita & Antelope Valleys					
South Bay					
Westside Cities					

In their own words...

Why is Colors Only rated as more difficult?

Because I'm colorblind and using colors is very difficult for me.

Monthly Rail Rider
Mar Vista

The similarity between some pairs of colors is absolutely maddening, especially for lines that cross each other.

Potential Rider
Brentwood

Even the best of us would have difficulty distinguishing olive from green and lime from yellow at a glance

Monthly Rail Rider,
Redondo Beach

Colors only are very confusing for me. I only know basic colors.

Daily Bus & Rail Rider
Downtown

In their own words...

Why is Some Colors, Some Areas rated as more difficult?

When I hear the San Fernando line...I think of the city and my first thought, is "Oh no I don't want to go that way!"

20 year Gold Line
#30 Bus Rider

Area and other names take longer to say, harder to keep track of, and are less friendly to tourists.

Potential Rider
Long Beach

With a mixture it's more difficult to figure out how to refer to a line and a direction.

Frequent Bus &
Rail Rider
West Hollywood

Area names are arbitrary, and not intuitive even though I have lived in LA County for 5 years.

Frequent Rider
Hollywood

It should be consistent. To mix colors and destinations is confusing.

Occasional Rail
Rider
SF Valley

In their own words...

Why Colors & Letters or Colors & Numbers?

Numbers and letters are just so much faster to relay directions.

Frequent Rider
Montecito
Heights

It's easier to determine the correct line when the color is reinforced by some other signifier, like a letter.

Weekly Rail Rider
Azusa

I live in China and know how difficult it is to get around when you cannot read/understand signs. A combination of letters or numbers along with colors makes it really simple.

Potential Visitor
China

I've used systems in North American cities and in Europe. I've found for myself that the simpler naming system is the easier it is to use.

Frequent Bus
Rider
Mar Vista

Numbers and letters are much easier to memorize, see, hear, etc.

Frequent Rail
Rider
DTLA

In their own words...

Why Letters over Numbers?

If you say 'the 5' and 'the 10', people will probably think you are talking about the freeways.

Frequent
Rail/Bus Rider
Westwood

Letters are easy and common in different cities. Numbers are also easy but can be confused with the bus numbers.

Potential Rider
Windsor Hills

I've often defaulted numbers to platform numbers, so using colors and numbers for line names could be confusing.

Occasional Rider
Norwalk

I think the letters and colors do a good job of separating the Metro rail and BRT lines from the bus network.

Occasional Rider
Van Nuys

When lines have letters and not numbers, it is easier and avoids confusion when explaining how many stops to take on each line.

Frequent Rider
Hollywood

Some Current Riders are not excited about change, but many say they'll adapt, particularly with good education

Regardless, LA will get used to whatever system is used just make sure you have a very long and thoughtful public service campaign to educate users.

Rider
South Pasadena

While those of us who rely on the Metro will learn whatever you toss our way, the rest that live for their cars and traffic need to be pampered.

Frequent Bus Rider
Lawndale

I think with learning any new system there will always be difficulty but over time most can adapt.

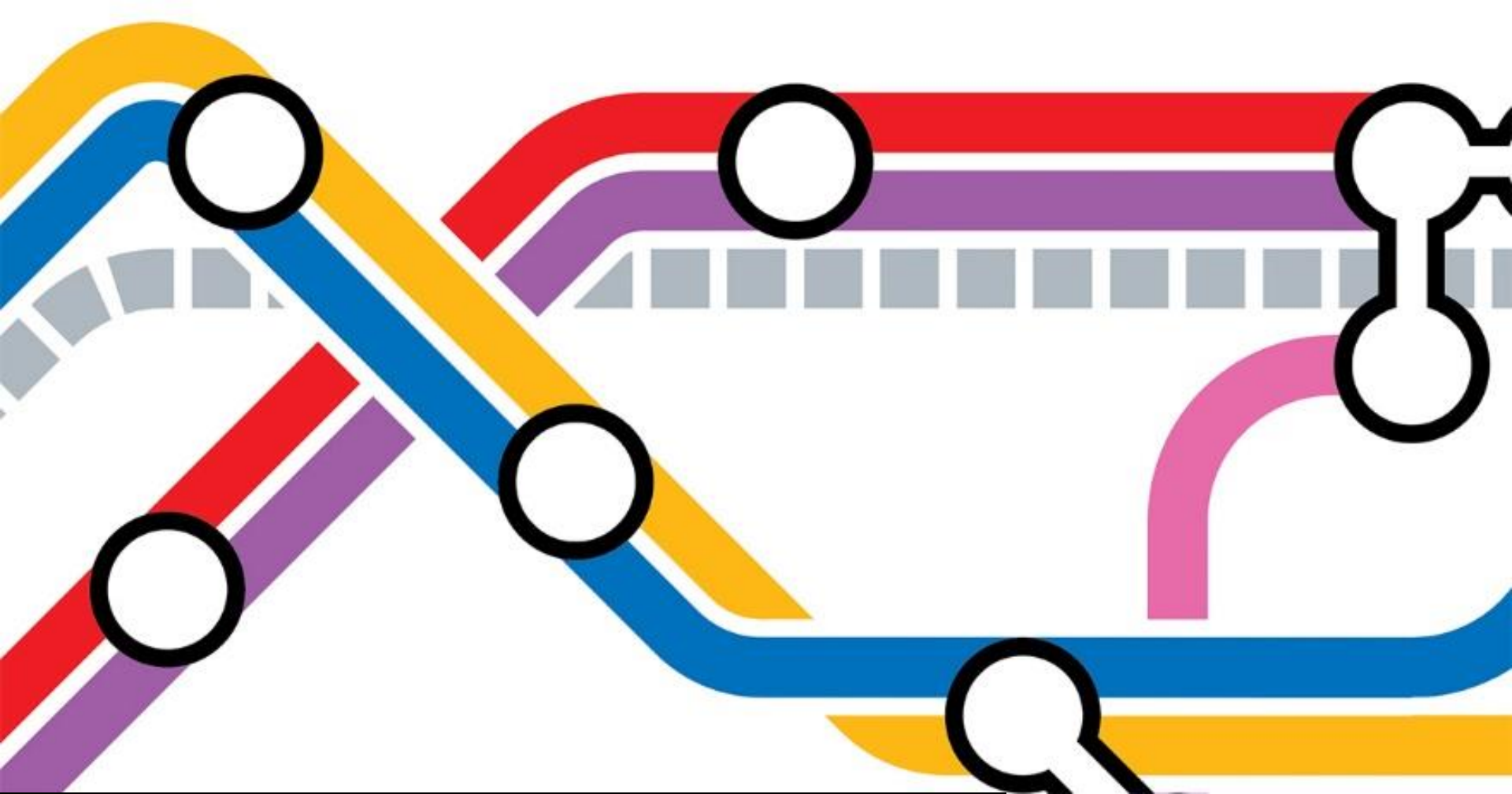
Potential Rider
Glendale

Well, honestly as humans we adjust to most situations so whatever we are presented with we will learn.

Bi-Weekly Rail Rider
Carson

Staff Recommendation

- Color and Letter-based naming convention for rail and bus rapid transit lines
 - Consistency
 - Second identifier
 - No confusion with numbering of bus system and rail station platforms
 - Ample letters to accommodate future lines
 - Letter assignment will follow chronology of line openings
 - Makes map clearer at end points and transfer points
- Phased implementation plan
 - Blue Line transitions first during New Blue Improvements Project
 - Rest of the rail/BRT system transitions with the opening of the Crenshaw/LAX Line
 - When Regional Connector Project is complete, only the Gold Line letter will change
 - Expo/Gold Line one-seat ride can be the E Line and gold color on the map
 - Blue/Gold Line one-seat ride can be the A Line and blue color on the map
 - Total cost: \$8.9 million



Appendix

2018 Focus Group Methodology

- Various locations and recruitment criteria to reflect some of the diversity of current and potential Metro riders

Date	Location	Group Type
August 22	Sherman Oaks	English-Speaking Potential Riders
August 25	Downtown LA	English-Speaking Metro Riders
August 25	Downtown LA	Spanish-Speaking Metro Riders
August 28	Mid-City	English-Speaking Visually-Impaired Residents
August 28	Koreatown	Korean-Speaking Residents

Focus Group Votes

First Choice for Naming Convention after All Information

	Colors	Letters	Numbers	Combination
English-Speaking Non-Riders	2	3	5	0
English-Speaking Metro Riders	2	4	3	1
Spanish-Speaking Metro Riders	5	1	4	0
English-Speaking Visually-Impaired Riders	1	3	0	3
Korean-Speaking Residents	0	0	10	0
Total	10	11	22	4

Field Research Format & Methodology



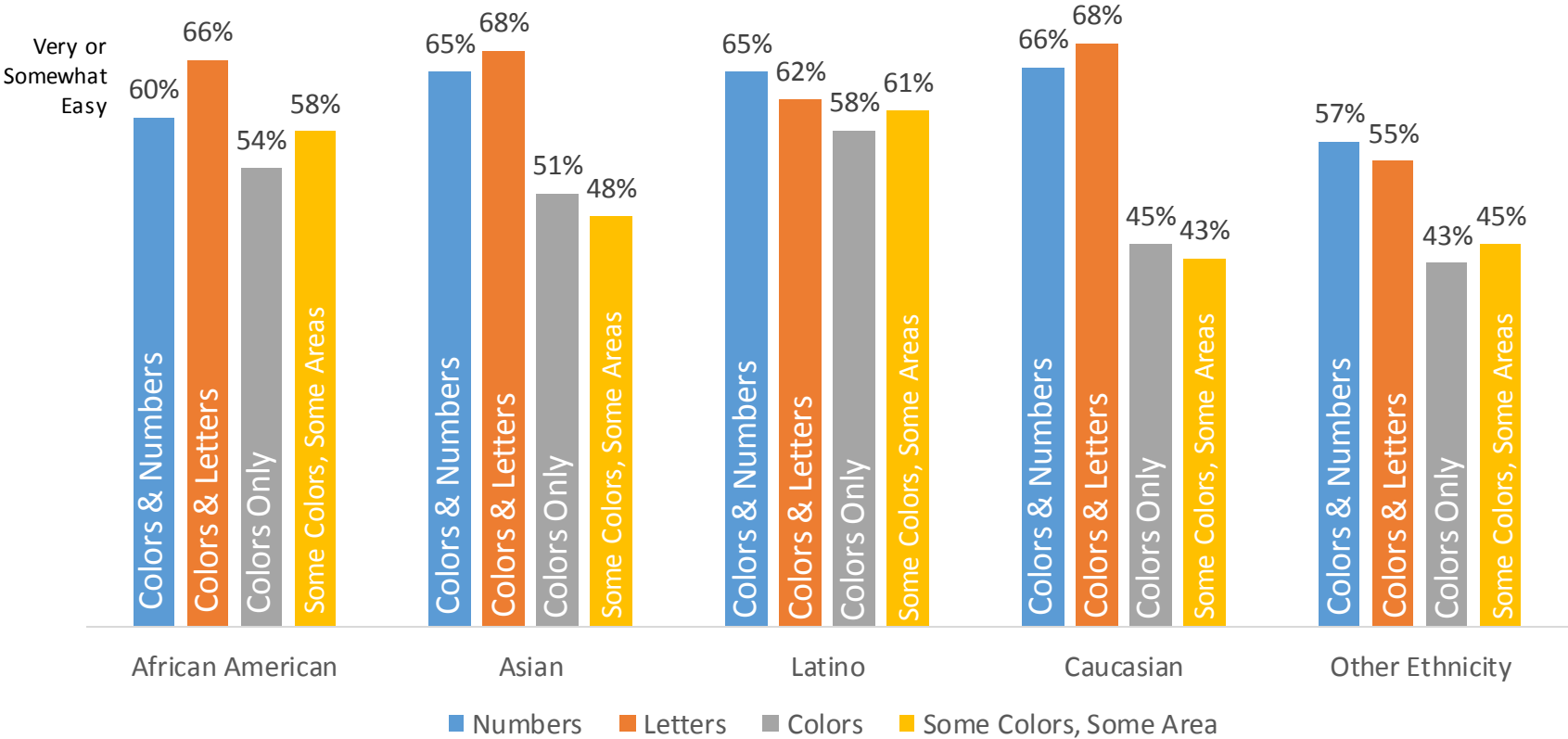
Date	Location	Event/Area
October 9	Blue Line	Green Rides Expo Metro Pop-Up
October 12	Expo LA	LAFC Game
October 15	Blue Line	Care Harbor LA
October 16	Downtown LA	Taco Tuesday at The BLOC
October 16	North Hollywood	North Hollywood Station
October 19	Boyle Heights	Mariachi Plaza
October 20	Expo Westside	Grant Elementary School Fall Festival
October 25	Downtown LA	Union Station
October 26	Downtown LA	Older Adults Transportation Expo
October 26	Pasadena	UCLA Game Day at Del Mar Station

Field Research Format & Methodology



Latino and other ethnicities give a slight edge to Numbers.

Overall Ease-of-Use
% Who Perceive Naming Options as Easy



System Expansion Line ID Signage & Info Impacts Cost Estimate

Construction/Installation of Signs	
Vinyl Decals (Stations/Fleet)	\$ 1,269,836.97
Illuminated Signs	\$ 3,988,393.02
Tactile/Braille Signs	\$ 458,246.25
Other Signs	\$ 165,000.00
Construction Management/General Requirements	\$ 1,040,750.00
Communications	
Maps/Announcements/Web/Signage Design/Education & Outreach	\$ 2,007,394.00
Consolidated Total	\$ 8,929,620.24



Board Report

File #: 2018-0513, File Type: Program

Agenda Number: 9.

REVISED
AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
NOVEMBER 14, 2018

SUBJECT: SR-710 NORTH CORRIDOR MOBILITY IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the following actions pertaining to the development and implementation of mobility improvement projects on local arterials and at freeway local interchanges experiencing congestion as a result of the discontinuity of the SR-710 North Freeway:

- A. APPROVE the attached list of eligible Mobility Improvement Projects [MIPs] recommended for funding;
- B. AUTHORIZE programming ~~\$350~~ \$450 million in Measure R funds and \$65 million in State and Federal funds for a total of ~~\$415~~ \$515 million to the SR-710 starting in FY20 for the initial list of MIPs in compliance with the guidelines in the Board Motion 29.1 (Attachment A) to fund new mobility improvement projects consistent with the purpose of the 710 freeway gap closure project to relieve congestion on local streets in the impact area of the SR-710 as depicted in the SR-710 Environmental Document; and
- C. AUTHORIZE programming up to \$45 million in Measure R funds starting in FY20 for the Transportation System Management/Transportation Demand Management (TSM/TDM) projects that are currently listed in the SR-710 North environmental document and will be cleared environmentally upon adoption of the SR-710 North Final Environmental Document to advance to final design and construction.

All future expenditure of funds shall be contingent upon completion of the SR-710 North environmental process and selection of the TSM/TDM Locally-Preferred Alternative as the Preferred Alternative.

FASANA AMENDMENT that Project 1 be included and that \$100 million be set for Project 1 which is the SR-710 North of I-10 Termination Project (I-10 to Valley Boulevard).

SOLIS FRIENDLY AMENDMENT to ensure inclusivity and transparency, stakeholders from the communities directly affected by the SR-710 North Project should be given the opportunity to participate in the next project selection process.

ISSUE

In its May 2017 Directors meeting, Metro Board of Directors adopted the TSM/TDM as the Locally-Preferred Alternative for the SR-710 North Gap Closure Project. Additionally, Chair Fasana and Directors Barger, Solis, Garcetti, and Najarian introduced Motion 29.1 to implement local mobility improvements to alleviate traffic congestion on local arterials in the SR-710 North corridor. Approximately, one billion dollars in local, state and federal funds (Measure R, Regional Improvement Program, Interregional Improvement Program, Regional Surface Transportation Program, and Congestion Mitigation and Air Quality Program funds) are available for the MIPs and TSM/TDM projects pending completion of the SR-710 North environmental process and adoption of the Locally-Preferred TSM/TDM Alternative as the Preferred Alternative.

Staff in collaboration with local agencies along the corridor started the process of identifying and qualifying projects and, upon Board approval, will begin programming the eligible projects in FY 2019-20 and in future years.

BACKGROUND

The SR-710 North Project Approval and Environmental Document (PAED) process identified options to alleviate traffic congestion in the corridor resulting from the absence of a portion of the SR-710 and freeway linkage between the I-10 and I-210.

Alternatives including No-Build, TSM/TDM, Bus Rapid Transit, Light Rail Transit, and a freeway tunnel were studied. Current and potential future traffic impacts and the anticipated benefits of each alternative considered and studied were discussed with the impacted communities and stakeholders, and feedback was documented/incorporated.

In its May 2017 meeting, Metro Board of Directors adopted the TSM/TDM as the Locally-Preferred Alternative and directed staff to identify additional mobility improvements beyond the TSM/TDM projects listed in the environmental document that could improve the traffic flow along the SR-710 corridor between I-10 and I-210 as well as similar projects in the adjacent areas in the City and County of Los Angeles.

DISCUSSION

Since the May 2017 Board meeting, staff has been in contact with the local jurisdictions to develop a list of eligible projects for early investment and implementation. As shown in REVISED Attachments B1 and B2, to date 170 projects with a total estimated construction cost of ~~more than \$1.2~~ \$1.3 billion have been submitted by local jurisdictions to Metro for funding. Based on staff's initial evaluation, ~~50~~ 51 eligible projects totaling ~~\$414.4~~ \$514.4 million were qualified (REVISED Attachment C) and are being presented herewith for Board approval and programming/funding.

Project descriptions for the initial list of MIPs recommended for funding are shown in **REVISED** Attachment D.

In the evaluation process, projects submitted by local agencies were packaged in two groups:

Group A: Projects that would relieve congestion and improve mobility on local streets and at the freeway local interchanges affected by the absence of the SR-710 North Freeway. Eligible projects were selected based on the current level of traffic impact, the anticipated future traffic conditions, potential benefits gained by implementation of the proposed project(s), and a nexus to the SR-710 freeway gap.

Group A Projects were qualified based on project descriptions and justifications provided by the project sponsors. Final eligibility will be determined upon review of supporting documents and final scopes to be provided by the project sponsors prior to initiation of funding agreements.

Group A Projects were further categorized into eight types:

1. Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects
2. Local Street Intersection Improvement Projects (Spot Improvements)
3. Intelligent Transportation System [ITS] Improvement Projects
4. Transit Projects
5. Active Transportation Projects
6. Maintenance/Rehabilitation Projects
7. Studies
8. Parking Structures to remove street parking on key arterials and substantially increase roadway throughput capacity along the north-south and the connecting east-west arterials affected by the absence of the SR-710 freeway.

Requests for funds for active transportation projects, maintenance/rehabilitation projects and general studies submitted by local agencies were not considered for funding at this time. Parking facilities were considered as a substitute for on-street parking along major streets with high traffic volumes to release additional throughput capacity to improve mobility in the area. Funding new parking facilities will be proportional to the street mobility benefits gained.

MIPs listed in **REVISED** Attachment C is conceptually approved based on the information and anticipated benefits presented by project sponsors. Staff, in collaboration with project sponsors, will validate the information prior to programming the MIPs.

Group B: Projects that will be funded by the proceeds from the sale of State-owned properties under the SR-710 North Rehabilitation Account (710 North Rehab Account), in accordance with Government Code 54237.7 and subject to all requirements governing the use of those funds. As noted in the legislation, projects located in Pasadena, South Pasadena, Alhambra, La Canada Flintridge, and the 90032 Postal Zip Code are eligible for funding. Group B projects may include, but are not limited to, sound walls; transit and rail capital improvements;

bikeways; pedestrian improvements; signal synchronization; dedicated left- and right-turn lanes at intersections; and major street resurfacing, rehabilitation, and reconstruction.

The sale of the State-owned properties will be conducted in three phases. As of the date of this report, sale of those properties has started. Proceeds from the sales will be assigned to eligible projects by the California Transportation Commission (CTC). Metro will periodically submit lists of eligible local projects to CTC for funding. The guidelines for this process will be developed.

In anticipation of the approval of the SR-710 Final Environmental Document by Caltrans by November 2018, Board's approval of recommendations requested in this Board report will allow the staff to continue discussions with local agencies, refine the scopes of approved eligible projects and start programming those projects in FY 2019-20 and beyond.

Staff will also continue to work with local agencies to identify more eligible mobility improvement projects for funding.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the safety of Metro's patrons and employees or users of the facility. Caltrans and local safety standards will be adhered to in the design of the proposed improvements.

FINANCIAL IMPACT

A total of ~~\$445~~ \$515 million in local, state and federal funds will be programmed in FY20 (~~\$40M~~ \$50M), FY21 (~~\$85M~~ \$105M), FY22 (~~\$165M~~ \$205M) and FY23 (~~\$125M~~ \$155M) to fund the initial list of the MIPs shown in REVISED Attachment C. Preliminary cash flow projections are shown in REVISED Attachment E based on assumptions as of September 21, 2018, subject to further determination of the scope of work and the schedule of projects.

A total of \$45 million in local Measure R funds will be programmed in FY20 (\$5M), FY21 (\$10M), FY22 (\$20M), and FY23 (\$10M) to fund the SR-710 North TSM/TDM Projects currently listed in the SR-710 North environmental document.

For FY 19, \$2,100,000 was budgeted in Highway Program Cost Center 4730, under 710 North Early Action Project No. 460315, Task No. 01 in Account 50316 (Professional Services). Since this is a multi-year project, the Project Manager, the Cost Center Manager, and the Senior Executive Officer, Program Management - Highway Program will be responsible for budgeting the remaining costs of the Project in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds, State Funds (Interregional Improvement Program and Regional Improvement Program funds), and Federal Funds (Regional Surface Transportation Program and Congestion Mitigation and Air Quality Program funds). These funds are not eligible for bus and rail operation and capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The MIPs attached herein reflect priorities identified by local agencies affected by the absence of the SR-710 between I-10 and I-210 to reduce congestion and improve mobility on their streets and at the freeway local interchanges.

Working collectively with project sponsors to implement the MIPs is consistent with Goal No. 1 (provide high-quality mobility option that enable people to spend less time traveling) and Goal No. 4 (transform LA County through regional collaboration) of the Metro Strategic Plan.

ALTERNATIVES CONSIDERED

In addition to the initial list of eligible projects recommended in REVISED Attachment C of this Board report, the Board may choose to fund other projects submitted by the local jurisdictions that are not yet approved by staff. This alternative is not recommended at this time due to inconsistency with the Board's intention to prioritize investment in projects that have a direct nexus to the SR-710 gap and can considerably improve the traffic flow on the impacted city streets and at the freeway local interchanges and improve mobility in the SR-710 corridor.

The Board may also choose to relax the project eligibility requirements to allow funding for more transportation projects. This option is not recommended either as staff is working with the local jurisdictions to reevaluate, re-scope, and combine some of the projects not yet deemed eligible to create more eligible projects to fund.

It is critical that unspent funds for the SR-710 project be allocated to projects with verifiable congestion reduction/mobility improvement benefits.

NEXT STEPS

Upon Board approval, project sponsors will be notified of the Board's decision. Staff will continue to communicate and work with project sponsors to identify more eligible projects

Programmed funds will be made available to project sponsors upon approval of the final environmental document and adoption of the TSM/TDM as the Preferred Alternative, and absence of any legal prohibition affecting the development and implementation of the MIPs and TSM/TDM projects. Project readiness will also be a factor in funding schedules.

Staff will provide an update to the Board in six months.

ATTACHMENTS

Attachment A - State Route 710 North May 25, 2017 Board Motion (Item 29.1;
File #2017-0358)

REVISED Attachment B1 - Mobility Improvement Projects - Project Sponsor Submittals

REVISED Attachment B2 - Mobility Improvement Projects - Summary of Project
Sponsor Submittals

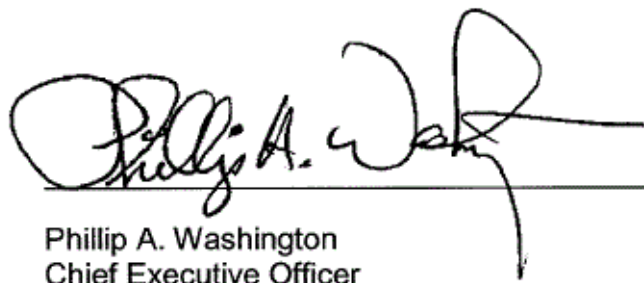
REVISED Attachment C - Mobility Improvement Projects - Recommended For Funding

REVISED Attachment D - Mobility Improvement Projects - Descriptions

REVISED Attachment E - Mobility Improvement Projects - Cash Flow Projections

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Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #:2017-0358, File Type:Motion / Motion
Response

Agenda Number:29.1

**REVISED
REGULAR BOARD MEETING
MAY 25, 2017**

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. **SUPPORT** adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.
- B. **ALLOCATE** \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.
- C. **ALLOCATE** remaining Measure R funds available for the "Interstate 710 North Gap Closure

(tunnel) Project” for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. CONSULT WITH affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. ENCOURAGE the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. ENCOURAGE Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. DIRECT the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. REPORT BACK to the Board when Caltrans selects the Preferred Alternative.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
1	Alhambra	SR-710 north of I-10 Termination Project [I-10 to Valley Boulevard] <u>I-10/SR-710 Interchange Reconfiguration Project</u>	TBD <u>\$100,000,000</u>
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
3	Alhambra	I-10/Atlantic Blvd On and Off Ramp Reconfiguration Project	\$20,000,000
4	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
5	Alhambra	I-10/New Avenue On and Off Ramp Reconfiguration Project	\$10,000,000
6	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	\$4,000,000
7	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]	\$26,330,000
8	Los Angeles City	Huntington Drive Transportation System & Mobility Improvements	\$25,000,000
9	Los Angeles County	Road Projects on Floral Drive	\$7,500,000
10	Los Angeles County	Road Projects on Cesar Chavez [at 12 intersections]	\$11,000,000
11	Los Angeles County	Road Projects on Whittier [at 24 intersections]	\$15,000,000
12	Los Angeles County	Road Projects on Eastern [at 16 intersections]	\$12,300,000
13	Los Angeles County	Road Projects on Olympic [at 25 intersections]	\$12,000,000
14	Los Angeles County	Road Projects on Atlantic [at 11 intersections]	\$12,000,000
15	Los Angeles County	Community Traffic Calming Measures	\$120,000
16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 freeway]	\$2,400,000
17	Monterey Park	Corporate Center [CC] Drive Rehab	\$1,200,000
18	Monterey Park	Ramona Road Rehab – CC Drive to easterly city limits	\$1,100,000
19	Monterey Park	Ramona Road Rehab – CC Drive to westerly city limits	\$1,500,000
20	Monterey Park	Monterey Pass Road Widening [Floral to Fremont/Garvey fork]	\$30,000,000
21	Monterey Park	Garvey Avenue Capacity Improvement [Atlantic to New]	\$26,300,000
22	Monterey Park	Garfield Capacity Improvements [Hillman to Hilliard]	\$700,000
23	Monterey Park	Atlantic Capacity Improvements [Hillman to Garvey]	\$1,900,000
24	Pasadena	I-210 Connected Corridors Expansion	\$5,000,000
25	Pasadena	210 Ramp Modifications/Operational Street Improvements	\$50,000,000
26	Pasadena	Pasadena Avenue/St. Johns Avenue Complete Streets	\$15,000,000
27	Pasadena	Allen Avenue Complete Streets	\$1,500,000
28	Pasadena	Hill Avenue Complete Streets	\$1,500,000
29	Pasadena	Avenue 64 Complete Streets	\$2,000,000
30	Pasadena	Gold Line Grade Separation at California Boulevard	\$105,000,000
31	Rosemead	Rosemead Boulevard and Glendon Way Improvements	\$2,500,000
32	San Gabriel	I-10/ San Gabriel Boulevard Improvements [Reversible Lane between I-10 and Valley Boulevard]	\$700,000
33	San Gabriel	Del Mar Avenue /I-10 Improvements [Reversible Lanes between I-10 and Valley Boulevard]	\$1,300,000
34	San Gabriel	New Avenue/ I-10 Improvements [Signal @ Saxton and Reversible Lane from I-10 to Valley Boulevard]	\$1,300,000
35	San Gabriel	East Broadway Street Intersection Improvements [2 intersections -San Gabriel Boulevard and Walnut Grove Avenue]	\$6,000,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont Avenue/ Huntington Drive/Fair Oaks Avenue]	\$10,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
37	South Pasadena	SR-110/Fair Oaks Avenue Interchange Modifications	\$38,000,000
38	South Pasadena	Additional Operational Improvements	TBD
39	South Pasadena	Traffic Calming/Speed Management	TBD
40	South Pasadena	Remaining Funding	TBD
SUBTOTAL			\$500,150,000 \$600,150,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
1	Los Angeles City	Cesar Chavez Ave/Lorena St./Indiana St - Roundabout	\$8,000,000
2	San Gabriel	Mission Road and Junipero Sierra Drive Intersection Improvements	\$1,100,000
3	San Gabriel	Del Mar Avenue/Mission Road/El Monte Street Reconfiguration	\$1,100,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$3,300,000
6	San Gabriel	San Gabriel Boulevard and Valley Boulevard Intersection Improvements	\$4,400,000
7	San Gabriel	San Gabriel Boulevard and Marshall Street Intersection Realignment	\$4,900,000
8	San Gabriel	Valley Boulevard and Del Mar Avenue Intersection Improvements	\$5,500,000
9	San Gabriel	San Gabriel Boulevard and Las Tunas Drive Intersection Improvements	\$6,000,000
10	San Gabriel	Mission Road and Ramona Street Intersection Improvements	\$400,000
11	San Gabriel	Valley Boulevard and Abbot Avenue Intersection Improvements	\$971,000
12	San Gabriel	Walnut Grove Avenue and Las Tunas Drive Intersection Improvements	\$1,100,000
13	San Gabriel	Walnut Grove and Grand Avenue Intersection Improvements	\$1,100,000
14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic Boulevard to San Gabriel Boulevard]	\$12,000,000
15	San Marino	Huntington Drive Capacity Enhancements [Segments between Virginia Road and Sunnyslope Drive]	\$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements [between Huntington Drive and Del Mar Boulevard]	\$4,000,000
SUBTOTAL			\$63,071,000
Project Type 3: Intelligent Transportation System [ITS] Projects			
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	\$2,000,000
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	\$1,500,000
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno	\$10,000,000
4	Los Angeles City	Modal Connectivity - EV Car Share [Northeast LA]	\$5,000,000
5	Los Angeles City	Soto Street & Marengo Street Traffic Signal Enhancements	\$2,000,000
6	Pasadena	Gold Line At-Grade Crossing Enhancements	\$1,000,000
7	Pasadena	Pedestrian and Bicyclist Automated Data Collection	\$1,400,000
8	Pasadena	High Resolution Traffic Signal Data – Citywide	\$8,500,000
9	Pasadena	Walnut Street Corridor Upgrades	\$2,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley Boulevard and San Gabriel Boulevard]	\$3,130,000
11-14	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$3,700,000
15-16	Los Angeles County	Beverly Boulevard Traffic Corridor Improvement Project (E-W)	\$110,000
17-19	Los Angeles County	Cesar Chaves Avenue Traffic Corridor Improvement Project (E-W)	\$5,000,000
20-21	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$800,000
22-27	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$1,900,000
28-29	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$250,000
30-33	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$2,300,000
34-35	Los Angeles County	Indiana Street Traffic Corridor Improvement Project (N-S)	\$110,000
36-38	Los Angeles County	Garfield Avenue Traffic Corridor Improvement Project (N-S)	\$337,000
39-43	Los Angeles County	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$7,000,000
44-45	Los Angeles County	Olympic Boulevard Traffic Corridor Improvement Project (E-W)	\$2,500,000
46-47	Los Angeles County	Union Pacific Avenue Traffic Corridor Improvement Project (E-W)	\$170,000
48	Los Angeles County	Whittier Boulevard Traffic Corridor Improvement Project (E-W)	\$2,000,000
49-52	Los Angeles County	1 st Street Traffic Corridor Improvement Project (E-W)	\$5,800,000
53-55	Los Angeles County	3 rd Street/Pomona Boulevard Traffic Corridor Improvement Project	\$400,000
56	Los Angeles County	County-wide Improvements	\$450,000
57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project	\$30,000
58	Rosemead	Traffic Signal Improvements	\$3,500,000
59	Rosemead	Valley Boulevard Corridor Improvements	\$6,500,000
60	Rosemead	Garvey Avenue Corridor Improvements	\$6,500,000
61	Rosemead	Walnut Grove Avenue Corridor Improvements	\$2,500,000
62	Rosemead	San Gabriel Boulevard Corridor Improvements	\$2,500,000
63	Rosemead	Del Mar Boulevard Corridor Improvements	\$2,500,000
64	Rosemead	Temple City Boulevard Corridor Improvements	\$1,500,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Project	\$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Project	\$3,000,000
SUBTOTAL			\$104,887,000
PROJECT TYPE 4: Transit Projects			
1	Alhambra	Metrolink Gold Line Shuttle Service Project	TBD
2	Los Angeles City	Modal Connectivity - First/Last Mile Improvements [Northeast LA]	\$20,000,000
3	Los Angeles City	DASH El Sereno / City Terrace Community Route Improvements	\$6,500,000
4	Los Angeles City	DASH Highland Park / Eagle Rock Community Route Improvements	\$6,000,000
5	Los Angeles City	Eastern Avenue Multi-Modal Transportation Improvements	\$15,000,000
6	Los Angeles City	Eagle Rock Boulevard Multi-Modal Transportation Improvements	\$15,000,000
7	Los Angeles City	Huntington Drive Bus Rapid Transit [BRT]	\$35,000,000
8	Los Angeles City	Valley Boulevard Bus Rapid Transit [BRT]	\$21,500,000
9	Los Angeles County	El Sol Shuttle Service [w/Zero Emissions (ZE) Vehicles]	\$30,000,000
10	Los Angeles County	Upgrade Existing El Sol Shuttle buses to ZE vehicles	\$26,000,000
11	Los Angeles County	El Sol Free Riding Program	\$300,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
12	Los Angeles County	Wellness Shuttle Route	\$11,000,000
13	Los Angeles County	El Sol Shuttle Service Connected Vehicle	\$2,400,000
14	Pasadena	Rapid Bus Improvements	\$10,000,000
15	Pasadena	Rose Bowl Shuttles	\$400,000
16	Pasadena	Student Transit Passes	\$200,000
17	Pasadena	Electric Transit Vehicles	\$28,000,000
18	Pasadena	Short Range Transit Plan	\$9,000,000
19	Pasadena	Transportation Operations and Maintenance Facility	\$33,000,000
20	San Gabriel	Transit Service to Light Rail	\$500,000
21	San Gabriel	Local Circulator Bus Service	\$1,000,000
22	San Gabriel	First-mile/last mile improvements	\$2,000,000
23	San Gabriel	Valley Boulevard Corridor Bus Rapid Transit [BRT]	\$59,100,000
24	San Gabriel	Multimodal Transit Center and Parking Structure	\$24,000,000
SUBTOTAL			\$355,900,000 \$335,900,000
PROJECT TYPE 5: Active Transportation Projects			
1	Alhambra	Bike Plan Implementation Project [Citywide]	\$500,000
2	Los Angeles City	Modal Connectivity - Bike Share [Northeast LA]	\$3,000,000
3	Los Angeles City	El Sereno ATP and Transit-Connectivity Enhancements	\$10,000,000
4	Los Angeles County	East Los Angeles Bike Share	\$600,000
5	Pasadena	Bicycle Transportation Action Plan Projects	\$5,000,000
6	Pasadena	The Arroyo Link - Bicycle	\$2,000,000
7	Pasadena	Bikeshare Expansion	\$400,000
8	Pasadena	Mobility Hubs	\$10,000,000
9	San Gabriel	Citywide Bicycle Facilities	\$35,000,000
10	San Marino	Del Mar Avenue Complete Street Improvements	\$2,000,000
11	San Marino	Huntington Drive Complete Street Improvements	\$2,000,000
SUBTOTAL			\$70,500,000
PROJECT TYPE 6: Maintenance/Rehabilitation Projects			
1	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Marengo Avenue]	\$2,400,000
2	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Margaruerita Avenue]	\$2,300,000
3	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Atlantic Boulevard]	\$3,200,000
4	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/6 th Street]	\$2,000,000
5	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/4 th Street]	\$2,000,000
6	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Garfield Avenue]	\$3,100,000
7	Alhambra	Railroad Channel/Trench Bridge Rehabilitation Project [Mission Road/Chapel Avenue]	\$2,600,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
PROJECT SPONSOR SUBMITTALS

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE
8	Alhambra	Front Street Safety Wall Barrier [Fremont Avenue to 6 th Street]	\$5,700,000
SUBTOTAL			\$23,300,000
PROJECT TYPE 7: Studies			
1	Los Angeles County	Community Wide Capacity Improvement Study	\$3,000,000
2	Los Angeles County	Intersection Improvement Study [Atlantic, Eastern Telegraph]	\$5,000,000
SUBTOTAL			\$8,000,000
PROJECT TYPE 8: Parking Structures			
1	Los Angeles County	200 Space Parking Structure/Transit Plaza	\$12,000,000
2	Monterey Park	3 - Parking Structures on Garvey	\$60,000,000
3	Rosemead	1 - Parking Structure on Garvey	\$20,000,000
SUBTOTAL			\$92,000,000
TOTAL			\$1,217,808,000 <u>\$1,297,808,000</u>

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
SUMMARY OF PROJECT SPONSOR SUBMITTALS

		PROJECT SPONSOR										Project Type Value
		Alhambra	Los Angeles City	Los Angeles County	Monterey Park	Pasadena	Rosemead	San Gabriel	San Marino	South Pasadena	TOTAL	
PROJECT TYPES	1- Local Street/Road Improvements, Freeway Local Interchange Mobility and Operational Improvements	5	3	7	8	7	1	4		5	40	\$500,150,000 \$600,150,000
	2- Intersection Improvement Projects		1					12	3		16	\$63,071,000
	3- Intelligent Transportation Systems (ITS) Projects	2	3	47		4	7	1	2		66	\$104,887,000
	4- Transit Projects	1	7	5		6		5			24	\$355,900,000 \$335,900,000
	5- Active Transportation Projects	1	2	1		4		1	2		11	\$70,500,000
	6- Maintenance/ Rehabilitation Projects	8									8	\$23,300,000
	7- Studies			2							2	\$8,000,000
	8- Parking Structures			1	1		1				3	\$92,000,000
TOTAL		17	16	63	9	21	9	23	7	5	170	\$1,217,808,000 \$1,297,808,000

**MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING**

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE¹
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects			
<u>1</u>	Alhambra	I-10/SR-710 Interchange Reconfiguration Project	\$100,000,000
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
3	Alhambra	I-10/ Atlantic Blvd On and Off Ramp Reconfiguration Project	\$20,000,000
4	Alhambra	I-10/ Garfield Avenue On and Off Ramp Reconfiguration Project	\$20,000,000
6	Los Angeles City	Soto Street Bridge Widening Project [Valley Boulevard and UPRR]	\$4,000,000
7	Los Angeles City	Soto Street Widening Project [Multnomah Street to Mission Road]	\$26,330,000
16	Monterey Park	Ramona Road Capacity Improvements [710 off s/o I-10 Freeway]	\$2,400,000
21	Monterey Park	Garvey Avenue Capacity Improvements [Atlantic to New]	\$26,300,000
22	Monterey Park	Garfield Avenue Capacity Improvements [Hillman to Hilliard]	\$700,000
23	Monterey Park	Atlantic Avenue Capacity Improvements [Hillman to Garvey]	\$1,900,000
30	Pasadena	Gold Line Grade Separation at California Boulevard	\$105,000,000
32	San Gabriel	I-10/San Gabriel Boulevard Improvements [Reversible Lane between I-10 and Valley Boulevard]	\$700,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$10,000,000
37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications ²	\$38,000,000
TYPE 1 SUBTOTAL [13 <u>14</u> PROJECTS]			\$275,330,000 <u>\$375,330,000</u>
PROJECT TYPE 2: Local Street Intersection Improvement Projects			
1	Los Angeles City	Cesar Chavez Avenue/Lorena Street/Indiana Street Roundabout	\$8,000,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$3,300,000
14	San Marino	Huntington Drive Intersection Capacity Improvements [4 intersections from Atlantic Boulevard to San Gabriel Boulevard]	\$12,000,000
15	San Marino	Huntington Drive Capacity Enhancements [segments between Virginia Road and Sunnyslope Drive]	\$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements [between Huntington Drive and Del Mar Boulevard]	\$4,000,000
TYPE 2 SUBTOTAL [6 PROJECTS]			\$36,500,000
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects			
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project [Huntington Drive to I-10 Freeway]	\$2,000,000
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project [Northerly City Limit to Montezuma/I-10 Freeway]	\$1,500,000
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [Huntington Drive, Eastern Avenue and Valley Boulevard]	\$10,000,000
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project [on Valley Boulevard and San Gabriel Boulevard]	\$3,130,000
11-14	Los Angeles County ³	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$3,700,000
39-43	Los Angeles County ³	Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S)	\$7,000,000

¹ All project cost estimates are subject to reevaluation based on more detailed scopes of work.

² This project is listed as one of TSM/TDM projects in the SR 710 North Draft EIR/EIS.

³ Los Angeles County traffic corridor improvement project limits and descriptions are shown in REVISED Attachment D.

MOBILITY IMPROVEMENT PROJECTS
RECOMMENDED FOR FUNDING

ID#	PROJECT SPONSOR	PROJECT NAME	COST ESTIMATE ¹
57	Los Angeles County ³	Traffic Signal Control Intersection Upgrade Project [3 intersections]	\$30,000
30-33	Los Angeles County ³	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$2,300,000
22-27	Los Angeles County ³	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$1,900,000
20-21	Los Angeles County ³	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$800,000
28-29	Los Angeles County ³	Floral Drive Traffic Corridor Improvement Project (E-W)	\$250,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Project [11 intersections between Atlantic and Rosemead Boulevards]	\$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Project [7 intersections between Longden Drive and Colorado Boulevard]	\$3,000,000
TYPE 3 SUBTOTAL [30 PROJECTS]			\$42,610,000
PROJECT TYPE 8: Parking Structures			
2	Monterey Park	3 - Parking Structures on Garvey	\$60,000,000
TYPE 8 SUBTOTAL [1 PROJECT]			\$60,000,000
TOTAL RECOMMENDED FOR FUNDING [50 <u>51</u> PROJECTS]			\$414,440,000 <u>\$514,440,000</u>

¹ All project cost estimates are subject to reevaluation based on more detailed scopes of work.

² This project is listed as one of TSM/TDM projects in the SR 710 North Draft EIR/EIS.

³ Los Angeles County traffic corridor improvement project limits and descriptions are shown in REVISED Attachment D.

**MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS**

PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects

[Project ID #1] Alhambra – I-10/SR-710 Interchange Reconfiguration Project: Reconfigure the I-10/SR-710 Interchange to provide a two-lane connector [eastbound and westbound] from I-10 to the campus of Cal State Los Angeles pending completion of supporting traffic studies, environmental document(s) and final design.

Cost Estimate: \$100,000,000

[Project ID #2] Alhambra – I-10/Fremont Avenue On and Off Ramp Reconfiguration Project: Reconfigure existing westbound on and off ramps at the I-10/Fremont Avenue local interchange to increase capacity and storage; improve mobility by directing vehicles to Fremont Avenue, while also protecting adjacent residential neighborhoods and Fremont Elementary School; and remove and/or relocate the soundwall at Elm/Hellman/Ramona. Also, reconfigure existing eastbound on and off ramps at I-10 at Fremont/Montezuma to increase capacity and storage; improve mobility; and reduce the potential for freeway traffic backing onto traffic through lanes on major arterials.

Cost Estimate: \$20,000,000

[Project ID#3] Alhambra – I-10/Atlantic Boulevard On and Off Ramp Reconfiguration Project: Reconfigure existing eastbound and westbound on and off ramps at the I-10/Atlantic Boulevard local interchange to increase capacity and storage; improve mobility; and reduce the potential for freeway traffic backing onto traffic through lanes on major arterials.

Cost Estimate: \$20,000,000

[Project ID# 4] Alhambra – I-10/Garfield Avenue On and Off Ramp Reconfiguration Project: Reconfigure existing eastbound and westbound on and off ramps at the I-10/Garfield Avenue local interchange to increase capacity and storage; improve mobility; and reduce the potential for freeway traffic backing onto traffic through lanes on major arterials.

Cost Estimate: \$20,000,000

[Project ID# 6] Los Angeles City – Soto Street Bridge Widening Project: Widen the Soto Street bridge that extends over Valley Boulevard and UPRR [including roadway approaches to the bridge] to connect to roadway widening to the north [from Multnomah Street to Mission Road - Project ID#7]. The project also includes adding a left turn only lane at the intersection Soto and Alcazar; and improving/upgrading the signals at Soto Street north leading to south to Valley Boulevard. Traffic studies indicate Soto Street experiences significant traffic congestion and delay resulting from traffic diverted from other roadways.

Cost Estimate: \$4,000,000

**MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS**

[Project ID# 7] Los Angeles City – Soto Street Widening Project: Widen Soto Street from three lanes to four lanes from Multnomah Street to Mission Road by adding an additional through lane in the southbound direction to increase the capacity, reduce delay and improve mobility. The project also includes improving/upgrading the signals and lighting at the intersection of Soto and Multnomah. Traffic studies indicate Soto Street experiences significant traffic congestion and delay resulting from traffic diverted from other roadways.

Cost Estimate: \$26,330,000

[Project ID# 16] Monterey Park – Ramona Road Capacity Improvements: Increase storage along northbound I-710 off-ramp to Ramona Road/Corporate Center Drive [including improvements to Corporate Center Drive]. Evaluate alternative off-ramp configurations to Corporate Center Drive and eastbound Ramona Road to improve traffic operations along northbound I-710 approaching the I-10 interchange.

Cost Estimate: \$2,400,000

[Project ID# 21] Monterey Park – Garvey Avenue Capacity Improvements: Widen Garvey Avenue to add one lane in each direction to achieve a 6-lane arterial [3 lanes in each direction and a center turn lane. [Garvey Avenue is a main route for traffic south of I-10 accessing north-south arterials that lead to the cities of Alhambra, South Pasadena and Pasadena.]

Cost Estimate: \$26,300,000

[Project ID# 22] Monterey Park – Garfield Avenue Capacity Improvement: On Garfield Avenue, from Hellman to Hilliard, widen existing street (within existing right-of-way) and remove existing on-street parking to add a 3rd southbound lane and a continuous center turn lane providing 3 southbound lanes, 2 northbound lanes and a continuous 10 foot center turn lane. [Garfield Avenue has a nexus to the I-710 North project since it is a north-south arterial parallel to I-710 and this segment of Garfield provides direct access to I-10.]

Cost Estimate: \$700,000

[Project ID# 23] Monterey Park – Atlantic Avenue Capacity Improvements: On Atlantic Avenue, from Hellman to Garvey, add a 3rd southbound lane and a 3rd northbound lane and remove existing on-street parking. Atlantic Avenue has a nexus to the I-710 North project since it is a north-south arterial parallel to I-710 and this segment of Atlantic provides direct access to I-10.

Cost Estimate: \$1,900,000

[Project ID# 30] Pasadena – Gold Line Grade Separation: Grade-separate the at-grade Gold Line crossing at California Boulevard. This segment of the Gold Line intersects California Boulevard, an east-west arterial street with high traffic volumes, resulting in substantial delay and congestion. This at-grade crossing also contributes to a lack of pedestrian and bicycle connectivity between neighborhoods east and west of the Gold Line. This project has a nexus to the I-710 North project since this at-grade crossing is in close proximity to the I-710 “Gap”

**MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS**

and grade-separating California Boulevard at the Gold Line will greatly improve traffic flow not only in the east-west direction but also in the north-south direction.

Cost Estimate: \$105,000,000

[Project ID# 32] San Gabriel – I-10/San Gabriel Boulevard Improvements: On San Gabriel Boulevard, add reversible lanes between Valley Boulevard and the I-10 freeway and restrict all left turn lanes between Valley Boulevard and Marshall Street to add capacity in the peak direction and improve mobility. San Gabriel Boulevard is a primary arterial that carries significant regional and local traffic. The segment of San Gabriel Boulevard from the I-10 freeway to Valley Boulevard experienced 37 accidents in the past three years.

Cost Estimate: \$698,000

[Project ID# 36] South Pasadena – Regional Traffic Corridor Improvements: Along Fremont, Huntington and Fair Oaks, implement upgraded traffic control measures and synchronize signals throughout each of these major arterial corridors. Restripe Freemont Avenue to increase capacity and improve operations by removing existing on-street parking, extending merge lanes, and re-designating certain movements. On Huntington Drive, between Fremont Avenue and Fair Oaks Avenue, add a second northbound left-turn lane and adjust signal timing accordingly. Extend northbound Fairs Oaks Ave left-turn pocket at Monterey Rd. Remove bulb outs and replace with right-turn pockets on Fair Oaks Ave at Monterey, El Centro, Mission and Hope. Improve pedestrian safety by increasing visibility of crosswalks by realigning and/or using continental or ladder striping, widening medians for pedestrian refuge and reconstructing bulb-outs. All three major arterial streets are within the I-710 “Gap”, and Fair Oaks and Freemont are north-south arterials, so these improvements will improve traffic flow within the “Gap” area.

Cost Estimate: \$10,000,000

[Project ID# 37] South Pasadena – SR-110/Fair Oaks Avenue Interchange Modifications: At the interchange construct a new southbound SR-110 "hook" on ramp accessible via eastbound State Street, east of Fair Oaks Avenue; restripe northbound Fairs Oaks Avenue between Grevelia Street and State Street to replace northbound left-turn lanes with a right-turn lane continuing onto a new right-turn lane to be built on the south side of State Street; and remove the existing traffic island at the current SR-110 on-ramp. On northbound Fair Oaks Avenue [between Hope Street and Grevelia Street] remove the existing bulb out in order to provide a shared through and right-turn lane, and replace the left-turn lane with a through lane. On southbound Fair Oaks Avenue [north of the existing southbound on-ramp] extend the existing right-turn lane to north of Oaklawn Street (this requires removal of the bulb out north of Mound Street); truncate Grevelia Street between Fair Oaks Avenue and Mount Avenue [access to the adjacent Shakers Restaurant parking lot would be retained via Fair Oaks Avenue]; widen northbound SR-110 off-ramp and restripe for two left-turn lanes, one through lane, and one right-turn lane; add a second right-turn lane on westbound Grevelia Street at Fair Oaks Avenue; construct a new southbound SR-110 "hook" on ramp accessible via eastbound State Street, east

3

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS**

of Fair Oaks Avenue; remove bulb out on northbound Fair Oaks Avenue prior to the Orchard Supply Hardware shopping center driveway; and relocated current bus stop to the far side of intersection.

Cost Estimate: \$38,000,000

PROJECT TYPE 2: Local Street Intersection Improvement Projects

[Project ID# 1] Los Angeles City - Cesar Chavez Avenue/Lorena Street/Indiana Street

Roundabout: Reconstruct the existing 5-legged intersection into a modern roundabout with a center median to improve mobility and safety. [This intersection operates at a Level of Service F with approximately 33,000 vehicles per average weekday.]

Cost Estimate: \$8,000,000

[Project ID# 4] San Gabriel - Valley Boulevard and New Avenue Intersection Improvements:

Widen the intersection of Valley Boulevard and New Avenue; add a southbound right turn lane; eastbound and westbound right pockets; and widen Valley Boulevard by narrowing sidewalks to 8 feet to improve mobility and reduce delay. Valley Boulevard and New Avenue are primary arterials. This intersection currently operates at a Level of Service F.

Cost Estimate: \$3,200,000

[Project ID# 5] San Gabriel – Mission Drive and Las Tunas Drive Intersection Improvements:

Widen the intersection of Mission Drive and Las Tunas Drive; add a southbound right turn lane by changing the current southbound through right turn lane into a through lane; and add a protected left turn phase along Main Street and Las Tunas Drive approaches to improve mobility. Mission Drive and Las Tunas Drive are secondary and major arterials, respectively. The intersection currently operates at Level of Service B and is projected to operate at Level of Service C by 2045 without planned improvements.

Cost Estimate: \$3,300,000

[Project ID# 14] San Marino – Huntington Drive Intersection Capacity Improvements: Four (4) intersections [Atlantic Boulevard, Oak Knoll Drive, San Marino Avenue and San Gabriel] will be modified [add dedicated right turn lanes; left turn lanes; and on-street parking modifications] to improve traffic circulation, reduce congestion and enhance safety. The Huntington Drive improvements will alleviate the discernible impact of heavy congestion, delay, noise and pollution caused by the lack of the SR 710 connector between Interstate 10 and Interstate 210 and the regional traffic spillover of vehicles traveling from SR 710 to avoid Interstate 10. Conversely the same vehicles sidestep the morning congestion toward downtown Los Angeles by traversing westbound Huntington Drive. All traffic crosses San Marino on the City's sole major east/west arterial from Alhambra/South Pasadena through San Marino into East San Gabriel.

Cost Estimate: \$12,000,000

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

[Project ID# 15] San Marino – Huntington Drive Capacity Enhancements: On segments between Virginia Road and Sunnyslope Drive, widen eastbound Huntington Drive and construct one additional lane along Huntington Drive to increase capacity. The Huntington Drive improvements will alleviate the discernible impact of heavy congestion, delay, noise and pollution caused by the lack of the SR 710 connector between Interstate 10 and Interstate 210 and the regional traffic spillover of vehicles traveling from SR 710 to avoid Interstate 10. Conversely the same vehicles evade the morning congestion toward downtown Los Angeles by traversing westbound Huntington Drive. All traffic crosses San Marino on the City’s sole major east/west arterial from Alhambra/South Pasadena through San Marino into East San Gabriel.

Cost Estimate: \$6,000,000

[Project ID# 16] San Marino – Sierra Madre Boulevard Corridor Capacity Improvements: Between Huntington Drive and Del Mar Boulevard, install left turn pockets to reduce congestion and improve intersection design at Euston Road. Install warning signs for speed reduction and install adaptive signal control technology (real-time traffic control). Improve motorist and pedestrian safety by installing larger signal heads and other related improvements at California Boulevard. The Sierra Madre Boulevard improvements will alleviate the discernible impact of heavy congestion, delay, noise and pollution caused by regional traffic spillover of vehicles (due to the lack of the SR 710 connection) traveling from Interstate 10 to Interstate 210 and avoid Interstate 710 north through Pasadena. Conversely the same vehicles circumvent the morning congestion toward downtown Los Angeles by traversing south along Sierra Madre Boulevard. This traffic crosses San Marino on the City’s sole major north/south arterial from Pasadena into San Marino.

Cost Estimate: \$4,000,000

PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects

[Project ID# 1] Alhambra –Garfield Avenue Traffic Signal Synchronization Project: On Garfield Avenue, from Huntington Drive to I-10 Freeway [18 intersections], install new signal controllers, signal control firmware, system detection, communications, and additional signal hardware to improve corridor operations and conform with updated signal control standards and requirements to improve arterial operations.

Cost Estimate: \$2,000,000

[Project ID# 2] Alhambra –Fremont Avenue Traffic Signal Synchronization Project : On Fremont Avenue, from the northerly city limit to Montezuma/I-10 Freeway [11 intersections], install new signal controllers, signal control firmware, system detection, communications, and additional signal hardware to improve corridor operations and conform with updated signal control standards and requirements to improve arterial operations.

Cost Estimate: \$1,500,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

**MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS**

[Project ID# 3] Los Angeles City -ITS & Technology and Traffic Signal Upgrades: Includes implementing ITS technologies and upgrading traffic signals at Huntington Drive, Eastern Avenue and Valley Boulevard in El Sereno to improvement mobility. Work includes Installing vehicle loops detectors along Huntington Dr, Eastern Ave, and Valley Blvd; installing CCTV cameras at the intersections of Valley Blvd and the 710 freeway ramps; upgrade existing signals to add left turn phasing; upgrade all existing and new pedestrian crossings to pedestrian activated crosswalks with actuated signals; installing new crosswalks, signals and left-turn arrows, as necessary.

Corridor Cost Estimate: \$10,000,000

[Project ID# 10] San Gabriel- Adaptive/Traffic Responsive Signal Control Project: Implement adaptive traffic/responsive signal control along Valley Boulevard and San Gabriel Boulevard to allow higher green time during peak hours favoring the peak directional flow of traffic. These improvements will reduce corridor queuing and travel time and ensure corridor capacity is optimized.

Cost Estimate: \$3,130,000

[Project ID#s 11-14] Los Angeles County - Atlantic Boulevard Traffic Corridor Improvement Project (N-S): Consists of 4 projects that include upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; implementing coordinated traffic signal timing; and safety improvements at Olympic Blvd to improve traffic flow and overall mobility within the corridor.

Project ID# 11: Upgrade 2070 controllers with next generation firmware from Pomona Boulevard to Telegraph Road.

Project ID# 12: Install Closed-Circuit Television (CCTV) Cameras at Olympic Boulevard at Telegraph Road/Ferguson Drive, Whittier Boulevard and Pomona Boulevard.

Project ID# 13: Install traffic signal timing from Pomona Boulevard to Telegraph Road.

Project ID# 14: Highway Safety Improvement Project [Atlantic and Olympic Boulevards].

Corridor Cost Estimate: \$3,700,000

[Project ID#s 39-43] Los Angeles County - Arizona Avenue/Monterey Pass Road/Fremont Avenue Traffic Corridor Improvement Project (N-S): Consists of 5 projects that include upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; installing fiber optics to connect East Los Angeles to the Los Angeles County Traffic Management Center; implementing coordinated traffic signal timing; and safety enhancements at 1st Street to improve traffic flow and overall mobility within the corridor.

Project ID# 39: Upgrade 2070 controllers with next generation firmware from Floral Drive to Telegraph Road.

Project ID# 40: Install Closed-Circuit Television Cameras (CCTV Cameras) at 1st Street, 3rd Street and Cesar Chavez Avenue.

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

Project ID# 41: Install Fiber Optics from Floral Drive to 1st Street and from Civic Center to Telegraph Road.

Project ID# 42: Install traffic signal timing from Floral Drive to Telegraph Road.

Project ID #43: Highway Safety Improvement Project [Mednik Avenue at 1st Street].

Corridor Cost Estimate: \$7,000,000

[Project ID# 57] Los Angeles County -Traffic Signal Control Intersection Upgrade Project:

Includes upgrading 2070 controllers with next generation firmware at intersection [Hazard Avenue at Fairmount Street; State University Drive at Campus Road; and Medford Street at Herbert Avenue] to improve intersection operations, traffic flow and mobility.

Cost Estimate: \$30,000

[Project ID#s 30-33] Los Angeles County - Ford Boulevard Traffic Corridor Improvement Project (N-S): Consists of 4 projects that include upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; installing fiber optics; and implementing coordinated traffic signal timing to improve traffic flow and overall mobility within the corridor.

Project ID# 30: Upgrade 2070 controllers with next generation firmware from Floral Drive to Olympic Boulevard.

Project ID# 31: Install Closed-Circuit Television (CCTV) Cameras at Cesar Chavez Avenue and at 3rd Street.

Project ID# 32: Install fiber optics from Floral Drive to 3rd Street.

Project ID# 33: Install traffic signal timing from Floral Drive to Olympic Boulevard [from Floral Drive to 3rd Street, and from Whittier to Olympic Boulevards].

Corridor Cost Estimate: \$2,300,000

[Project ID#s 22-27] Los Angeles County - Eastern Avenue Traffic Corridor Improvement Project (N-S):

Consists of 6 projects that include installing wireless communications; upgrading 2070 controllers with next generation firmware; installing closed-circuit television cameras; installing fiber optics; and safety improvements at Olympic Boulevard and Whittier Boulevard to improve traffic flow and overall mobility within the corridor.

Project ID# 22: Provide wireless communication at State University Drive/Eastern Avenue/Medford Street from Herbert Avenue to Campus Road.

Project ID# 23: Upgrade 2070 controllers with next generation firmware from Medford Street to Telegraph Road.

Project ID# 24: Install Closed-Circuit Television (CCTV) Cameras at 1st Street, 3rd Street, Cesar Chavez Avenue, Olympic Boulevard, Ramona Boulevard, Paseo Rancho/University Drive and Whittier Boulevard.

Project ID# 25: Install fiber optics from 3rd Street to Telegraph Road.

Project ID# 26: Highway Safety Improvement Project [Eastern Avenue at Olympic Boulevard].

Project ID# 27: Highway Safety Improvement Project [Eastern Avenue at Whittier Boulevard].

MOBILITY IMPROVEMENT PROJECTS
DESCRIPTIONS

Corridor Cost Estimate: \$1,900,000

[Project ID#s 20-21] Los Angeles County - City Terrace Drive Traffic Corridor Improvement

Project (E-W): Consists of 2 projects that include upgrading 2070 controllers with next generation firmware and installing fiber optics to improve traffic flow and overall mobility.

Project ID# 20: Upgrade 2070 controllers with next generation firmware from Hicks Avenue to Eastern Avenue.

Project ID# 21: Install fiber optics from Hicks Avenue to Eastern Avenue.

Corridor Cost Estimate: \$800,000

[Project ID#s 28 and 29] Los Angeles County - Floral Drive Traffic Corridor Improvement

Project (E-W): Consists of 2 projects that include upgrading 2070 controllers with next generation firmware and installing fiber optics to improve traffic flow and overall mobility within the corridor

Project ID# 28: Upgrade 2070 controllers with next generation firmware from Eastern Avenue to Mednik Avenue/Monterey Pass Road.

Project ID# 29: Install fiber optics from Eastern Avenue to Corporate Center Drive and McDonnell Avenue.

Corridor Cost Estimate: \$250,000

[Project ID# 65] San Marino- Huntington Drive Traffic Signal Synchronization Project: On Huntington Drive, between Atlantic Boulevard and Rosemead Boulevard [11 intersections], install adaptive signal control technology (real-time traffic control) with signal synchronization, driver information and changeable message signage.

Cost Estimate: \$7,000,000

[Project ID# 66] San Marino – San Gabriel Boulevard Traffic Signal Synchronization Project:

On San Gabriel Boulevard, between Longden Drive and Colorado Boulevard [7 intersections], install adaptive signal control technology (real-time traffic control) with signal synchronization, driver information and changeable message signage.

Cost Estimate: \$3,000,000

PROJECT TYPE 8: Parking Structures

[Project ID# 2] Monterey Park – Three (3) Parking Structures on Garvey Avenue: Construct parking structures after converting two parking lanes to full-time mixed flow lanes when on-street parking is removed on Garvey Avenue to improve mobility.

Cost Estimate: \$60,000,000

NOTE: All project cost estimates are subject to reevaluation based on more detailed scopes of work.

MOBILITY IMPROVEMENT PROJECTS
CASH FLOW PROJECTIONS

REVISED ATTACHMENT E

ID #	Project Sponsor	Project Name	FY20	FY21	FY22	FY23	TOTAL
PROJECT TYPE 1: Local Street/Road and Freeway Local Interchange Mobility and Operational Improvement Projects							
<u>1</u>	<u>Alhambra</u>	<u>I-10/SR-710 Interchange Reconfiguration Project</u>	<u>\$10,000,000</u>	<u>\$20,000,000</u>	<u>\$40,000,000</u>	<u>\$30,000,000</u>	<u>100,000,000</u>
2	Alhambra	I-10/Fremont Avenue On and Off Ramp Reconfiguration	\$2,000,000	\$4,000,000	\$8,000,000	\$6,000,000	\$20,000,000
3	Alhambra	I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	\$2,000,000	\$4,000,000	\$8,000,000	\$6,000,000	\$20,000,000
4	Alhambra	I-10/Garfield Avenue On and Off Ramp Reconfiguration	\$2,000,000	\$4,000,000	\$8,000,000	\$6,000,000	\$20,000,000
6	Los Angeles City	Soto Street Bridge Widening Over Valley Boulevard and UPRR	\$400,000	\$800,000	\$1,600,000	\$1,200,000	\$4,000,000
7	Los Angeles City	Soto Street Widening from Multnomah Street to Mission Road	\$2,633,000	\$5,266,000	\$10,532,000	\$7,899,000	\$26,330,000
16	Monterey Park	Ramona Road Capacity Improvements	\$240,000	\$480,000	\$960,000	\$720,000	\$2,400,000
21	Monterey Park	Garvey Avenue Capacity Improvements	\$2,630,000	\$5,260,000	\$10,520,000	\$7,890,000	\$26,300,000
22	Monterey Park	Garfield Avenue Capacity Improvements	\$70,000	\$140,000	\$280,000	\$210,000	\$700,000
23	Monterey Park	Atlantic Avenue Capacity Improvements	\$190,000	\$380,000	\$760,000	\$570,000	\$1,900,000
30	Pasadena	Gold Line Grade Separation at California Blvd	\$10,500,000	\$21,000,000	\$42,000,000	\$31,500,000	\$105,000,000
32	San Gabriel	I-10/San Gabriel Boulevard Improvements [Reversible Lanes]	\$70,000	\$140,000	\$280,000	\$210,000	\$700,000
36	South Pasadena	Regional Traffic Corridor Improvements [Fremont, Huntington, Fair Oaks]	\$1,000,000	\$2,000,000	\$4,000,000	\$3,000,000	\$10,000,000
37	South Pasadena	SR-110/Fair Oaks Ave Interchange Modifications	\$3,800,000	\$7,600,000	\$15,200,000	\$11,400,000	\$38,000,000
PROJECT TYPE 2: Local Street Intersection Improvement Projects							
1	Los Angeles City	Cesar Chaves Avenue/Lorena Street/Indiana Street Roundabout	\$800,000	\$1,600,000	\$3,200,000	\$2,400,000	\$8,000,000
4	San Gabriel	Valley Boulevard and New Avenue Intersection Improvements	\$320,000	\$640,000	\$1,280,000	\$960,000	\$3,200,000
5	San Gabriel	Mission Drive and Las Tunas Drive Intersection Improvements	\$330,000	\$660,000	\$1,320,000	\$990,000	\$3,300,000
14	San Marino	Huntington Drive Intersection Capacity Improvements	\$1,200,000	\$2,400,000	\$4,800,000	\$3,600,000	\$12,000,000

*Based on assumptions as of September 21, 2018 subject to further determination of scope of work and schedule of projects.

MOBILITY IMPROVEMENT PROJECTS
CASH FLOW PROJECTIONS

REVISED ATTACHMENT E

ID #	Project Sponsor	Project Name	FY20	FY21	FY22	FY23	TOTAL
15	San Marino	Huntington Drive Capacity Enhancements	\$600,000	\$1,200,000	\$2,400,000	\$1,800,000	\$6,000,000
16	San Marino	Sierra Madre Boulevard Corridor Capacity Improvements	\$400,000	\$800,000	\$1,600,000	\$1,200,000	\$4,000,000
PROJECT TYPE 3: Intelligent Transportation Systems [ITS] Projects							
1	Alhambra	Garfield Avenue Traffic Signal Synchronization Project	\$200,000	\$400,000	\$800,000	\$600,000	\$2,000,000
2	Alhambra	Fremont Avenue Traffic Signal Synchronization Project	\$150,000	\$300,000	\$600,000	\$450,000	\$1,500,000
3	Los Angeles City	ITS & Technology - Traffic Signal Upgrades in El Sereno [Huntington Drive, Eastern Avenue and Valley Boulevard	\$1,000,000	\$2,000,000	\$4,000,000	\$3,000,000	\$10,000,000
10	San Gabriel	Adaptive/Traffic Responsive Signal Control Project	\$313,000	\$626,000	\$1,252,000	\$939,000	\$3,130,000
11-14	Los Angeles County	Atlantic Boulevard Traffic Corridor Improvement Project (N-S)	\$370,000	\$740,000	\$1,480,000	\$1,110,000	\$3,700,000
39-43	Los Angeles County	Arizona Avenue/Mednik Pass Road/Fremont Avenue Traffic Corridor Improvement Project	\$700,000	\$1,400,000	\$2,800,000	\$2,100,000	\$7,000,000
57	Los Angeles County	Traffic Signal Control Intersection Upgrade Project [3 Intersections]	\$3,000	\$6,000	\$12,000	\$9,000	\$30,000
30-33	Los Angeles County	Ford Boulevard Traffic Corridor Improvement Project (N-S)	\$230,000	\$460,000	\$920,000	\$690,000	\$2,300,000
22-27	Los Angeles County	Eastern Avenue Traffic Corridor Improvement Project (N-S)	\$190,000	\$380,000	\$760,000	\$570,000	\$1,900,000
20-21	Los Angeles County	City Terrace Drive Traffic Corridor Improvement Project (E-W)	\$80,000	\$160,000	\$320,000	\$240,000	\$800,000
28-29	Los Angeles County	Floral Drive Traffic Corridor Improvement Project (E-W)	\$25,000	\$50,000	\$100,000	\$75,000	\$250,000
65	San Marino	Huntington Drive Traffic Signal Synchronization Program	\$700,000	\$1,400,000	\$2,800,000	\$2,100,000	\$7,000,000
66	San Marino	San Gabriel Boulevard Traffic Signal Synchronization Program	\$300,000	\$600,000	\$1,200,000	\$900,000	\$3,000,000
PROJECT TYPE 8: Parking Structures							
2	Monterey Park	Three (3) Parking Structures on Garvey Avenue	\$6,000,000	\$12,000,000	\$24,000,000	\$18,000,000	\$60,000,000
CASHFLOW TOTAL			\$41,444,000 \$51,444,000	\$82,888,000 \$102,888,000	\$165,776,000 \$205,776,000	\$124,332,000 \$154,332,000	\$414,440,000 \$514,440,000

*Based on assumptions as of September 21, 2018 subject to further determination of scope of work and schedule of projects.



Board Report

File #: 2018-0595, File Type: Resolution

Agenda Number: 14.

FINANCE, BUDGET AND AUDIT COMMITTEE NOVEMBER 14, 2018

SUBJECT: PROPOSITION C BONDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the negotiated bond sale and issuance of up to \$650 million in aggregate principal amount of bonds (Proposition C Sales Tax Revenue Bonds, 2019) in one or more series, to finance capital projects and refinance outstanding commercial paper and revolving credit notes;
- B. APPROVES the forms of the supplemental trust agreement, continuing disclosure certificate, preliminary official statement and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution and all of which are subject to modification as set forth in the Resolution;
- C. APPROVES the form of the bond purchase contract on file with the Board Secretary, that will be entered into with the underwriters as listed in Attachment B hereto; and
- D. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of the bond purchase contract and bond documentation associated with the issuance of the 2019 Prop C bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

ISSUE

The Debt Policy provides guidelines for new money financings that may be long-term or short-term. Prop C new money bond issues are permitted to provide funding for eligible expenditures on highway, commuter rail, bus and rail capital projects.

BACKGROUND

The 2019 Prop C Bonds, with a par amount not to exceed \$650 million of fixed rate bonds, will fund

or reimburse LACMTA for Prop C eligible capital projects and expenditures and refinance commercial paper, the proceeds of which financed such costs. We need to obtain the funds for ongoing and planned transportation capital projects and lock in current interest rates.

DISCUSSION

In accordance with the Debt Policy, the negotiated sale method is recommended for this sale of the 2019 Prop C bonds due to its relatively large size. The underwriter's sales force will take the lead to address any investor concerns about the transaction. The underwriters will pre-market the issue, assist with the rating process, advise on timing for pricing the bonds and purchase the bonds under the terms set forth in the bond purchase contract. A negotiated sale allows Metro to further its DBE/SBE/DVBE firm participation goals as well. A significant portion of the 2019 Prop C Bonds are expected to be certified as Green Bonds, meaning the financed projects have positive environmental and/or climate benefits and meet the requirements under the Climate Bonds Initiative for low carbon assets and infrastructure. In addition, a negotiated sale gives us the ability to access alternate investor groups dedicated to purchasing bonds that are certified as Green.

Consistent with our Debt Policy, in order to select underwriters for this transaction, a competitive Request for Proposal (RFP) was conducted by PFM Financial Advisors LLC, Metro's General Financial Advisor for debt related matters. RFPs were distributed to the 12 firms in Metro's Underwriter Pool, approved by the Board in October 2015. Treasury staff and our transaction financial advisor, Public Resources Advisory Group, reviewed the proposals, evaluating them based on the criteria listed in the RFP. Staff is recommending a team of underwriters led by Siebert Cisneros Shank & Co., LLC and Citigroup Global Markets Inc. who ranked highest in the selection process. The additional underwriting team members are Bank of America Merrill Lynch, Morgan Stanley, Drexel Hamilton LLC, and Ramirez & Co., Inc. Attachment B sets forth the "take down" the underwriters will receive as consideration for underwriting the transaction, and the percentage of bonds for which each firm will be liable. If any of the selected underwriters decide not to participate in the transaction, their liability percentage of bonds will be distributed amongst the remaining underwriter team members.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The costs of issuance for the 2019 Prop C Bonds will be paid from proceeds of the financing and will be budget neutral. Funding for the new money bond principal and interest expense for this financing will be included in future budgets as follows: bond principal, account 51101 and bond interest, account 51121.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal(s):

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

ALTERNATIVES CONSIDERED

Authorization of the sale and the appointment of the underwriters could be delayed. We do not recommend delay as the Federal Reserve Bank actions and other market, economic and geopolitical actions may push interest rates higher thus making it more expensive to complete projects or refinance commercial paper and revolving credit notes, the proceeds of which were used to pay Project expenses.

NEXT STEPS

- Verification of Green Bond projects
- Obtain ratings on the bonds
- Complete legal documentation and distribute the preliminary official statement to potential investors and initiate the pre-marketing effort
- Negotiate the sale of the bonds with the underwriters

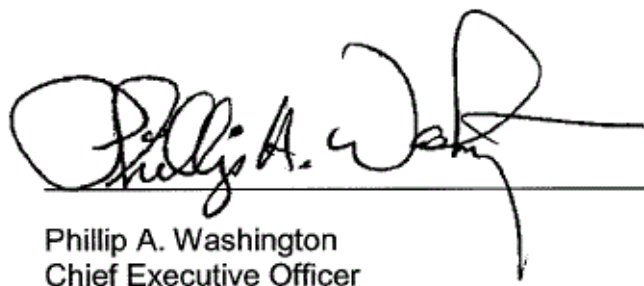
ATTACHMENTS

Attachment A - Authorizing Resolution

Attachment B - Summary of Underwriter Selection

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Phillip A. Washington
Chief Executive Officer

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PROPOSITION C SALES TAX REVENUE BONDS, APPROVING THE EXECUTION AND DELIVERY OF ONE OR MORE SUPPLEMENTAL TRUST AGREEMENTS, PURCHASE CONTRACTS, CONTINUING DISCLOSURE CERTIFICATES AND PRELIMINARY AND FINAL OFFICIAL STATEMENTS, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH.

(PROPOSITION C SALES TAX)

W I T N E S S E T H :

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue bonds to finance and refinance the acquisition, construction or rehabilitation of facilities to be used as part of a countywide transit system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission was authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval by the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a ½ of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the transactions and use tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any bonds issued pursuant to the Act and include the payments or provision for the payment of the principal of the bonds and any premium, interest on the bonds and the costs of issuance of the bonds; and

WHEREAS, the LACMTA is planning and engineering a Countywide rail, bus and highway transit system (the "Rail, Bus and Highway Transit System") to serve the County and has commenced construction of portions of the Rail, Bus and Highway Transit System; and

WHEREAS, to facilitate the development and construction of the Rail, Bus and Highway Transit System, the LACMTA, as authorized by the Act, pursuant to the terms of the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the "Trust Agreement"), by and between the LACMTA and U.S. Bank National Association, as trustee (the "Trustee"), has issued multiple series of bonds, including its Proposition C Sales Tax

Revenue Refunding Bonds, Senior Bonds, Series 2009-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2009-D; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2009-E; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2010-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-A; Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2013-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-C; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2014-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2016-A; Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2017-A; and Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2018-A (collectively, the “Prior Senior Bonds”); and

WHEREAS, the LACMTA now desires to provide for the issuance of one or more series of its Proposition C Sales Tax Revenue Bonds, Senior Bonds, from time to time and in one or more transactions (collectively, the “New Money Bonds”) to: (a) finance and/or refinance (through the refunding and repayment of the LACMTA’s Subordinate Proposition C Sales Tax Revenue Commercial Paper Notes, Series A-TE (Tax-Exempt Notes) (the “Proposition C Commercial Paper Notes”) and the LACMTA’s Subordinate Proposition C Sales Tax Revenue Revolving Obligations (the “Proposition C Revolving Obligations”)), or reimburse itself for prior expenditures with respect to, additional portions of the Rail, Bus and Highway Transit System; (b) make a deposit to a debt service reserve fund, if necessary; and (c) pay certain costs of issuance related thereto (collectively, the “Financing”); and

WHEREAS, the LACMTA has determined that it is in its best interest to sell the New Money Bonds to the public through a negotiated sale to the underwriters selected through a competitive process by the LACMTA and approved by the Board of Directors of the LACMTA (the “Board”) pursuant to this Resolution (the “Underwriters”); and

WHEREAS, the forms of the following documents are on file with the Secretary of the Board and have been made available to the members of the Board:

(a) a Supplemental Trust Agreement (the “New Money Supplemental Trust Agreement”) by and between the LACMTA and the Trustee, which would supplement the Trust Agreement for purposes of providing the terms and conditions of the New Money Bonds;

(b) a Preliminary Official Statement (the “Preliminary Official Statement”), which will provide information about the New Money Bonds, the LACMTA, the Proposition C Tax and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the New Money Bonds;

(c) a Purchase Contract (the “Purchase Contract”), to be entered into by one or more of the Underwriters and the LACMTA, which shall set forth the terms of the sale of the New Money Bonds; and

(c) a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”), one or more of which will be executed by the LACMTA, which will be used in order to assist the Underwriters in complying with Securities and Exchange Commission Rule 15c2-12(b)(5), and which will provide for the annual and periodic update of certain financial and operating information with respect to the LACMTA and the collection of the Proposition C Tax, among other things, and certain enumerated events;

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the New Money Bonds, whether the New Money Bonds are issued in a single issuance or multiple issuances, and that said documents are subject to completion to reflect the results of the sale of the New Money Bonds; and

WHEREAS, the LACMTA has pledged the Proposition C Tax (less the 20% local allocation and the California Department of Tax and Fee Administration’s costs of administering such tax) (the “Pledged Taxes”) pursuant to the terms of the Trust Agreement to secure the Prior Senior Bonds and certain other obligations of the LACMTA, and once issued, the New Money Bonds will be “Bonds” and “Senior Bonds” as defined in the Trust Agreement and will be secured by the pledge of the Pledged Revenues under the Trust Agreement; and

WHEREAS, the LACMTA desires to designate the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them as an “Authorized Authority Representative” for all purposes under the Trust Agreement and the New Money Supplemental Trust Agreement; and

WHEREAS, Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature) (“SB 450”) requires that the governing body of a public body obtain from an underwriter, financial advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Financing and to authorize the execution and delivery of one or more New Money Supplemental Trust Agreements, Purchase Contracts and Continuing Disclosure Certificates, the preparation of one or more Preliminary Official Statements and the preparation, execution and delivery of one or more Official Statements (as hereinafter defined) for the purposes, in the manner and upon the terms provided; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The LACMTA hereby finds and determines that:

(a) The issuance of one or more series of its New Money Bonds under the Trust Agreement to finance and/or refinance (through the refunding and repayment of all or a portion of the outstanding Proposition C Commercial Paper Notes and all or a portion of the outstanding Proposition C Revolving Obligations), or reimburse itself for prior expenditures with respect to, additional portions of the Rail, Bus and Highway Transit System, to make a deposit to a debt service reserve fund, if necessary, and to pay certain costs of issuance related to the issuance of the New Money Bonds, is in the public interest.

(b) Under the provisions of Ordinance No. 49, all of the Pledged Taxes are revenues of the LACMTA available for rail, bus and highway transit purposes and are available to be and are, by the terms of the resolutions and the Trust Agreement under which the Prior Senior Bonds were issued, pledged, along with the Pledged Revenues, to secure the Prior Senior Bonds and are pledged to secure the New Money Bonds, and, by this Resolution, such pledge is reaffirmed.

(c) The provisions contained in the Trust Agreement, as previously amended and supplemented, and to be set forth in the New Money Supplemental Trust Agreement, are reasonable and proper for the security of the holders of the New Money Bonds.

Section 2. Issuance of New Money Bonds. The Board hereby authorizes the issuance by the LACMTA of one or more series of New Money Bonds, from time to time and in one or more transactions, in a total aggregate principal amount not to exceed \$650 million, for the purposes of (a) financing and/or refinancing (through the refunding and repayment of all or a portion of the outstanding Proposition C Commercial Paper Notes and all or a portion of the outstanding Proposition C Revolving Obligations), or reimbursing itself for prior expenditures with respect to, additional portions of the Rail, Bus and Highway Transit System, (b) making a deposit to a debt service reserve fund, if necessary, and (c) paying certain costs of issuance related to the issuance of the New Money Bonds; *provided, however*, that the True Interest Cost (as defined below) of each series of the New Money Bonds shall not exceed 5.00%, as such shall be calculated by the LACMTA's municipal advisor as of the date of delivery of each series of the New Money Bonds. The LACMTA hereby specifies that the New Money Bonds shall not mature later than July 1, 2048.

The New Money Bonds shall be issued in a manner by which the interest thereon is excludable from gross income under the Internal Revenue Code of 1986, as amended. The Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant

Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a “Designated Officer”), acting in accordance with this Section 2, are each hereby severally authorized to determine the actual aggregate principal amount of each series of New Money Bonds to be issued (not in excess of the maximum amount set forth above), and to direct the execution and authentication of the New Money Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized. The New Money Bonds shall be in fully registered form and shall be issued as Book-Entry Bonds as provided in each New Money Supplemental Trust Agreement. Payment of the principal of, interest on and premium, if any, on the New Money Bonds shall be made at the place or places and in the manner provided in each New Money Supplemental Trust Agreement.

As used herein, the term “True Interest Cost” shall be the interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates to the dated date of the applicable series of New Money Bonds and to the principal amount, and premium or discount if any, of the applicable series of New Money Bonds. For the purpose of calculating the True Interest Cost, the principal amount of the applicable series of New Money Bonds scheduled for mandatory sinking fund redemption as part of a term bond shall be treated as a serial maturity for such year. The calculation of the True Interest Cost shall include such other reasonable assumptions and methods as determined by the LACMTA’s municipal advisor.

Section 3. Terms of New Money Bonds. The New Money Bonds shall be issued as current interest bonds and shall be available in denominations of \$5,000 and integral multiples thereof. The New Money Bonds shall, when issued, be in the aggregate principal amounts and shall be dated as shall be provided in the New Money Supplemental Trust Agreement. The New Money Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the New Money Supplemental Trust Agreement. Interest on the New Money Bonds shall be paid on the dates set forth in the New Money Supplemental Trust Agreement. No New Money Bond shall bear interest at a rate in excess of 6.00% per annum. The New Money Bonds may be subject to redemption at the option of the LACMTA on such terms and conditions as shall be set forth in the New Money Supplemental Trust Agreement and the Purchase Contract, or not be subject to redemption. The New Money Bonds issued as term bonds also shall be subject to mandatory sinking fund redemption as and to the extent set forth in the New Money Supplemental Trust Agreement and the Purchase Contract.

Execution and delivery of the New Money Supplemental Trust Agreement, which document will contain the maturities, interest rates and the payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA’s approval of such maturities, interest rates and payment obligations.

Section 4. Special Obligations. The New Money Bonds shall be special obligations of the LACMTA secured by and payable from the Pledged Revenues and from the funds and accounts held by the Trustee under the Trust Agreement. The New Money Bonds shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide.

Section 5. Form of New Money Bonds. The New Money Bonds and the Trustee’s Certificate of Authentication to appear thereon shall be in substantially the form set forth in

Exhibit A to the New Money Supplemental Trust Agreement on file with the Secretary of the Board and made available to the Board, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Trust Agreement or the New Money Supplemental Trust Agreement or as appropriate to adequately reflect the terms of such New Money Bonds and the obligation represented thereby.

Section 6. Execution of New Money Bonds. Each of the New Money Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer(s) shall have the same force and effect as if such officer(s) had manually signed each of such New Money Bonds.

Section 7. Approval of New Money Supplemental Trust Agreement and Continuing Disclosure Certificate; Authorization for Execution. The form, terms and provisions of the New Money Supplemental Trust Agreement and the Continuing Disclosure Certificate on file with the Secretary of the Board and made available to the Board within the parameters set forth in this Resolution are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA one or more New Money Supplemental Trust Agreements and one or more Continuing Disclosure Certificates, including counterparts thereof. The New Money Supplemental Trust Agreement(s) and the Continuing Disclosure Certificate(s), as executed and delivered, shall be in substantially the forms now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the New Money Supplemental Trust Agreement and the Continuing Disclosure Certificate now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of each New Money Supplemental Trust Agreement and each Continuing Disclosure Certificate, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of each New Money Supplemental Trust Agreement and each Continuing Disclosure Certificate.

Section 8. Sale of New Money Bonds.

(a) The Board hereby authorizes the initial sale of the New Money Bonds to the public through a negotiated sale to the Underwriters. The New Money Bonds shall be sold subject to an underwriters' discount (excluding original issue discount and premium) not to exceed \$2.00 per \$1000 of principal amount of the New Money Bonds and subject to the terms and conditions set forth in the form of the Purchase Contract. The form, terms and provisions of the Purchase Contract on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, and the Underwriters named therein, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver from time to time, one or more, Purchase Contracts, including counterparts thereof, in the name of and on behalf of the LACMTA. Each Purchase Contract, as

executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the LACMTA's approval of any and all changes or revisions therein from the form of the Purchase Contract now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of each Purchase Contract, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of such Purchase Contract.

(b) Any Designated Officer, on behalf of the LACMTA, is further authorized and directed to cause written notice to be provided to the California Debt and Investment Advisory Commission ("CDIAC") of the proposed sale of the New Money Bonds, said notice to be provided in accordance with Section 8855 et seq. of the California Government Code, to file the notice of final sale with CDIAC, to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended, if necessary, and to file such additional notices and reports as are deemed necessary or desirable by such Designated Officer in connection with the New Money Bonds, and any such notices are hereby ratified, confirmed and approved.

(c) Each Designated Officer's authority to approve the final terms of the sale of the New Money Bonds and to execute or to direct the execution of the one or more Purchase Contracts shall commence upon the date of adoption of this Resolution and shall continue for twelve calendar months thereafter unless rescinded or modified by subsequent action of the LACMTA prior to the time that a Purchase Contract has been duly signed and delivered.

Section 8. Preliminary Official Statement and Official Statement. One or more Preliminary Official Statements shall be used by the LACMTA in connection with the sale and issuance of the New Money Bonds. The form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board is hereby approved. The Preliminary Official Statement shall be substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as a Designated Officer approves (such approval to be conclusively evidenced by the execution and delivery of the certificate referenced in the following sentence). The Preliminary Official Statement shall be circulated for use in selling the New Money Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect. The Preliminary Official Statement shall contain a description of the finances and operations of the LACMTA, a description of the Proposition C Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Secretary of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. The Preliminary Official Statement shall also contain a description of the applicable New Money Bonds and the terms and conditions of the Trust Agreement and the New Money Supplemental

Trust Agreement together with such information and description as a Designated Officer determines is appropriate or necessary. The Underwriters are hereby authorized to circulate (via written format and/or through electronic means) the Preliminary Official Statement for use in selling the New Money Bonds from time to time. The Underwriters are hereby further authorized to distribute (via written format and/or through electronic means) copies of the LACMTA's most recent annual audited financial statements and such other financial statements of the LACMTA as any Designated Officer shall approve.

Upon the execution and delivery of the Purchase Contract, from time to time, one or more of the Designated Officers shall provide for the preparation, publication, execution and delivery of one or more final Official Statements in substantially the form of the Preliminary Official Statement deemed final by a Designated Officer with such changes as any Designated Officer approves, such approval to be conclusively evidenced by the execution of such final Official Statement. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered to the Underwriters reflecting updated and revised information as shall be acceptable to the Underwriters and as the Designated Officers, or any one of them, approve. Each final Official Statement shall be circulated (via written format and/or through electronic means) for use in selling the New Money Bonds at such time or times as a Designated Officer deems appropriate after consultation with the Underwriters, the LACMTA's Municipal Advisor, LACMTA's Disclosure Counsel and LACMTA's Bond Counsel and such other advisors as a Designated Officer believes to be useful. The Underwriters are hereby authorized to circulate (via written format and/or through electronic means) the final Official Statement, any supplement to the final Official Statement and any revised final Official Statement, as the case may be.

Section 9. Trustee, Paying Agent and Registrar. U.S. Bank National Association is hereby appointed as Trustee, Paying Agent and Registrar for the New Money Bonds. Such appointments shall be effective upon the issuance of the New Money Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 10. Authorized Authority Representative. The Board hereby designates each of the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA, and any such officer serving in an acting or interim capacity, as an "Authorized Authority Representative" for all purposes under the Trust Agreement, the New Money Supplemental Trust Agreement, and any amendments or supplements to the Trust Agreement or the New Money Supplemental Trust Agreement. Such appointment shall remain in effect until modified by resolution. The prior designation of officers, including the Chairperson of the Board and the Chief Executive Officer of the LACMTA, as Authorized Authority Representatives under the Trust Agreement and any amendments or supplements thereto shall continue.

Section 11. Additional Authorization. The Designated Officers, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the issuance of the New Money Bonds, and the execution and delivery of each New

Money Supplemental Trust Agreement, each Purchase Contract and each Continuing Disclosure Certificate, and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Trust Agreement, each New Money Supplemental Trust Agreement, each Purchase Contract and each Continuing Disclosure Certificate or to evidence said authority and its exercise. The foregoing authorization includes, but is in no way limited to, the direction (from time to time) by a Designated Officer of the investment of the proceeds of the New Money Bonds and of the Pledged Taxes including the execution and delivery of investment agreements or purchase agreements related thereto, the execution by a Designated Officer and the delivery of one or more tax certificates as required by each New Money Supplemental Trust Agreement for the purpose of complying with the rebate requirements of the Internal Revenue Code of 1986, as amended; and the execution and delivery of documents required by The Depository Trust Company in connection with the Book-Entry Bonds. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 12. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by the Chief Executive Officer, the Chief Financial Officer, the Treasurer, any Deputy Executive Officer, Finance, or any Assistant Treasurer (or such other titles as the LACMTA may from time to time assign for such respective positions), shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

Section 13. Investments. Each Designated Officer is hereby authorized to invest the proceeds of the New Money Bonds in accordance with the Trust Agreement and the New Money Supplemental Trust Agreement and the LACMTA's Investment Policy and is further authorized to enter into or to instruct the Trustee to enter into one or more investment agreements, float contracts, swaps or other hedging products (hereinafter collectively referred to as the "Investment Agreement") providing for the investment of moneys in any of the funds and accounts created under the Trust Agreement and the New Money Supplemental Trust Agreement, on such terms as the Designated Officer shall deem appropriate. Pursuant to Section 5922 of the California Government Code, the LACMTA hereby finds and determines that the Investment Agreement will reduce the amount and duration of interest rate risk with respect to amounts invested pursuant to the Investment Agreement and is designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the New Money Bonds or enhance the relationship between risk and return with respect to investments.

Section 14. Good Faith Estimates. In accordance with SB 450, good faith estimates of the following are set forth in Exhibit A attached hereto: (a) the true interest cost of the New Money Bonds, (b) the sum of all fees and charges paid to third parties with respect to the New Money Bonds, (c) the amount of proceeds of the New Money Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the New Money Bonds, and (d) the sum total of all debt service

payments on the New Money Bonds calculated to the final maturity of the New Money Bonds plus the fees and charges paid to third parties not paid with the proceeds of the New Money Bonds.

Section 15. Further Actions. From and after the delivery of the New Money Bonds and, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify each New Money Supplemental Trust Agreement and each Continuing Disclosure Certificate at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's municipal advisor and LACMTA's Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof.

Section 16. Costs of Issuance. The LACMTA authorizes funds of the LACMTA, together with the proceeds of the New Money Bonds, to be used to pay costs of issuance of the New Money Bonds, including, but not limited to, costs of attorneys, accountants, municipal advisors, trustees, the costs associated with rating agencies, printing, publication and mailing expenses and any related filing fees.

Section 17. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 18. Effective Date. This Resolution shall be effective upon adoption and shall be effective with respect to the New Money Bonds issued on or before December 31, 2019.

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CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2018.

[SEAL]

By _____
Board Secretary, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2018

EXHIBIT A**GOOD FAITH ESTIMATES**

The following information was obtained from Public Resources Advisory Group (the “Municipal Advisor”) with respect to the bonds (the “New Money Bonds”) approved in the attached Resolution, and is provided in compliance with Senate Bill 450 (Chapter 625 of the 2017-2018 Session of the California Legislature) with respect to the New Money Bonds:

Section 1. True Interest Cost of the New Money Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the New Money Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the New Money Bonds, is 3.71%.

Section 2. Finance Charge of the New Money Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the finance charge of the New Money Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the New Money Bonds), is \$1,329,500.00, as follows:

(a)	Underwriters’ Discount	\$807,500.00
(b)	Bond Counsel and Disbursements	40,000.00
(c)	Disclosure Counsel and Disbursements	50,000.00
(d)	Municipal Advisor and Disbursements	55,000.00
(e)	Rating Agencies	292,000.00
(f)	Other	<u>85,000.00</u>
	Total	<u>\$1,329,500.00</u>

Section 3. Amount of Proceeds to be Received. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the LACMTA for sale of the New Money Bonds less the finance charge of the New Money Bonds described in Section 2 above and any reserves or capitalized interest paid or funded with proceeds of the New Money Bonds, is \$628,050,971.10.

Section 4. Total Payment Amount. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the LACMTA will make to pay debt service on the New Money Bonds plus the finance charge of the New Money Bonds described in Section 2 above not paid with the proceeds of the New Money Bonds, calculated to the final maturity of the New Money Bonds, is \$968,150,472.22.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of New Money Bonds sales, the amount of New Money Bonds sold, the amortization of the New Money Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of New Money Bonds sold will be determined by the LACMTA based on need to provided funds for the Financing and other factors. The actual interest rates at which the New Money Bonds will be sold will depend on the bond market at the time of each sale. The actual amortization of the New Money Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the LACMTA's control. The LACMTA has approved the issuance of the New Money Bonds with a maximum true interest cost of 5.00%.

Summary of Underwriter Selection**Recommended Firms for 2019 Proposition C New Money Bonds**

Position	Firm	Alloc.
Joint Senior Manager	Siebert Cisneros Shank & Co., LLC (Minority/Woman Owned)	35%
Joint Senior Manager	Citigroup Global Markets Inc.	35%
Co-Senior Manager	Bank of America Merrill Lynch	10%
Co-Senior Manager	Morgan Stanley	10%
Co-Manager	Drexel Hamilton LLC (Disabled Veteran Business Enterprise)	5%
Co-Manager	Ramirez & Co., Inc. (Minority Owned)	5%

Proposed Price (Takedown): \$1.25 per \$1,000 of Bonds (0.125% of the bond issue)

The takedown is normally the largest component of the spread, similar to a commission, which represents the income the selling broker or dealer derives from the sale of the bonds. It compensates the underwriters for their work in structuring the transaction, marketing the transaction, and underwriting any bonds that are not sold to investors. Note that the actual takedown rate will be in accordance with the senior manager's proposal. The takedown rates for all of the underwriting team will be at the rates of the senior manager. Out of pocket expenses will be an additional charge.

Evaluation of Proposals

The Request for Proposals ("RFP") was sent on September 10, 2018 to all 12 firms that are in our underwriter pool, which was approved by the Board in October, 2015. Proposals were due September 24, 2018 and were received from the 12 firms listed below:

List of Proposers
Bank of America Merrill Lynch
Barclays Capital Inc.
Citigroup Global Markets Inc.
Drexel Hamilton LLC (Disabled Veteran Business Enterprise)
J.P. Morgan Securities LLC
Loop Capital Markets LLC (Minority Owned)
Morgan Stanley
Ramirez & Co., Inc. (Minority Owned)
RBC Capital Markets
Siebert Cisneros Shank & Co., LLC (Minority/Woman Owned)
Stifel, Nicolaus & Company, Incorporated
Wells Fargo Bank, N.A.

Proposals were evaluated in accordance with the guidelines and the following criteria established in the RFP:

- | | |
|--|-----|
| • Relevant experience of the firm and its individuals | 30% |
| • Quality of the proposal | 30% |
| • Capabilities of the firm of underwriting & distributing the 2019 Bonds | 40% |

Relevant experience included transportation debt, sales tax revenue secured debt, experience and working with complex financial structures. One factor that was considered in evaluating the capabilities of a firm was the demonstrated commitment of a firm in bidding on our recent competitive bond issues. The RFP also included questions about providing specific suggestions for the structuring of the 2019 Proposition C Bonds. The selection committee made up of four staff and one of our financial advisors reviewed all proposals and scored the firms based on the evaluation criteria. These recommendations also reflect the LACMTA's Debt Policy of finding opportunities to contract with small, local, disadvantaged and disabled veteran firms; given the relatively large size of the transaction, this bond issue provides an opportunity to fulfill this policy goal. One Joint Senior Manager and one Co-Manager are minority owned and one Co-Manager on this transaction is a disabled veteran business enterprise. Given the size of the transaction, the other members of the recommended syndicate are large broker-dealer firms with strong marketing and distribution capabilities.

Documents on File

The following linked documents are on file with the Board Secretary's Office.

http://libraryarchives.metro.net/DB_Attachments/2018-0595_Continuing_Disclosure_Certificate_Prop_C.pdf

http://libraryarchives.metro.net/DB_Attachments/2018-0595_POS_Prop_C.pdf

http://libraryarchives.metro.net/DB_Attachments/2018-0595_Purchase_Contract_Prop_C.pdf

http://libraryarchives.metro.net/DB_Attachments/2018-0595_Twenty_Ninth_Supplemental_Trust_Agreement.pdf



Board Report

File #: 2018-0404, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to:

1. Approve an updated project definition (Attachment A) for Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR);
2. Negotiate and execute third party agreements between Metro and project corridor cities and agencies;
3. Execute Modification No. 6 to Contract No. AE5999300 with WSP USA, Inc. for technical services to advance the level of design to 15% to support Draft EIS/EIR in the base amount of \$6,300,216, with an optional task for third-party coordination in the amount of \$1,678,228, for a total amount of \$7,978,444, increasing the total contract value from \$12,405,244 to \$20,383,688; and
4. Execute Modification No. 2 to Contract No. PS2492300 with Arellano Associates to provide additional outreach support in the amount of \$1,324,503, increasing the total contract value from \$922,203 to \$2,246,706.

B. RECEIVING AND FILING finding in response to May 2018 comment to evaluate the feasibility and need for 4-car platforms on the West Santa Ana Branch line.

ISSUE

At the May 2018 meeting, the Board took action on the West Santa Ana Branch (WSAB) Project northern alignments and selected Alternative E (Alameda Underground) and Alternative G (Downtown Transit Core) for further analysis in the Draft EIS/EIR. In response to comments received from the 2017 scoping and 2018 updated scoping meetings, staff has worked closely with corridor cities, particularly cities along the southern alignment, and has conducted additional technical

analysis and design. These efforts have resulted in refinements to the project alignment and project definition.

The existing technical contract includes design development up to conceptual level (5% design). Advancing the design to 15% will help address questions received through the scoping process, inform the subsequent preliminary engineering (PE) work and provide more specificity to the Public-Private Partnership (P3) community. Augmenting the outreach services contract will also allow Metro to continue with additional public outreach and community engagement opportunities in support of the environmental document.

In an effort to achieve an early project delivery, third party agreements between Metro and project corridor cities and agencies will be conducted in a parallel process with environmental clearance.

BACKGROUND

The WSAB Project is a proposed 20-mile Light Rail Transit (LRT) line that would connect the cities of southeast Los Angeles County (LA County) to downtown Los Angeles and the Metro rail network. South of downtown Los Angeles, a single alignment has been identified following the existing right-of-way (ROW) parallel to the Blue Line owned by Union Pacific Rail Road (UP), then turning east along Randolph Avenue in the City of Huntington Park, transitioning south following the San Pedro Subdivision Branch (owned by Port of Los Angeles and Port of Long Beach), to the eight-mile, Metro-owned, abandoned Pacific Electric (PE) ROW to the southern terminus in the City of Artesia. Attachment B illustrates the project alignment. WSAB would traverse a highly populated area, with high numbers of low-income and heavily transit-dependent residents.

Measure M Project Description

The Project is identified in Measure M as a proposed LRT line that would extend approximately 20 miles from downtown Los Angeles through southeast Los Angeles County (LA County). The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment and stations. Per Measure M and Metro's Long-Range Transportation Plan (LRTP) financial forecast as amended, the Project has a \$4 billion (B) (2015\$) allocation of funding (comprised of Measure M and other local, state, and federal sources) based on the cost estimate that was current at the time the Measure M Expenditure Plan was approved. Per Measure M, funding becomes available in two cycles as follows:

Measure M Expected Opening Date	LRTP Funding Allocation (2015\$)
FY 2028	\$1 billion (\$535 million Measure M)
FY 2041	\$3 billion (\$900 million Measure M)

Measure M indicates that an early delivery of the subsequent project phase may be made possible with a P3 delivery method. A P3 with a comprehensive delivery approach is being pursued as a strategy for accelerating the subsequent project phase, and may enable Metro to deliver the project in one phase, or alternatively, as a significantly increased project scope, by 2028.

The Project is also identified in Metro's Twenty-Eight by '28 Initiative. Accordingly, efforts are underway to facilitate an early project delivery.

DISCUSSION

Updated Project Definition

The project definition has been updated in response to comments received as part of the scoping process, ongoing coordination with corridor cities, particularly cities in the south, and on-going refinement of technical and environmental analysis in order to minimize or avoid environmental impacts. The updated project definition will be carried forward into the Draft EIS/EIR. Attachment A summarizes the proposed refinements and rationale and Attachment B includes the updated project alignment map and sketch profiles.

The key updates include:

- Three stations: Washington, Vernon and 183rd/Gridley Station will be removed from further study.
- Alignment will be aerial grade-separated over the existing I-10 freeway and continue in an aerial configuration until Slauson Station.
- Five aerial grade-separations will be added.
- Alternative G2 Pershing Square design option will be removed from further study.
- Optional Bloomfield extension and station will be removed from further study.

Updated Cost Estimate

The current updated end-to-end project capital cost for the two alternatives (Alternatives E & G) is estimated at \$6.5 to \$6.6B (in 2018\$). The cost includes Rough Order of Magnitude (ROM) right-of-way estimates, but these numbers are contingent upon negotiation with the freight railroads. The first -last mile (FLM) cost estimates will be prepared during the Advanced Conceptual Engineering phase and will increase the project capital cost estimate. As mentioned above, per Measure M and Metro's LRTP financial forecast, the Project has a \$4B (2015\$) funding allocation based on the cost estimate that was current at the time the Measure M Expenditure Plan was approved. Per Measure M, funding becomes available in two cycles with \$1B available through FY2028 and \$3B through FY2041.

The project cost at completion in FY2041 (including inflation) is estimated at approximately \$9.6B (year of expenditure [YOE] for a Twenty-Eight by '28 delivery would be different), while the Measure M and LRTP funding allocation escalated to that same YOE is \$6.3B. Separate, but related work underway at the Board's direction to explore how to achieve the Twenty-Eight by '28 Initiative will consider this funding gap.

Third-Party Agreements

In an effort to accelerate delivery of the WSAB project, third party agreements including Letters of Agreement (LOAs) with corridor cities and agencies are needed in order to set the guidelines for roles and responsibilities between the parties towards project delivery and meet the critical schedule of the Project. Given the critical schedule of the project and the generally longer timing of obtaining a Master Cooperative Agreement (MCA), Metro will be working with each respective city or agency to execute LOAs as interim agreements until formal MCAs can be executed.

The agreements, amongst other items, will define reimbursement eligibility for third party city and agencies, establish schedule and review commitments and specify the procedures which Metro and the corridor cities will follow in advancing the design of the Project. As this work will be conducted in parallel to the environmental process, Planning will continue to lead with Program Management providing support and coordinating third-party agreement efforts through Planning.

Public and Stakeholder Engagement

Since the Board's May 2018 meeting, staff conducted a series of updated scoping meetings that were held during the summer to update communities and public agencies on the northern alignment options to be carried forward into the environmental document and gather their feedback, as required by NEPA and CEQA. Staff also engaged with city managers, cities' staff, Eco-Rapid and other stakeholder groups during this period to seek feedback on the project alignment and address concerns.

Four-car Platforms Evaluation

At the May 2018 Board meeting, Director Fasana requested staff to study the feasibility and need to have 4-car platforms on the WSAB Project in response to the projected WSAB ridership in order to ensure the line is designed so as to adequately meet demand. Additional ridership and capacity (passenger load) analysis for opening day and the horizon 2042 year were conducted. The results indicate that the capacity is expected to be adequate for Alternative E. For Alternative G, forecast passenger loads are expected to exceed the planned capacity for the segment between Slauson Station and 7th/Metro Station during peak periods. This is due in part to the large number of Blue Line customers forecast to transfer to the WSAB line at the Slauson Station in order to reach the downtown transit core.

The increase from 3- to 4-car train consists was analyzed but was not deemed cost effective as it would not significantly improve the capacity north of Slauson Station. A longer vehicle size and corresponding platform size will also have impacts to the corridor cities and the project including additional capital costs, traffic impacts due to increased time necessary to pass through at-grade intersections in the southern segment, potential need for the intersections to be grade separated, and higher operating and maintenance costs.

The most effective solution for addressing long-term capacity issues between Slauson and the downtown transit core is to plan for the ability to operate a "short-line" service with 2.5 minutes headway during the peak. This would allow up to a doubling of capacity focused on the most impacted segment of the route. This solution provides the ability to contain capital and operating cost increases by targeting improvements in the high-demand segment.

Therefore, 4-car platforms on the WSAB line is not recommended as 3-car train consists would provide sufficient capacity when a short-line service is taken into account for the alignment segment north of Slauson Station.

Technical Services Contract Modification No. 6

The execution of Contract Modification No. 6 to WSP USA, Inc. will allow Metro to advance the level of design to 15% in support of the Draft EIS/EIR. The existing contract includes design development

to a conceptual level (5% design). Advancing the design to 15% will provide the additional level of detail to more fully address design elements including alignment, station and Park & Ride lot design, first-last mile and station access points, among others. The advanced design will provide better understanding of the constructability of the alignment, especially for the proposed tunneling through downtown and ensure a feasible project is being analyzed as part of the environmental document. More detailed engineering design will provide more specificity to the P3 community in support of a potential P3 project delivery.

Outreach Services Contract Modification No. 2

The execution of Contract Modification No. 2 to Arellano Associates will allow Metro to provide enhanced and community focused outreach services to the corridor communities in support of the environmental document. Activities such as tours of existing Metro lines, additional community update meetings, and coordination meetings with cities will allow for greater engagement opportunities. The recent updated scoping meetings and comment period underscored the need for additional rounds of public meetings in support of the environmental process as well as focused outreach to the corridor communities.

Consistency with Metro's Equity Platform Framework

The Project, and the recommended project definition modifications, are consistent with the recently-adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and low-income populations within the Project Area. The corridor has been identified as having environmental justice communities along the entire 20-mile alignment. Minority residents consist of 66% of the total Project area population and 25% of Project area residents live below poverty, which is higher than the Los Angeles County average of 17%. Most of the transit service in the Project area is local with limited express buses operating on the congested roadway network. These communities have been historically underserved by transit investments. The Project definition modifications also aim to better integrate with the communities that the project serves and will improve access and connectivity to densely populated areas, major employment centers, and local and regional destinations. The Project, and the recommended Project definition modifications, will also significantly reduce travel times and Vehicle Miles Traveled (VMT) in the Project area, which could lead to air quality, safety, and livability improvements for the Project area's most vulnerable communities.

All of the aforementioned Project benefits will collectively expand economic opportunities and enhance the quality of life for residents of the Project area. Metro staff will ensure that Metro's Equity Platform Framework will guide the process for evaluating the project in the Draft EIS/EIR.

DETERMINATION OF SAFETY IMPACT

These actions will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

The FY 2018-19 budget includes \$4,691,953 in Cost Center 4370 (Systemwide Team 3), Project 460201 (WSAB Corridor Admin) for professional services. Since this is a multi-year contract, the

Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding for this Project is from State Senate Bill (SB) 1 grant. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus or other rail capital or operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended Project definition modifications will improve operations, safety and improve overall travel time. These recommendations support Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. WSAB is anticipated to provide an approximately 35-minute one-seat ride from the proposed Pioneer station in the southern terminus to either WSAB northern terminus. Taking a similar trip today on existing Metro bus and rail lines would take approximately 2-3 times as long, depending on the route, number of transfers, and local traffic conditions. The WSAB corridor traverses some of Los Angeles County's most densely-developed, historically underserved and environmental justice communities. Many of the Project area communities are characterized by heavily transit dependent populations who currently lack access to a reliable transit network. The Project area is served by buses that operate primarily along a heavily congested freeway and arterial network with limited connections to the Metro rail system. With the recommended Project definition modifications, the Project will be better integrated with the communities that the rail line will traverse.

A high-capacity and reliable transit investment between the Metro rail system and Gateway Cities would provide mobility and travel choices within the WSAB corridor and reduce dependence on auto travel. The Project aims to increase mobility, reduce travel times on local and regional transportation networks and accommodate future population and employment growth in southeastern Los Angeles County.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommendations. This alternative is not recommended, as the updated Project definition further develops the project to best align with the Metro Vision 2028 Strategic Plan goals. In addition, the recommended Project definition modifications were developed through coordination with the corridor cities, the communities and stakeholders, and in response to feedback received, better aligning the project to community priorities. Not approving the recommendations would also impact the Project's environmental clearance schedule and would not be consistent with prior Board direction to advance the Project. An updated project definition, advancing third-party agreements and execution of contract modifications will ensure the Project advances in an effort to accelerate Project delivery.

NEXT STEPS

Upon Board approval, staff will continue with the environmental work and conduct advanced conceptual engineering. Staff will also execute the contract modifications for technical services to perform the necessary environmental analyses and for outreach services to complete the Draft

EIS/EIR.

Staff anticipates conducting public community meetings in early 2019 to share the modifications to the Project Definition.

ATTACHMENTS

Attachment A - WSAB Updated Project Definition Table
Attachment B - WSAB Updated Alignment Map and Sketch Profile
Attachment C-1 - Procurement Summary AE5999300
Attachment C-2 - Procurement Summary PS2492300
Attachment D-1 - Contract Modification/Change Order Log AE5999300
Attachment D-2 - Contract Modification/Change Order Log PS2492300
Attachment E-1 - DEOD Summary for C-1
Attachment E-2 - DEOD Summary for C-2

Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development, (213) 922-3931

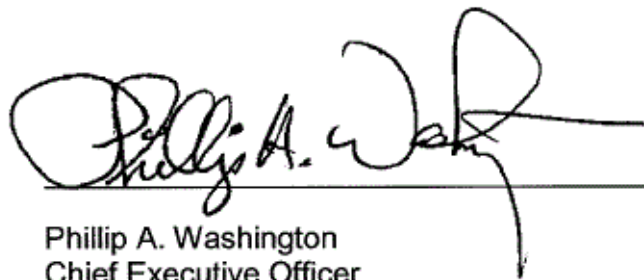
Laura Cornejo, DEO, Countywide Planning & Development, (213) 922-2885

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Phillip A. Washington
Chief Executive Officer

West Santa Ana Branch Transit Corridor: Updated Project Definition

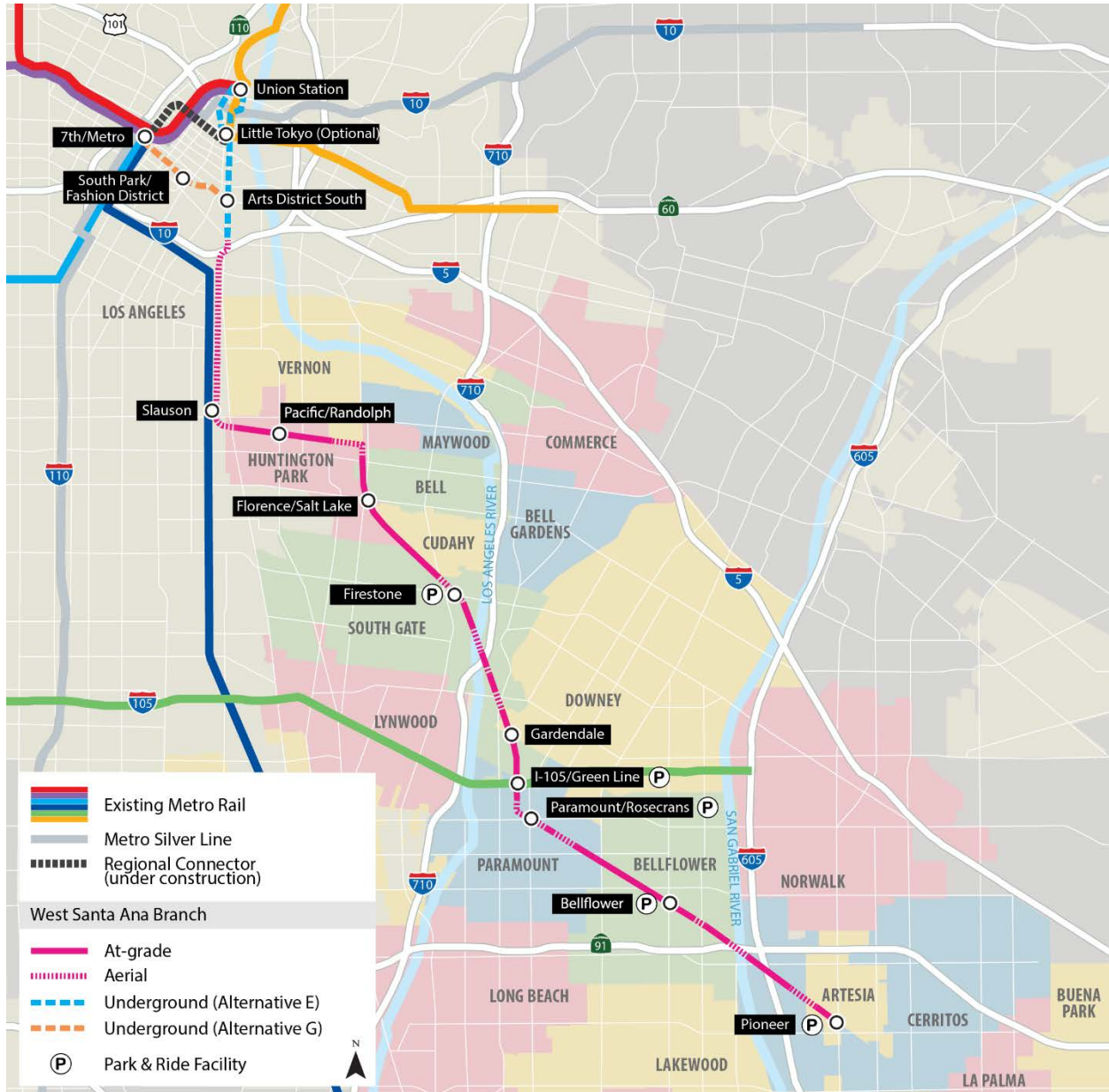
Previous Design	Recommended Refinements	Justification
City of Los Angeles		
<ul style="list-style-type: none"> Alternative G: Downtown Transit Core had two design option with a terminus station near either the existing 7th St/Metro Center Station or the existing Pershing Square Station. 	<ul style="list-style-type: none"> The Pershing Square design option will be removed from further study. 	<ul style="list-style-type: none"> A Pedestrian Simulation/Circulation Report was conducted which found that the 7th & Metro Station can operate at an adequate level of service with a connection to the proposed WSAB station at 8th/Flower. Given that the 7th St/Metro Center Station option provides better connectivity to the regional transit network, the Pershing Square Station option is recommended to be removed from further study.
<ul style="list-style-type: none"> Alternative E: Alameda - Union Station Forecourt station located under existing Union Station surface parking lot. 	<ul style="list-style-type: none"> Union Station Forecourt Station to be relocated further east of Alameda Street, closer to Union Station. 	<ul style="list-style-type: none"> Station relocation will avoid impacts to the Alameda streetscape and adjacent First 5 LA building. (Project staff is coordinating closely with the Union Station Forecourt and Esplanade team.)
<ul style="list-style-type: none"> Alternative E: Alameda - Little Tokyo station located under Alameda Street between 1st and 2nd Streets. 	<ul style="list-style-type: none"> Little Tokyo Station southern portal to be relocated to the Department of Water and Power (DWP) parcel at Alameda Street/2nd Street and northern portal entrance will share the same plaza as the under construction Regional Connector. 	<ul style="list-style-type: none"> Southern portal relocation will provide better pedestrian connectivity to the Arts District. The northern portal entrance will share the same plaza as the under construction Regional Connector to provide a connection opportunity to Regional Connector.
<ul style="list-style-type: none"> At-grade profile under the I-10 freeway overpass and transitioning to aerial grade-separated south of the I-10 freeway to an aerial Washington Station. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated over the existing I-10 freeway and continue in an aerial configuration until Slauson Station. 	<ul style="list-style-type: none"> Avoids future potential conflicts due to at-grade crossings near freeway on/off ramps and intensity of existing development in this area.

Previous Design	Recommended Refinements	Justification
<ul style="list-style-type: none"> Aerial grade-separated Washington Station and Vernon Station adjacent to the existing Blue Line Stations. 	<ul style="list-style-type: none"> Washington Station and Vernon Station will be removed from further study. 	<ul style="list-style-type: none"> Travel Demand Forecasts show that the vast majority of transfers between the Blue Line and WSAB occur at the Slauson Station. This is due to Slauson Station being the first transfer point on the northbound train between the lines and that WSAB will provide shorter travel time, than the Blue Line, to either the Downtown Transit Core or Union Station. This also allows WSAB to travel faster, with fewer stations, while these two existing stations remained served by the Blue Line.
City of South Gate		
<ul style="list-style-type: none"> At-grade crossing at Firestone Boulevard. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Atlantic Avenue and Firestone Boulevard before descending at-grade to Rayo Avenue. 	<ul style="list-style-type: none"> This grade separation will allow for optimal station placement that is better integrated with the City's Gateway District Specific Plan.
<ul style="list-style-type: none"> At-grade crossing at Garfield Avenue and Imperial Highway. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Imperial Highway and Garfield Avenue before descending at-grade to Gardendale Station. 	<ul style="list-style-type: none"> Grade separation will improve travel time reliability, reduce traffic impacts, and improve pedestrian/vehicle safety.
<ul style="list-style-type: none"> Firestone station located close to Atlantic Ave. 	<ul style="list-style-type: none"> Firestone Station will be shifted south. 	<ul style="list-style-type: none"> The relocated Firestone Station is in a more optimal location to better integrate with the City's Transit-Oriented Development as identified in the South Gate Gateway District Specific Plan.

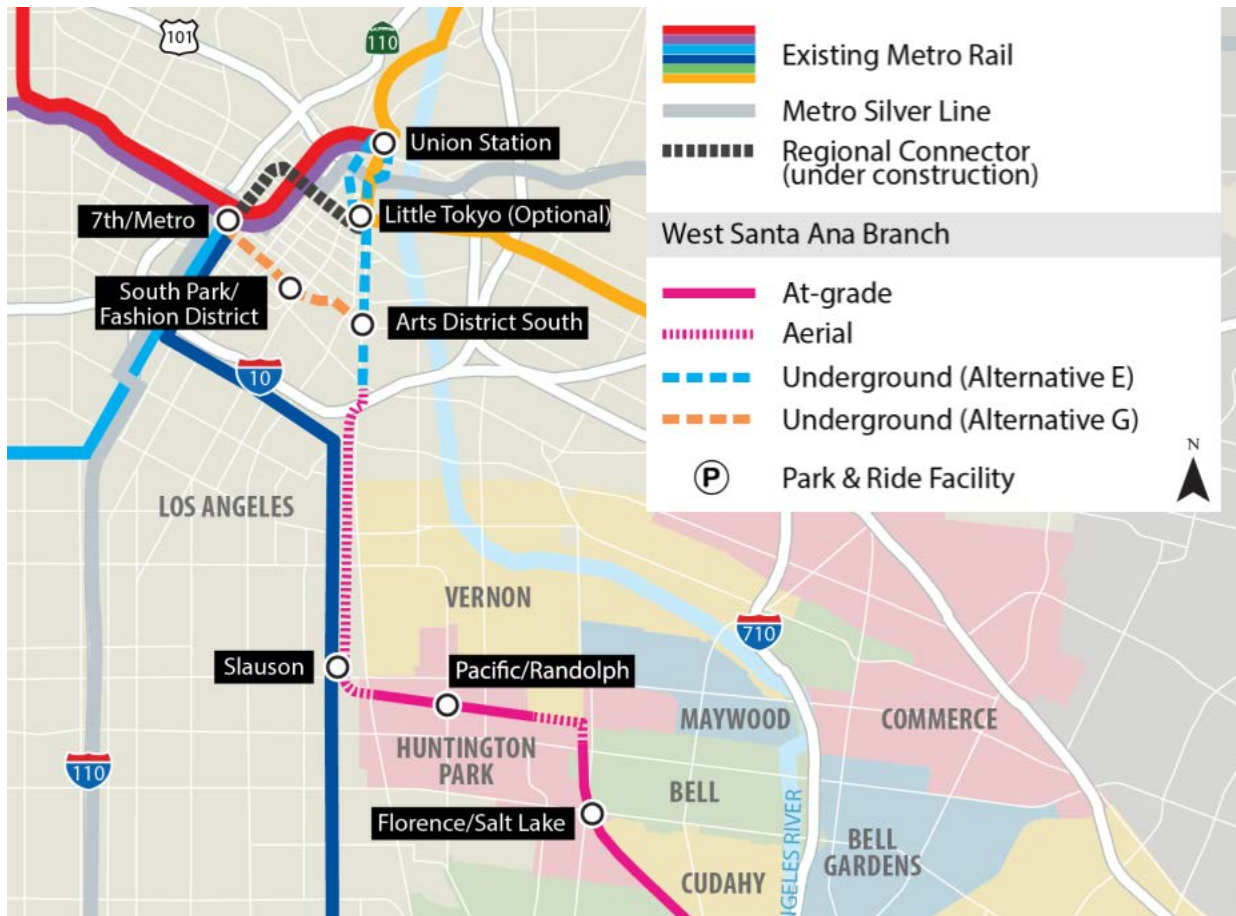
Previous Design	Recommended Refinements	Justification
City of Paramount		
<ul style="list-style-type: none"> Existing pedestrian bridge connecting Paramount High School campuses. 	<ul style="list-style-type: none"> Pedestrian bridge connecting the Paramount high school campuses will be reconstructed below-grade. 	<ul style="list-style-type: none"> The existing pedestrian bridge crosses the alignment aerial and will need to be reconstructed. The pedestrian crossing will be reconstructed below-grade to provide a safer pedestrian connection between the campuses and improve ADA access.
<ul style="list-style-type: none"> At-grade crossing at Downey Avenue. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Downey Avenue before descending at-grade to Somerset Boulevard and continuing east to Bellflower Station. 	<ul style="list-style-type: none"> Due to the proximity to Paramount High School and Harry Wirtz Elementary School, this intersection has high pedestrian volumes. Grade separation will improve pedestrian safety and travel time reliability.
<ul style="list-style-type: none"> I-105/Green Line Station located above the I-105 freeway trench. 	<ul style="list-style-type: none"> I-105/Green Line Station will be shifted north. 	<ul style="list-style-type: none"> Station relocation provides better connectivity to the proposed park and ride lot and will reduce right of way impacts to the single-family homes south of the I-105 freeway.
<ul style="list-style-type: none"> Paramount Station located east of Paramount Boulevard. 	<ul style="list-style-type: none"> Paramount Station will be shifted closer to Paramount Boulevard. 	<ul style="list-style-type: none"> Station shift will provide better connectivity to the proposed park and ride lot, connecting bus service, and local businesses.
City of Bellflower		
<ul style="list-style-type: none"> At-grade crossing at the intersection of Flower Street/Woodruff Avenue 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at the intersection of Flower Street/Woodruff Avenue. 	<ul style="list-style-type: none"> Grade separation will allow for maintained access to the businesses along Flora Vista Street and avoids potential traffic impacts due to the unique street configuration in this area.

Previous Design	Recommended Refinements	Justification
City of Artesia		
<ul style="list-style-type: none"> Option of continuing alignment south to Bloomfield Avenue with a Bloomfield Station. 	<ul style="list-style-type: none"> Pioneer Station to be the southern terminus and will be designed as a multi-modal transit hub. 	<ul style="list-style-type: none"> The Pioneer station in the City of Artesia has greater potential as a terminus location.
<ul style="list-style-type: none"> Portion of Pioneer Station parking located in City of Cerritos. 	<ul style="list-style-type: none"> Pioneer Station parking site will be relocated to just south of Pioneer Station and will be entirely within City of Artesia limits. 	<ul style="list-style-type: none"> Previous potential park and ride location was partially located in the City of Cerritos, while the station itself is wholly within Artesia. Shifting the parking site allows for a stronger multi-modal hub and maximizes potential for partnerships with Artesia.
City of Cerritos		
<ul style="list-style-type: none"> At-grade crossing at 183rd Street/Gridley Road. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at the intersection of 183rd Street/Gridley Road before descending at-grade to 186th Street and continuing east to Pioneer Station. 	<ul style="list-style-type: none"> Grade separation will reduce traffic impacts and improve travel time and safety.
<ul style="list-style-type: none"> 183rd/Gridley Station located at northwest corner of the intersection. 	<ul style="list-style-type: none"> 183rd/Gridley Station will be removed from further study. 	<ul style="list-style-type: none"> Station removed because it is very close to the Pioneer station and has limited ridership potential.
<ul style="list-style-type: none"> Optional Bloomfield extension and station. 	<ul style="list-style-type: none"> Optional Bloomfield extension and station will be removed from further study. 	<ul style="list-style-type: none"> The Pioneer Station in the City of Artesia has greater potential as a terminus location to enhance mobility and Transit-oriented Communities potential.

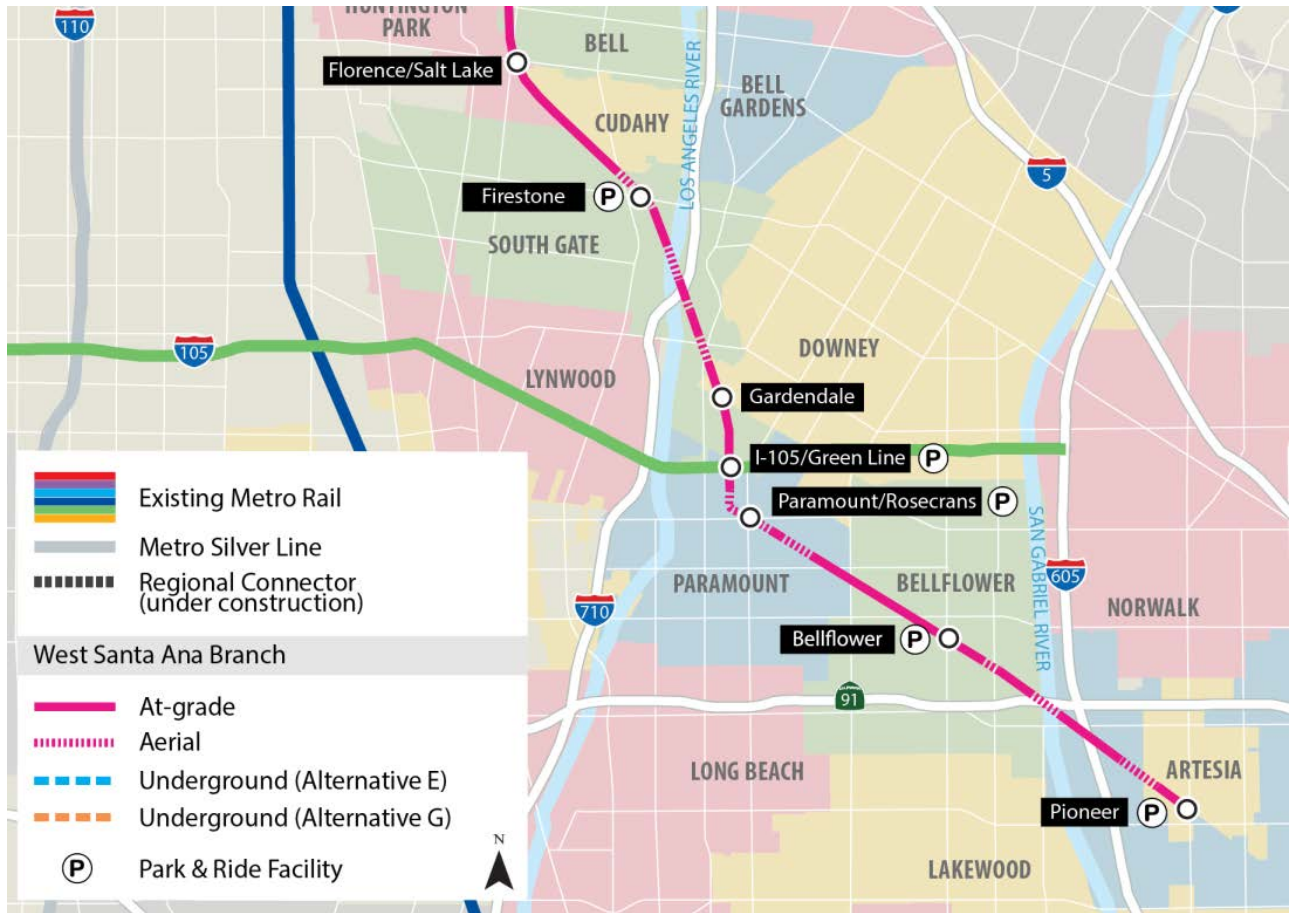
West Santa Ana Branch Transit (WSAB) Corridor: Updated Alignment Map



WSAB Corridor: Updated Northern Alignment

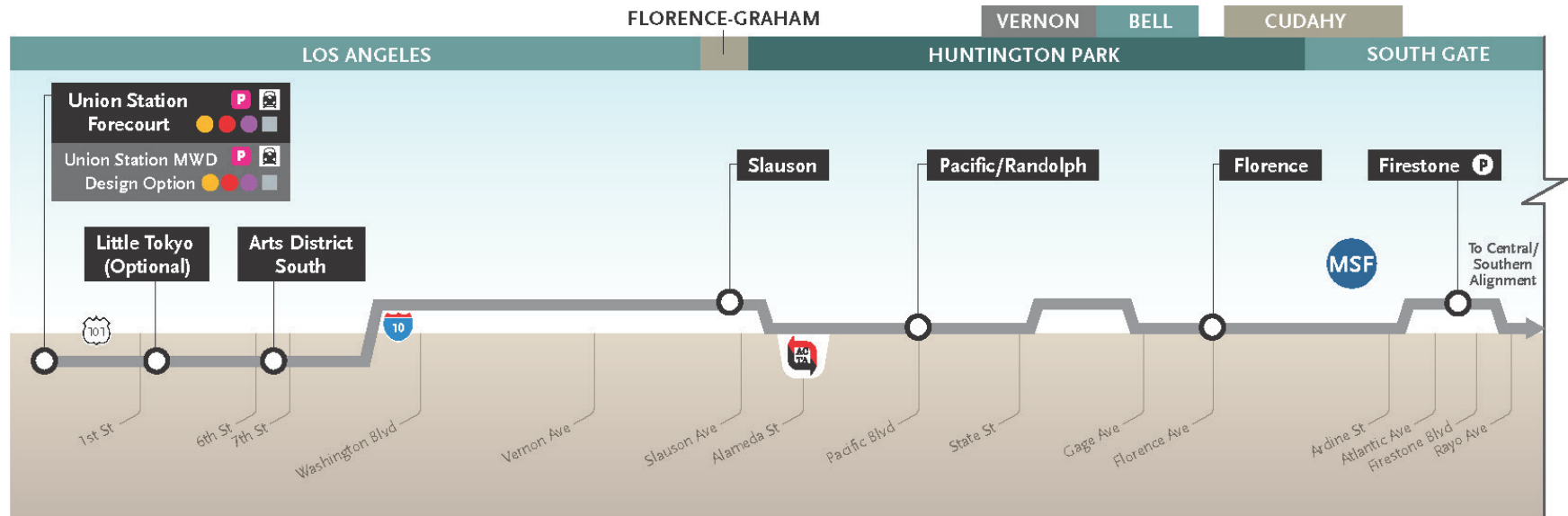


WSAB Corridor: Updated Southern Alignment



WSAB Corridor: Updated Profile

i. Union Station (Alt E)/Downtown Transit Core (Alt G) to South Gate



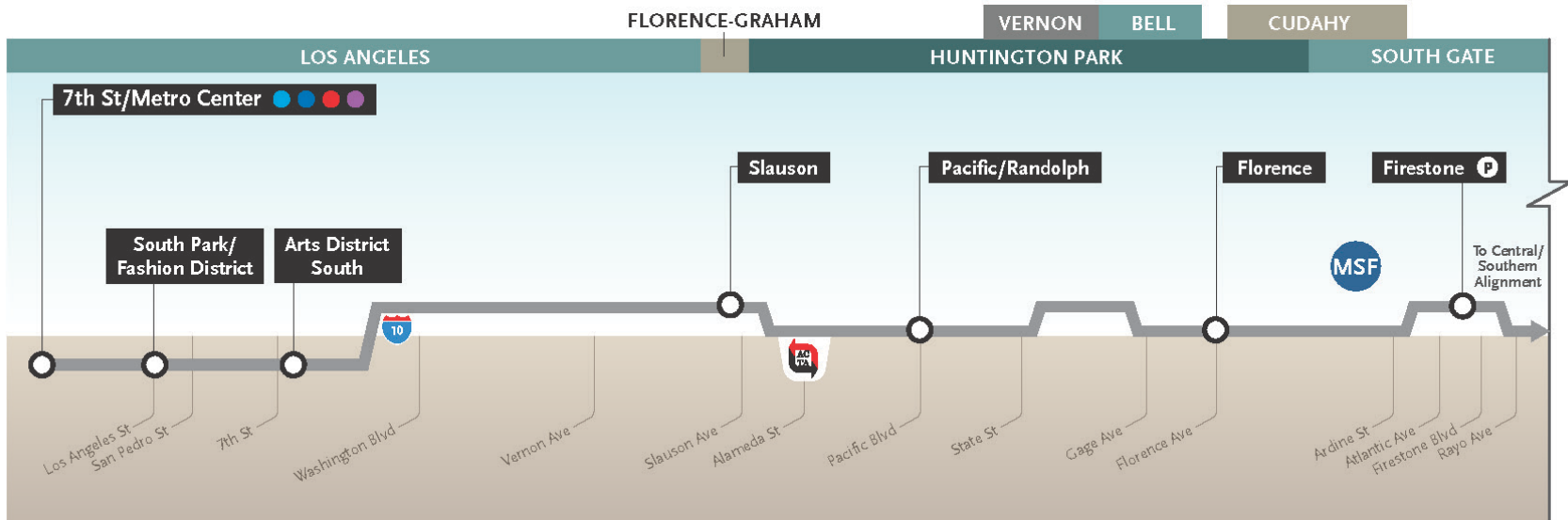
Note: Transition to vertical profile not to scale

PROPOSED

-  Station
-  Alignment
-  Maintenance & Storage Facility
(Potential MSF sites under consideration)
-  Park & Ride Facility

EXISTING

-  Station Parking
-  Alameda Corridor
(Owned by Alameda Corridor Transportation Authority)



Note: Transition to vertical profile not to scale

West Santa Ana Branch (WSAB)

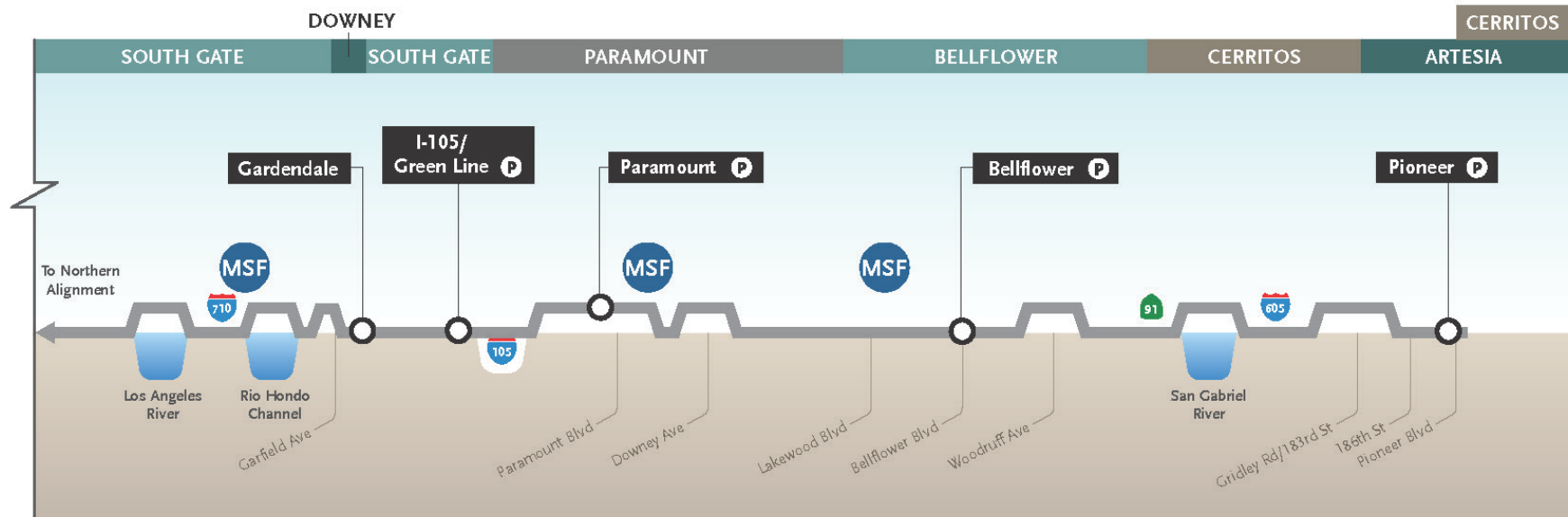
PROPOSED

- Station
- Alignment
- Maintenance & Storage Facility (Potential MSF sites under consideration)
- Park & Ride Facility

EXISTING

- Station Parking
- Alameda Corridor (Owned by Alameda Corridor Transportation Authority)

ii. South Gate to Artesia



West Santa Ana Branch (WSAB)

PROPOSED

-  Station
-  Alignment
-  Maintenance & Storage Facility
(Potential MSF sites under consideration)
-  Park & Ride Facility

Note: Transition to vertical profile not to scale

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	Contract Number: AE5999300			
2.	Contractor: WSP USA Inc.			
3.	Mod. Work Description: Technical services to advance the level of design to 15% to support Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR).			
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services			
5.	The following data is current as of: October 22, 2018			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	09/26/16	Contract Award Amount:	\$9,392,326
	Notice to Proceed (NTP):	06/26/17	Total of Modifications Approved:	\$3,012,918
	Original Complete Date:	09/30/20	Pending Modifications (including this action):	\$7,978,444
	Current Est. Complete Date:	09/30/20	Current Contract Value (with this action):	\$20,383,688
7.	Contract Administrator: Gina Romo		Telephone Number: (213) 922-7558	
8.	Project Manager: Meghna Khanna		Telephone Number: (213) 922-3931	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 issued for technical services to advance the level of design to 15% to support the Draft EIS/EIR for the West Santa Ana Branch Transit Corridor.

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

On September 26, 2016, the Board awarded firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of \$9,392,326 for the West Santa Ana Branch Transit Corridor technical services.

Refer to Attachment D-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, and fact finding. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Modification Amount
\$7,998,072	\$8,846,876	\$7,978,444

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION
PROGRAM / PS2492300

1.	Contract Number: PS2492300			
2.	Contractor: Arellano Associates, LLC			
3.	Mod. Work Description: Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance of the West Santa Ana Branch Transit Corridor Project (WSAB).			
4.	Contract Work Description: Outreach services as part of the Community Participation Program for WSAB.			
5.	The following data is current as of: October 16, 2018			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	9/26/16	Contract Award Amount:	\$492,893
	Notice to Proceed (NTP):	9/26/16	Total of Modifications Approved:	\$429,310
	Original Complete Date:	9/25/20	Pending Modifications (including this action):	\$1,324,503
	Current Est. Complete Date:	9/25/20	Current Contract Value (with this action):	\$2,246,706
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Teresa Wong		Telephone Number: (213) 922-2854	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued to augment the Community Participation Program to continue implementing focused outreach services to the corridor communities in support of the environmental documents for the WSAB Transit Corridor Project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 26, 2016, the Board approved award of firm fixed price Contract No. PS2492300 to Arellano Associates, LLC in the amount of \$492,893 to perform the environmental clearance study community outreach for the WSAB Transit Corridor pending passage of Measure M.

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

B. Cost Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$1,324,503	\$1,309,070	\$1,324,503

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	11/21/17	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS (EIR/EIS) for the West Santa Ana Branch Transit Corridor.	Approved	05/24/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Pending	TBA	TBA
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Pending	TBA	TBA
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Pending	TBA	TBA
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR	Pending	12/06/18	\$6,300,216
	Optional third-party coordination			\$1,678,228
	Modification Total:			\$10,991,362
	Original Contract:		09/26/16	\$9,392,326
	Total:			\$20,383,688

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM / PS2492300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	06/28/18	06/28/18	\$429,310
2	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Pending	12/06/18	\$1,324,503
	Modification Total:			\$1,753,813
	Original Contract:		09/26/16	\$492,893
	Total:			\$2,246,706

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR / AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. The project is 59% complete and the current DBE participation is 20.43%, a shortfall of 4.60%. WSP explained that their shortfall is related to the timing of certain scope items that will be performed by DBE's. WSP indicated that much of the engineering work performed by the non-DBE subcontractors has already been completed, the environmental work heavily weighted toward DBE subcontractors, is still in progress. In addition, WSP proposed to commit an additional \$2.2M of the pending modification, or 27.62% to DBE's, including two additional DBE subcontractors to perform work on the contract. This Modification is projected to decrease WSP's overall shortfall to 0.76%.

Notwithstanding, Metro Project Managers and Contract Administrators, will work in conjunction with DEOD to ensure that WSP is on schedule to meet or exceed its DBE commitment. DEOD will request WSP to submit an updated mitigation plan to address the current shortfall. 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	25.03% DBE	Small Business Participation	20.43% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA Inc.	African American	1.65%	2.23%
2.	CityWorks Design	Hispanic American	3.67%	3.55%
3.	Connetics Transportation Group	Asian Pacific American	0.78%	0.86%
4.	Epic Land Solutions	Caucasian Female	1.19%	1.37%
5.	Geospatial Professional Services	Asian Pacific American	0.26%	0.34%
6.	Lenax Construction	Caucasian Female	2.32%	1.57%
7.	Terry A. Hayes Associates	African American	11.40%	7.20%
8.	Translink	Hispanic American	3.76%	2.67%

	Consulting			
9.	Dunbar Transportation Consulting	Caucasian Female	Added	0.64%
Total			25.03%	20.43%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract/Modification.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY**WEST SANTA ANA BRANCH TRANSIT CORRIDOR COMMUNITY
PARTICIPATION/PS2492300****A. Small Business Participation**

Arellano Associates, LLC, a Small Business Enterprise (SBE) Prime, made a 100% SBE commitment. The SB Prime (Set-Aside) project is 44% complete and is currently meeting its commitment with 100% SBE participation.

SMALL BUSINESS PRIME (SET-ASIDE)

Small Business Commitment	100% SBE	Small Business Participation	100% SBE

	SBE Prime	% Committed	Current Participation
1.	Arellano Associates, LLC	100%	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract/Modification.

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Planning and Programming: November 14, 2018

File 2018-0404

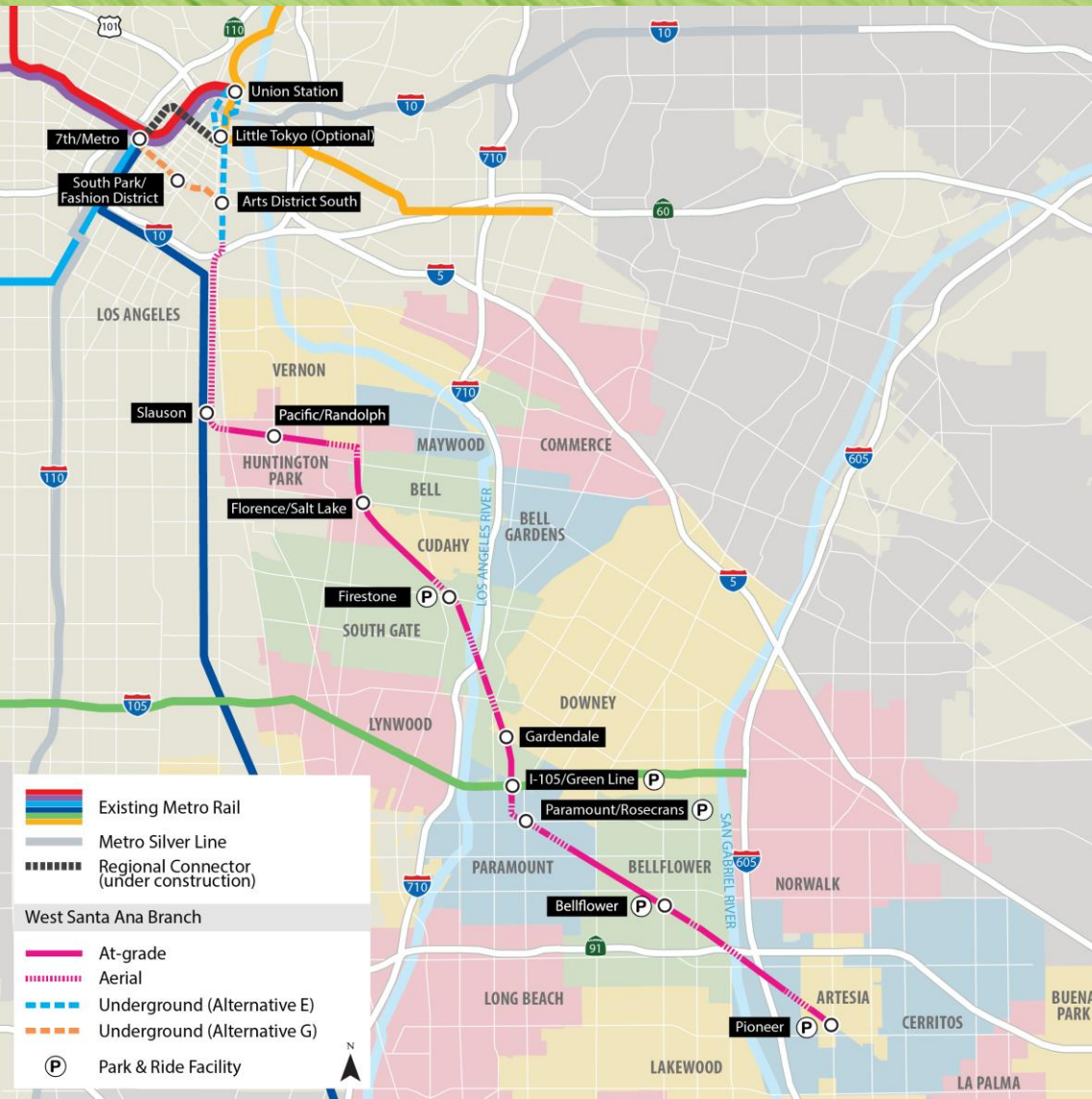
Recommendation

A. AUTHORIZING:

1. Approve an updated project definition for Draft EIS/EIR
2. Negotiate and execute third party agreements
3. Technical services Contract Modification No. 6 in the amount of \$7,998,072, to advance the design to 15%
4. Technical services Contract Modification No. 2 in the amount of \$1,324,503, to provide additional outreach support

B. RECEIVING AND FILING finding to evaluate the feasibility and need for 4-car platforms

Updated Project Definition



Key updates:

- Three stations will be removed from further study:
 - Washington,
 - Vernon and
 - 183rd/Gridley Station
- Alignment will be aerial grade-separated over the I-10 until Slauson Station
- Five aerial grade-separations will be added
- Alternative G2 (Pershing Square design option) will be removed from further study
- Optional Bloomfield extension and station will be removed from further study

28 x 2028 Status

- WSAB is included in the 28 x 2028 project, list for a single yet-to-be determined alignment:

- Measure M Expenditure Plan \$4 B (in 2015 \$)

- Updated Project Cost Estimate \$6.5 to \$6.6 B (in 2018\$)

Public Stakeholder Engagement



- **July 2018:**
 - Cerritos community workshop
 - Three updated scoping meetings (Los Angeles, Bellflower and Cudahy)
- **August to October 2018:** Meetings with City managers and staff
- **October 2018:** Presentation to Eco-Rapid Board



Four-car Platforms Evaluation

- Forecasted peak-periods passenger loads capacity between Slauson & 7th/Metro Stations :
 - Alternative E: Adequate capacity
 - Alternative G: Exceeds planned capacity due to transfers to WSAB line at Slauson station
- Four-car Platforms:
 - Not cost effective
 - Traffic impacts due to increased crossing time
 - Potential need for additional grade separations
 - Higher O&M costs
- Recommendation: “Short-line” service with 2.5 minute headway for Alternative G

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Thank You!





Board Report

File #: 2018-0574, **File Type:** Contract

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 14, 2018

SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD 29 bench Contract Nos. PS54330000 through PS54330028 under the Countywide Planning and Development Bench for professional services with the contractors recommended in Attachment A-1 for a three-year base period in the funding amount of \$25 million, with two, one-year options, in the funding amount of \$5 million for each option year, for a not-to-exceed cumulative total funding amount of \$35 million, subject to resolution of protest(s) if any:

1. Discipline 1 - Transportation Planning:
 - 1.1. AECOM Technical Services, Inc
 - 1.2. Cambridge Systematics, Inc.
 - 1.3. CH2M Hill, Inc.
 - 1.4. Chen Ryan Associates, Inc. (SBE/DBE)
 - 1.5. Fehr & Peers
 - 1.6. HDR Engineering, Inc.
 - 1.7. Kimley-Horn & Associates, Inc.
 - 1.8. Mott MacDonald, LLC
 - 1.9. Steer
 - 1.10. STV Incorporated
 - 1.11. TransLink Consulting, LLC (SBE/DBE)
 - 1.12. WSP USA;
2. Discipline 2 - Environmental Planning:
 - 2.1. AECOM Technical Services, Inc.
 - 2.2. HDR Engineering, Inc.
 - 2.3. STV Incorporated
 - 2.4. Terry A. Hayes Associates, Inc. (SBE/DBE)
 - 2.5. WSP USA;
3. Discipline 3 - Traffic/Transportation Engineering:
 - 3.1. AECOM Technical Services, Inc.
 - 3.2. Cambridge Systematics, Inc.

- 3.3. CH2M Hill, Inc.
- 3.4. FPL and Associates, Inc. (SBE/DBE)
- 3.5. HDR Engineering, Inc.
- 3.6. Iteris, Inc.
- 3.7. KOA Corporation
- 3.8. Mott MacDonald, LLC;
- 4. Discipline 4 - Economic and Financial Analysis:
 - 4.1. AECOM Technical Services, Inc.
 - 4.2. Arup Advisory, Inc.
 - 4.3. BAE Urban Economics, Inc. (SBE/DBE)
 - 4.4. Morgner Construction Management (SBE/DBE)
 - 4.5. WSP USA;
- 5. Discipline 5 - Community Design and Land Use:
 - 5.1. AECOM Technical Services, Inc.
 - 5.2. BASE Architecture, Planning & Engineering, Inc. (SBE/DBE)
 - 5.3. M. Arthur Gensler Jr. & Associates, Inc
 - 5.4. Gruen Associates
 - 5.5. Here Design Studio, LLC (SBE/DBE)
 - 5.6. John Kaliski Architects (SBE);
- 6. Discipline 6 - Sustainability/Active Transportation:
 - 6.1. AECOM Technical Services, Inc.
 - 6.2. Alta Planning + Design
 - 6.3. Chen Ryan Associates, Inc. (SBE/DBE)
 - 6.4. Fehr and Peers;
- 7. Discipline 7 - Demand Modeling and Geographic Information System:
 - 7.1. AECOM Technical Services, Inc.
 - 7.2. Cambridge Systematics, Inc.
 - 7.3. WSP USA;
- 8. Discipline 8 - Data Base Development and Data Analysis:
 - 8.1. Cambridge Systematics, Inc.
 - 8.2. Iteris, Inc.;
- 9. Discipline 9 - Real Estate Project Management:
 - 9.1. Tierra West Advisors, Inc. (SBE/DBE);
- 10. Discipline 10 - Research and Surveying:
 - 10.1. Cambridge Systematics, Inc.
 - 10.2. ETC Institute
 - 10.3. Moore & Associates, Inc.
 - 10.4. Redhill Group, Inc. (SBE); and

B. EXECUTE individual task orders under the Bench Contracts for up to \$1 million per task order.

ISSUE

Metro's Countywide Planning and Development (CPD) department requires a bench contract for professional services with ten disciplines: transportation planning, environmental planning, traffic/transportation engineering, economic and financial analysis, community design and land use,

sustainability/active transportation, demand modeling and geographic information system, database development and data analysis, real estate project management, and research and surveying.

A list of the qualified contractors for each discipline is shown in Attachment A-1. Depending on the scope of services, the project manager will decide which discipline is to be used. A task order will be awarded to a contractor in a specific discipline at the completion of a competitive procurement process.

BACKGROUND

Over the past four years, CPD's needs have evolved with some disciplines no longer needed and some covered in other bench contracts. In addition, new disciplines have been identified due to Measure M and scopes of services have been expanded in other functional units. Disciplines included in the existing Bench were evaluated and updated to reflect the evolving needs of the department.

The CPD Bench has been widely used by project managers within CPD and other departments throughout Metro to expedite different technical studies. Many of the projects and studies listed in the Bench contract categories are small- or mid-scale that, once identified, must be initiated and completed in a relatively short period of time. The CPD Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The current CPD Bench has been utilized over the past four years and has proven to be a very successful method in reducing staff resources expended on the procurement of service contracts and allowing for projects to be completed in a more efficient manner. The authorized funding amount under the current Bench, which expires December 2018, is \$30 million with 17 disciplines, with individual task orders issued in a not-to-exceed amount of \$1 million. Since the Bench was established in 2013, 51 task orders have been awarded totaling \$29.2 million.

Staff is recommending the total funding value of \$35 million for this new CPD Bench in anticipation of increasing costs and higher demand for technical consultant services in the next five years. However, there may be unforeseen requirements for other project changes or schedule acceleration which may exceed existing assumptions and exhaust the approved total contract value before the end of contract period. Under these circumstances, if needed, staff will return to the Board requesting for contract funding amendment.

DETERMINATION OF SAFETY IMPACT

The approval of this Bench will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Adoption of the CPD Bench will have no impact on the existing FY19 budget. Funding for FY19 has been included in the CPD budget in numerous cost centers and projects. Each task order awarded

to a contractor will be funded with the source of funds identified for that project. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for these task orders is dependent upon the specific project. Generally, Propositions A and C, Measure M and Transportation Development Act (TDA) Administration funds used for planning activities which are not eligible for bus or rail capital and operating will be used.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

CPD Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed. It is critical to expedite the procurement process to complete long range planning, mobility corridors planning, community mobility planning and other technical studies in order to meet tight project schedules.

Approving the recommendation for the CPD Bench aligns with Strategic Goal 4: Transform Los Angeles County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the award of these task orders would then be pursued as separate procurements which, for each task order, could potentially take up to nine months to complete. This would limit our ability to respond quickly to needs and to meet tight project delivery schedule constraints. Additionally, extending the existing Bench is also recommended as this Bench was created five years ago. The approval of this Bench contract will create new contracting opportunities. The Board could also elect not to approve the CEO's authority to award individual task orders up to \$1million. This is not recommended as our experience has shown that the cost of professional service contracts is higher than five years ago. Also, the requested task order threshold is needed as it will allow for more mid-scale project procurements to be expedited.

NEXT STEPS


Upon Board approval, staff will establish and execute the Bench contracts. As needed, staff will solicit responses to individual task orders from specific disciplines. SBE, DVBE and/or DBE goal requirements will be set for each individual task order. We will report annually to the Board on the usage of the CPD Bench.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment A-1 - Recommended Firms by Discipline
Attachment B - DEOD Summary

Prepared by: Linnea Berg, Sr. Manager, Transportation Planning, (213) 922-2815 Regina Li-Armijo,
Director, Finance & Administrative Management Services, (213) 922-7214

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A-1

**RECOMMENDED FIRMS BY DISCIPLINE
COUNTYWIDE PLANNING AND DEVELOPMENT BENCH**

Discipline	Contractors	
1. Transportation Planning	1. AECOM Technical Services, Inc.	7. Kimley-Horn & Associates, Inc.
	2. Cambridge Systematics, Inc.	8. Mott MacDonald, LLC
	3. CH2M Hill, Inc.	9. Steer
	4. Chen Ryan Associates, Inc. (SBE/DBE)	10. STV Incorporated
	5. Fehr & Peers	11. TransLink Consulting, LLC (SBE/DBE)
	6. HDR Engineering, Inc.	12. WSP USA
2. Environmental Planning	1. AECOM Technical Services, Inc.	4. Terry A. Hayes Associates, Inc. (SBE/DBE)
	2. HDR Engineering, Inc.	5. WSP USA
	3. STV Incorporated	
3. Traffic/ Transportation Engineering	1. AECOM Technical Services, Inc.	5. HDR Engineering, Inc.
	2. Cambridge Systematics, Inc.	6. Iteris, Inc.
	3. CH2M Hill, Inc.	7. KOA Corporation
	4. FPL and Associates, Inc. (SBE/DBE)	8. Mott MacDonald, LLC
4. Economic and Financial Analysis	1. AECOM Technical Services, Inc.	4. Morgner Construction Management (SBE/DBE)
	2. Arup Advisory, Inc.	5. WSP USA
	3. BAE Urban Economics, Inc. (SBE/DBE)	
5. Community Design and Land Use	1. AECOM Technical Services, Inc.	4. Gruen Associates
	2. BASE Architecture, Planning & Engineering, Inc. (SBE/DBE)	5. Here Design Studio, LLC (SBE/DBE)
	3. M. Arthur Gensler Jr. & Associates, Inc	6. John Kaliski Architects (SBE)
6. Sustainability/Active Transportation	1. AECOM Technical Services, Inc.	3. Chen Ryan Associates, Inc. (SBE/DBE)
	2. Alta Planning + Design	4. Fehr and Peers
7. Demand Modeling/GIS	1. AECOM Technical Services, Inc.	3. WSP USA
	2. Cambridge Systematics, Inc.	
8. Database Development and Data Analysis	1. Cambridge Systematics, Inc.	2. Iteris, Inc.
9. Real Estate Project Management	1. Tierra West Advisors, Inc. (SBE/DBE)	

10. Research and Surveying	1. Cambridge Systematics, Inc.	3. Moore & Associates, Inc.
	2. ETC Institute	4. Redhill Group, Inc. (SBE)

PROCUREMENT SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH/PS54330000-PS54330028

1.	Contract Number: PS54330000 through PS54330028	
2.	Recommended Vendor: Various (see Attachment A-1)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order <input checked="" type="checkbox"/> RFIQ	
4.	Procurement Dates:	
	A. Issued: June 5, 2018	
	B. Advertised/Publicized: June 5, 2018	
	C. Pre-Proposal Conference: June 13, 2018	
	D. Proposals Due: July 23, 2018	
	E. Pre-Qualification Completed: In process	
	F. Conflict of Interest Forms Submitted to Ethics: August 7, 2018	
	G. Protest Period End Date: November 23, 2018	
5.	Solicitations Picked up/Downloaded: 341	Bids/Proposals Received: 187
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Linnea Berg	Telephone Number: (213) 922-2815

A. Procurement Background

This Board Action is to approve the award of bench Contract Nos. PS54330000 through PS54330028, issued in support of the Countywide Planning and Development Department across ten disciplines for a base term of three years and two, one-year options, for a cumulative funding amount not-to-exceed \$35 million. Board approval of these contract awards are subject to resolution of any properly submitted protest(s).

The Bench is intended to assist in the planning and design of multimodal transportation projects and programs including short and long range planning and programming, regional mobility and connectivity-planning and improvements, active transportation planning, station and facility designs, system integrations, rail and bus-way projects, land use, grants management, and goods movement. The qualified contractors will provide professional and technical services in the following disciplines: (1) Transportation Planning, (2) Environmental Planning, (3) Traffic and Transportation Engineering, (4) Economic and Financial Analysis, (5) Community Design and Land Use, (6) Sustainability/Active Transportation, (7) Demand Modeling and Geographic Information System, (8) Database Development and Data Analysis, (9) Real Estate Project Management and (10) Research and Surveying.

Request for Information and Qualifications (RFIQ) No. PS54330 was issued in accordance with Metro's Acquisition Policy and the contract type will be on a task order basis.

Individual task order requests under the Bench Contracts will be issued to all qualified Contractors within a specific discipline and will be competed and awarded based the specific scope of work. Non-architectural and engineering (A&E) task orders will be awarded to the highest rated proposer with price being a consideration. A&E task orders will be awarded to the highest qualified firm as stipulated by Federal and California regulations governing A&E awards. All task orders awarded will be in compliance with Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE) and/or Disadvantaged Business Enterprise (DBE) Program requirements.

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

- Amendment No. 1, issued on June 15, 2018, revised the list of certified DBE firms;
- Amendment No. 2, issued on July 11, 2018, revised the Certificate of Compliance with 49 CFR PART 655, Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations form.

A pre-proposal conference was held on June 13, 2018, and was attended by 152 participants representing 117 firms. During the solicitation phase, 124 questions were asked and responses were released prior to the proposal due date.

A total of 341 firms downloaded the RFIQ and were included in the planholders list. A total of 187 proposals were received on July 23, 2018 covering the 10 disciplines.

B. Evaluation of Proposals

Proposal Evaluation Teams (PETs) consisting of Metro's Countywide Planning and Development staff were established for each discipline. Each PET conducted an independent, comprehensive technical evaluation of the proposals received for each of the designated disciplines.

The proposals were evaluated based on the following evaluation criteria:

- | | |
|--|-----|
| 1. Firm's Qualifications and Availability | 30% |
| 2. Project Manager and Key Staff's Qualifications and Availability | 50% |
| 3. Effective Scheduling/Cost Management Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services Bench procurements.

PET meetings were held for each discipline throughout the months of August and September 2018.

Of the 187 proposals received, 137 proposals were determined to be outside the competitive range and were not included for further consideration. The remaining 50 proposals were determined to be within the competitive range and are listed in Attachment A-1. Of the 50 proposals, 29 firms are represented. Several firms have been qualified for one or more disciplines. Of the 29 recommended firms, 11 firms are Metro certified Small Business Enterprise (SBE) and 9 are Disadvantaged Business Enterprise (DBE).

Qualifications Summary of Firms within the Competitive Range:

AECOM Technical Services, Inc.

AECOM Technical Services, Inc. (AECOM) was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a multi-national engineering firm that provides design, consulting, construction, and management services to a wide range of clients. AECOM has experience working with similar projects to those identified under the discipline(s) for which they have qualified. AECOM has worked on several Metro projects and has performed satisfactorily.

Alta Planning + Design

Alta Planning + Design was founded in 1996 and is headquartered in Portland, Oregon. Alta Planning + Design is a multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems. Alta Planning + Design has experience working with similar projects to those identified under the discipline(s) for which they have qualified. Alta Planning + Design has worked on several Metro projects and has performed satisfactorily.

Arup Advisory, Inc.

Arup Advisory, Inc. (Arup), was established in 1946 and is headquartered in London, United Kingdom, with additional offices and staff located in Los Angeles and worldwide. Arup is a multi-national professional services firm which provides engineering, design, planning, project management and consulting services. Arup has worked on several Metro projects and has performed satisfactorily.

BAE Urban Economics, Inc.

BAE Urban Economics Inc. (BAE) was founded in 1986 and is headquartered in Berkeley, California. BAE is an urban economics and real estate advisory consulting firm that is both SBE and DBE certified. BAE has experience working with similar projects to those identified under the discipline(s) for which they have qualified. BAE has worked on Metro projects and has performed satisfactorily.

BASE Architecture, Planning & Engineering, Inc.

BASE Architecture, Planning & Engineering, Inc. (BASE) was founded in 2003 and is headquartered in Los Angeles, California. BASE is an urban design, architecture, planning and civil engineering firm that is both SBE and DBE certified. BASE has experience working with similar projects to those identified under the discipline(s) for

which they have qualified. BASE has worked on Metro projects previously and has performed satisfactorily.

Cambridge Systematics, Inc.

Cambridge Systematics, Inc. (CS) was founded in 1972 and is headquartered in Cambridge, Massachusetts, with additional offices and staff located nationwide and abroad. CS specializes in transportation with a focus on policy, strategic planning and management; transit; rail planning; economic analysis; and intermodal planning; forecasting; performance-based planning and program management; and data management. CS has experience working with similar projects as identified under the disciplines for which they have qualified. CS has worked on several Metro projects and has performed satisfactorily.

CH2M Hill, Inc.

CH2M Hill, Inc. (CH2M), founded in 1946, provides consulting, design, design-build, operations, and program management services and is headquartered in Englewood, Colorado, with offices and staff worldwide, including Los Angeles. CH2M has experience working with similar projects as identified under the disciplines for which they have qualified. CH2M has worked on several Metro projects and has performed satisfactorily.

Chen Ryan Associates, Inc.

Chen Ryan Associates, Inc. (Chen Ryan) was founded in 2012 and is headquartered in San Diego, California. Chen Ryan is a transportation planning and traffic engineering firm that is both SBE and DBE certified. Chen Ryan has experience working with similar projects to those identified under the discipline(s) for which they have qualified. Chen Ryan has worked on Metro projects and has performed satisfactorily.

ETC Institute

ETC Institute was founded in 1982 and is based in Olathe, Kansas. The ETC Institute completes research projects, surveys and focus groups throughout the U.S. ETC Institute has not worked on Metro projects previously.

Fehr & Peers

Fehr & Peers Associates, Inc. (Fehr & Peers) was founded in 1985 and is based in Walnut Creek, California, with additional offices in Nevada, Washington, Utah, and Colorado. Fehr & Peers provides transportation planning and traffic engineering services to public and private sectors. Fehr & Peers has worked on several Metro projects and has performed satisfactorily.

FPL and Associates, Inc.

FPL and Associates, Inc. (FPL and Associates) was founded in 1988 and is based in Irvine, California. FPL and Associates provides civil and traffic engineering services to federal, state, municipal, and private clients. FPL and Associates is both SBE and DBE certified. FPL and Associates has not worked on Metro projects previously.

Gruen Associates

Gruen Associates (Gruen), located in Los Angeles, California, and established in 1946, provides architectural, interior design, planning, urban design, environmental assessment, landscape architecture, community participation, and transportation services worldwide. Gruen's service expertise includes traffic and transportation, and landscape architecture. Gruen has worked on several Metro projects and has performed satisfactorily.

HDR Engineering, Inc.

HDR Engineering, Inc. (HDR) was established in 1917 and is headquartered in Omaha, Nebraska, with offices and staff worldwide, including Los Angeles. HDR is an architectural engineering services firm that has worked on several Metro projects and has performed satisfactorily.

Here Design Studio, LLC

Here Design Studio, LLC (Here LA) was founded in 2015 and is based in Los Angeles, California. Here LA is an inter-disciplinary design practice that is both SBE and DBE certified. Here LA has worked on several Metro projects and has performed satisfactorily.

Iteris, Inc.

Iteris, Inc. (Iteris), founded in 1987, is headquartered in Santa Ana, California, and provides intelligent information solutions to the traffic management market. Iteris has worked on several Metro projects and has performed satisfactorily.

John Kaliski Architects

John Kaliski Architects (JKA), founded in 2000 and based in Los Angeles, California, is a full-service urban design and architecture firm that specializes in urban infill architecture projects, urban design programs, and feasibility studies for municipalities, non-profits, and the private sector. JKA is a Metro certified SBE. JKA has worked on several Metro projects and has performed satisfactorily.

Kimley-Horn & Associates, Inc.

Kimley-Horn and Associates, Inc. (Kimley-Horn), incorporated in 1967 and headquartered in Raleigh, North Carolina, is a planning, engineering, and design consulting firm. Kimley-Horn has worked on several Metro projects and has performed satisfactorily.

KOA Corporation

Founded in 1987, KOA Corporation (KOA) is based in Monterey Park, California, provides engineering, planning, active transportation and management services. KOA has previously worked with Metro and has performed satisfactorily.

M. Arthur Gensler Jr. & Associates, Inc.

M. Arthur Gensler Jr. & Associates, Inc. (Gensler) was founded in 1965 and is headquartered in San Francisco, California with 43 offices around the world. Gensler specializes in multiple practices including: commercial office buildings, workplace, retail, airports, hospitality, education, mixed-use and entertainment, planning and urban design, brand strategy, and others. Gensler has worked on several Metro projects and has performed satisfactorily.

Moore & Associates, Inc.

Moore & Associates, Inc (Moore) is based in Bethesda, Maryland, and was established in 1979 as a commercial real estate development company. Moore has worked on several Metro projects and has performed satisfactorily.

MORGNER Construction Management

MORGNER Construction Management (MORGNER) established in 1992, is based in Sherman Oaks, California. MORGNER provides professional and technical services to assist in the planning and design of multimodal transportation projects and programs. MORGNER is both SBE and DBE certified firm.

Mott MacDonald, LLC

Mott MacDonald, LLC (Mott MacDonald) provides engineering, management, and development consultant services. The firm was formed in 1989 and is headquartered in the United Kingdom. Mott MacDonald has worked on several Metro projects and has performed satisfactorily.

Redhill Group, Inc.

Redhill Group, Inc. (Redhill) is a full-service market research firm specializing in transportation, entertainment, customer satisfaction, and ad tracking. Redhill was founded in 1988 and is based in Irvine, California. Redhill Group is a Metro certified SBE and has worked on several Metro projects and has performed satisfactorily.

Steer

Steer was founded in 1978 and is headquartered in London, United Kingdom. Steer provides transport consultant services, such as development planning, transport policy and planning, and sustainable transport. Steer has worked on several Metro projects and has performed satisfactorily.

STV Incorporated

STV Incorporated (STV), based in Douglassville, Pennsylvania, was established in 1912 as a multi-disciplinary planning, environmental, engineering, architectural, and construction management firm. STV has worked on several Metro projects, and has performed satisfactorily.

Terry A. Hayes Associates, Inc.

Terry A. Hayes Associates, Inc. (TAHA), located in Culver City, California, has been providing urban and environmental planning services to public and private clients

since 1984. TAHA is both SBE and DBE certified. TAHA has worked on Metro projects and has performed satisfactorily.

Tierra West Advisors, Inc.

Tierra West Advisors, Inc. (Tierra West), located in Los Angeles, California, was founded in 2007. Tierra West provides a range of community development, project management, financial analysis, real estate acquisition and disposition, and affordable housing programs. Tierra West is both SBE and DBE certified firm and has not worked on Metro projects previously.

TransLink Consulting, LLC

TransLink Consulting, LLC (TransLink), located in Fullerton, California was founded in 2015. TransLink is a transportation consulting firm specializing in the planning of transit, parking and alternate modes. TransLink is both SBE and DBE certified firm and has worked on Metro projects and has performed satisfactorily.

WSP USA

WSP USA (WSP) was founded in 1885 and is based in New York, New York, with additional offices in the United States and internationally. WSP provides engineering and professional services in the areas of building, transportation, and environment sectors. WSP has worked on Metro projects and has performed satisfactorily.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific Statement of Work. Each future RFP/task order will contain a specific Statement of Work which will be competed with the firms within the discipline. The Bench contractors will propose according to the requirements in the task order and a cost/price analysis will be performed, as appropriate, on task orders issued.

D. Background on Recommended Contractor

All 29 firms listed above are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH/PS54330000-PS54330028

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine Disadvantaged Business Enterprise (DBE) or Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) contract-specific participation goals based upon review of each task order prior to issuance for Planning, Architectural, and Engineering Services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of the Planning Bench.

For each task order, DBE or SBE/DVBE goals will be recommended based on scopes of work and estimated dollar value for task orders that are federally and/or state/locally funded. Participants on the Bench will be required to meet the DBE or SBE/DVBE contract-specific goal.

The Countywide Planning and Development Bench is subject to the Small Business Prime Program. If there are at least three certified small businesses within a bench discipline, the task order solicitation shall be set aside for small businesses only. One Discipline currently has at least 3 SBE firms: Discipline 5: Community Design and Land Use. Additionally, Discipline 9 (Real Estate Project Management) has a sole prime contractor that is both DBE and SBE certified.

Discipline 1: Transportation Planning**Prime: AECOM Technical Services**

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC		X	X
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evairi GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X

18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelson & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Cambridge Systematics Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AVS Consulting	X		
2.	Chen Ryan Associates	X		X
3.	Connectics Transportation Group (CTG)	X		X
4.	GPA Consulting	X		X
5.	Here Design Studio (dba Here LA)	X		X
6.	JMDiaz, Inc. (dba JMD)	X		
7.	System Metrics Group, Inc.	X		
8.	UrbanTrans Consultants, Inc. dba UrbanTrans North America	X	X	X

Prime: CH2M Hill

	Subcontractors	SBE	DVBE	DBE
1.	CityWorks Design	X		X
2.	Here Design Studio (dba Here LA)	X		X
3.	Kal Krishnan Consulting Services, Inc.	X		X
4.	MA Engineering	X	X	X
5.	Nuvis	X		X
6.	Transportation Management & Design, Inc.	X		

Prime: Chen Ryan Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	AECOM Technical Services, Inc.			
2.	Cambridge Systematics, Inc.			
3.	Iteris, Inc.			

Prime: Fehr & Peers

	Subcontractors	SBE	DVBE	DBE
1.	Cityworks Design	X		X
2.	Foursquare Integrated Transportation Planning, Inc.	X		X
3.	Here Design Studio, LLC (Here LA)	X		X
4.	PlaceWorks			
5.	Sapphos Environmental, Inc.	X		X
6.	The Tioga Group, Inc.	X		

Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AMMA Transit Planning			X
2.	Chen Ryan Associates, Inc.	X		X
3.	ECONorthwest	X		
4.	Intueor Consulting, Inc.	X		X
5.	Lenax Construction Services, Inc.	X		X
6.	Media Beef, Inc.	X		X

Prime: Kimley Horn & Associates, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Arellano Associates	X		X
3.	CHS Consulting Group	X		X
4.	CityWorks Design	X		X
5.	Connectics Transportation Group	X		X
6.	Land Econ Group, LLC	X		X
7.	Leland Saylor Associates		X	
8.	Raw International, Inc.	X		X
9.	Resource Systems Group, Inc.			
10.	Terry A. Hayes Associates, Inc.	X		X
11.	The Tioga Group, Inc.	X		
12.	TransLink Consulting LLC	X		X

Prime: Mott MacDonald, LLC

	Subcontractors	SBE	DVBE	DBE
1.	IBI Group, a California Partnership			
2.	Kittelson & Associates, Inc.			
3.	Ross Infrastructure Development	X	X	
4.	Resource Systems Group, Inc.			
5.	Terry A. Hayes Associates Inc.	X		
6.	The LeBaugh Group, Inc.	X	X	
7.	TransLink Consulting, LLC	X		X
8.	VRPA Technologies, Inc.	X		X

Prime: Steer Davies & Gleave Inc. (dba Steer)

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Glory to the Lord Investments, Inc. (dba CFR & Associates)		X	
3.	Here Design Studio, LLC (Here LA)	X		X
4.	John Bowman			
5.	KOA Corporation			
6.	Leslie Scott Consulting	X		X
7.	Terry A. Hayes Associates Inc.	X		X
8.	Transpo Group, USA Inc.			

Prime: STV Incorporated

	Subcontractors	SBE	DVBE	DBE
1.	CHS Consulting Group, Inc.	X		X
2.	CityWorks Design	X		X
3.	Convergent Pacific LLC			X
4.	Epic Land Solutions, Inc.	X		
5.	Intueor Consulting, Inc.	X		X
6.	The LeBaugh Group, Inc.		X	

Prime: TransLink Consulting, LLC (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Kimley-Horn and Associates, Inc.			
2.	Kittelson & Associates, Inc.			
3.	Terry A. Hayes Associates, Inc.	X		
4.	WSP USA, Inc.			

Prime: WSP USA Inc.

	Subcontractors	SBE	DVBE	DBE
1.	System Metrics Group, Inc.	X		
2.	TransLink Consulting, LLC	X		X

Discipline 2: Environmental Planning**Prime: AECOM Technical Services**

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evair GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Chen Ryan Associates, Inc.	X		X
2.	Harris Miller Miller & Hanson, Inc.			X
3.	Paleo Solutions, Inc.	X		X
4.	Paleo West Archaeology			
5.	Transolutions, Inc.	X		X
6.	Zmassociates Environmental Corp.	X	X	

Prime: STV Incorporated

	Subcontractors	SBE	DVBE	DBE
1.	CHS Consulting, Inc.	X		X
2.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
3.	Epic Land Solutions, Inc.	X		
4.	GPA Consulting	X		X
5.	Intueor Consulting, Inc.	X		X
6.	The LeBaugh Group, Inc.		X	

Prime: Terry A. Hayes Associates, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Arup North America, Ltd.			
2.	Connectics Transportation Group, Inc.	X		X
3.	Cross Spectrum Acoustics, Inc.			X
4.	Environmental Science Associates			
5.	Fehr and Peers			
6.	ICF Jones & Stokes, Inc.			
7.	Intueor Consulting, Inc.	X		X
8.	Iteris, Inc.			
9.	Kittelson & Associates, Inc.			
10.	Mott MacDonald, LLC			
11.	Paleo Solutions, Inc.	X		X
12.	Rincon Consultants, Inc.			
13.	SCST, Inc.		X	
14.	Steer Davies & Gleave Inc. (DBA Steer)			
15.	TransLink Consulting, LLC	X		X
16.	Watearth, Inc.	X		X
17.	WSP USA, Inc.			

Prime: WSP USA, INC.

	Subcontractors	SBE	DVBE	DBE
1.	Terry A. Hayes Associates, Inc.	X		X
2.	W2 Design, Inc.	X		X

Discipline 3: Traffic Transportation Engineering

Prime: AECOM Technical Services

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evair GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Cambridge Systematics

	Subcontractors	SBE	DVBE	DBE
1.	Intueor Consulting	X		X

Prime: FPL and Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Alta Planning + Design			
2.	National Data and Surveying Services			
3.	AECOM Technical Services, Inc.			

Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Four Square ITP	X		X
2.	Chen Ryan Associates	X		X
3.	FPL & Associates	X		X
4.	Intueor Consulting, Inc.	X		X

Prime: Iteris, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	TransLink Consulting LLC	X		X
2.	CDM Smith			
3.	JMDiaz (dba JMD)	X		X
4.	Civic Projects	X		X
5.	LIN Consulting, Inc.	X		X

Prime: CH2M Hill, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	David Engineering, LLC	X		X
2.	FPL and Associates	X		X
3.	Here LA	X		X
4.	KKCS	X		X
5.	MA Engineering	X	X	X
6.	System Metrics Group	X		
7.	Wiltec	X		X

Prime: KOA Corporation

	Subcontractors	SBE	DVBE	DBE
1.	TransLink Consulting LLC	X		X
2.	LIN Consulting, Inc.	X		X
3.	Steer Davies & Gleave, Inc dba Steer			
4.	ECONorthwest	X		
5.	Wiltec	X		X
6.	W2 Design, Inc.	X		X

Prime: Mott MacDonald, LLC

	Subcontractors	SBE	DVBE	DBE
1.	IBI Group			
2.	Kittelson & Associates, Inc.			
3.	Ross Infrastructure Development	X	X	
4.	VRPA Technologies, Inc	X		X

Discipline 4: Economic and Financial Analysis**Prime: AECOM Technical Services, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc.	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evair GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelson & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	

32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc.	X		
35.	TransLink Consulting, LLC	X		X

Prime: Arup Advisory, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	BAE Urban Economics	X		X
2.	CDM Smith			
3.	Estolano LeSar Advisors	X		X
4.	Tierra West Advisors, Inc.	X		X

Prime: BAE Urban Economics (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	CDM Smith			
2.	Arup Advisory, Inc.			
3.	Here Design Studio, LLC (Here LA)	X		X

Prime: Morgner Construction Management (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	AECOM Technical Services, Inc.			
2.	Accenture, LLP			
3.	Casamar Group, LLC	X	X	X
4.	Leyland Saylor Associates		X	
5.	WSP USA, Inc.			

Prime: WSP USA, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Evan Brooks Associates, Inc.	X		X
2.	Systems Metrics Group, Inc.	X		

Discipline 5: Community Design and Land Use

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X

10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evair GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelson & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: BASE Architecture, Planning & Engineering, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Johnson Fain, Inc. (DBA Johnson Fain)			
2.	AHBE Landscape Architects, Inc.			X
3.	Arup North America, Ltd.			

Prime: M. Arthur Gensler Jr. & Associates

	Subcontractors	SBE	DVBE	DBE
1.	Arup North America, Ltd.	X		X
2.	Kilograph	X		
3.	Leland Saylor Associates			
4.	Oyler Wu Collaborative Inc.		X	
5.	RAW International	X		X
6.	MLA Green, Inc (dba Studio-MLA)	X		X
7.	TransLink Consulting, LLC	X		X
8.	Turner Engineering Corporation	X		X

Prime: Gruen Associates

	Subcontractors	SBE	DVBE	DBE
1.	Cityworks Design	X		X
2.	Oyler Wu Collaborative, Inc.	X		
3.	Fehr and Peers			
4.	Leland Saylor Associates		X	
5.	Schwab Engineering	X	X	
6.	VCA Engineers, Inc.	X		X
7.	Intueor Consulting, Inc.	X		X
8.	CWE	X		X
9.	Yunsoo Kim Design, Inc.	X		X
10.	Madrid Consulting Group, LLC	X		X

Prime: Here Design Studio, LLC (Here LA) (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Alta Planning + Design			
2.	BAE Urban Economics	X		X
3.	CH2M Hill, Inc.			
4.	Fehr & Peers			
5.	Gensler			
6.	PlaceWorks, Inc.			
7.	Proforma (DVE Global Marketing)		X	

Prime: John Kaliski Architects (SBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Moore Iacofano & Goltsman, Inc. (MIG, Inc.)			
2.	MLA Green, Inc. dba Studio-MLA	X		X
3.	Arup North America, Ltd.			
4.	HR&A Advisors, Inc.			
5.	KOA Corporation			

Discipline 6: Sustainability Active Transportation**Prime: AECOM Technical Services, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evairi GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Alta Planning + Design

	Subcontractors	SBE	DVBE	DBE
1.	FPL and Associates, Inc.	X		
2.	Here Design Studio, LLC (Here LA)	X		X
3.	MA Engineering	X	X	X
4.	Raimi + Associates, Inc.	X		
5.	Sapphos Environmental, Inc.	X		X
6.	Wiltec	X		X

Prime: Chen Ryan Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	AECOM Technical Services, Inc.			
2.	Cambridge Systematics, Inc.			
3.	Nuvis	X		X

Prime: Fehr and Peers

	Subcontractors	SBE	DVBE	DBE
1.	Deborah Murphy Urban Design + Planning	X		X
2.	Buro Happold Consulting Engineers, Inc.			
3.	Gruen Associates			
4.	Here Design Studio, LLC (Here LA)	X		X
5.	ICF Jones & Stokes, Inc.			
6.	Leland Consulting Group, Inc.	X		
7.	Terry A. Hayes Associates, Inc.	X		X

Discipline 7: Demand Modeling GIS**Prime: AECOM Technical Services, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	AFSHA Consulting, Inc.	X		X
2.	Applied EarthWorks, Inc.		X	
3.	BAE Urban Economics	X		X
4.	Burns & McDonnell Engineering Co., Inc.			
5.	Casamar Group, LLC	X	X	
6.	Chen Ryan Associates, Inc.	X		X
7.	CityWorks Design	X		X
8.	Connectics Transportation Group, Inc.	X		X
9.	Diaz Consultants, Inc. dba Diaz Yourman & Associates	X		X
10.	Dunbar Transportation Group, LLC	X		X
11.	Economics Insights and Research			
12.	ECONorthwest	X		
13.	Entech Consulting Group	X		X
14.	Evan Brooks Associates, Inc.	X		X
15.	Evair GIS Consulting, Inc.	X		
16.	Foursquare Integrated Transportation Planning, Inc.	X		X
17.	FPL and Associates, Inc.	X		X
18.	Freytag and Associates, LLC	X		X
19.	Gibson Transportation Consulting, Inc.	X		
20.	Here Design Studio, LLC (Here LA)	X		X
21.	Impact Sciences, Inc.	X		X
22.	Intueor Consulting, Inc.	X		X
23.	Kittelsohn & Associates, Inc.			
24.	MA Engineering	X	X	X
25.	Ana Cubas Consulting LLC (dba Mariposa Community Outreach)	X		X
26.	Moore Twining Associates, Inc.		X	
27.	Morgner Construction Management	X		X
28.	Oyler Wu Collaborative Inc.	X		
29.	PacRim Engineering, Inc.	X		X
30.	Sapphos Environmental, Inc.	X		X
31.	SCST, Inc. (dba SCST Engineering)		X	
32.	Strategic Economics			
33.	Terry A. Hayes Associates Inc.	X		X
34.	Transportation Management & Design, Inc. (TMD)	X		
35.	TransLink Consulting, LLC	X		X

Prime: Cambridge Systematics, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Connectics Transportation Group, Inc.	X		X
2.	Chen Ryan Associates, Inc.	X		X

Prime: WSP USA, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Dunbar Transportation Consulting LLC	X		X
2.	Tovar Geospatial Services (Tovar GEO)	X		X

Discipline 8: Database Development and Data Analysis**Prime: Cambridge Systematics, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	Lumenor Consulting Group, Inc.	X		X

Prime: Iteris, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Civic Projects	X		X
2.	Evairi GIS Consulting	X		
	Stanley R. Hoffman Associates			

Discipline 9: Real Estate Project Management**Prime: Tierra West Advisors, Inc. (SBE/DBE Prime)****Discipline 10: Research and Surveying****Prime: Cambridge Systematics, Inc.**

	Subcontractors	SBE	DVBE	DBE
1.	Redhill Group, Inc.	X		

Prime: ETC Institute

	Subcontractors	SBE	DVBE	DBE
1.	Connectics Transportation Group, Inc.	X		X
2.	Stat Team, Inc.			X

Prime: Moore & Associates

	Subcontractors	SBE	DVBE	DBE
1.	ANIK International	X		
2.	M. J. Green & Associates	X		
3.	Continental Interpreting Services		X	
4.	Diego & Son Printing		X	
5.	Customer Research International			

Prime: Redhill Group, Inc. (SBE Prime)

	Subcontractors	SBE	DVBE	DBE
1.	Cambridge Systematics, Inc.			

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to these Contracts.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

Countywide Planning and Development Bench Contracts

A series of horizontal lines in teal and light blue colors, with varying lengths and offsets, creating a modern, layered effect at the bottom of the title area.

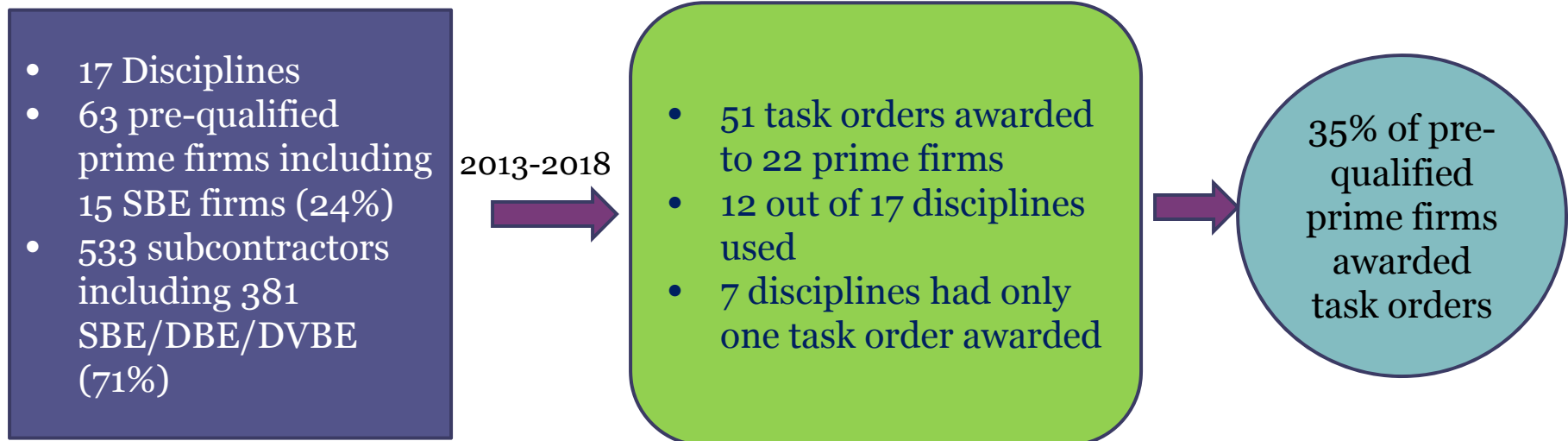


What is a Bench

- Multiple disciplines for various types of technical and consultant services
- A list of the most competitive pre-qualified contractors are approved for each discipline
- Project Manager selects the discipline from the Bench based on Statement of Work (SOW)
- RFP and SOW for a task order are sent to pre-qualified contractors on a discipline
- A task order is awarded to the most competitive pre-qualified prime firm on a discipline

Existing Planning Bench

- Three-year base term and two one-year options
- Cumulative contract funding \$30M
- Task Order Awards up to \$1M each





Lessons Learned

- Reduce number of disciplines (from 17 to 10)
 - Broader disciplines distribute firms expertise
- Reduce number of pre-qualified prime firms (from 63 to 29)
 - Increase probabilities for task order award

Proposed New Planning Bench

- Three-year base term for \$25M
- Two one-year options for \$5M each year
- Cumulative contract funding \$35M
- Task Order Awards up to \$1M each

- 10 Disciplines
- 29 pre-qualified prime firms including 11 SBE firms (38%)
- 454 subcontractors including 369 SBE/DBE/DVBE (81%)



Board Report

File #: 2018-0245, **File Type:** Project

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE

NOVEMBER 14, 2018

CONSTRUCTION COMMITTEE

NOVEMBER 15, 2018

SUBJECT: CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study; and
- B. AUTHORIZING the Chief Executive Officer to:
 - 1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
 - 2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan.

ISSUE

In January 2017, the Board adopted Motion 48 (Attachment A) providing direction to conduct a study and environmental clearance for a grade separation at the Centinela/Florence crossing on the Crenshaw/LAX Light Rail Transit Line (LRT) line in the City of Inglewood. In February 2017 (Legistar File #2017-0077), staff reported that a traffic study would be conducted as the first step prior to commencing environmental clearance. This report presents the results from the Centinela/Florence Grade Separation Traffic Study. Board authorization to proceed into the next project phase is needed to move the potential project to the next steps.

BACKGROUND

The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw/LAX line was completed in 2011. Metro's Grade Crossing Policy was used to determine which crossings on the Crenshaw line could operate as at-grade crossings, and which ones would need to be grade separated. Such policy-based analysis is conducted for all Metro's planned light rail lines. The results of this analysis indicated that the intersection of Centinela/Florence Avenues could operate as an at-grade crossing, which is how the crossing is currently being constructed. In 2013, the California

Public Utilities Commission (CPUC) granted approval for the at-grade crossing but added certain design features, including additional traffic lanes at the intersection for additional queuing capacity and traffic signal improvements to provide better traffic capacity and safety. The final as-built at-grade crossing will include all the CPUC's additional requirements.

In early 2015, the City of Inglewood approved the construction of a 72,000 seat NFL Stadium to be located approximately 1 ½ miles south of the Centinela/Florence Avenues crossing. The NFL Stadium is the anticipated event venue for regional events in the City of Inglewood, including the 2022 Super Bowl, 2023 College Football National Championship, 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games. Additional development has also been approved that will significantly increase trips, including a performance arts venue with 6,000 seats, 2,500 units of residential, 890,000 square feet of retail, 780,000 square feet of office, a 300-room hotel, 25 acres of new recreational and park amenities. More recently, in February 2018, the City of Inglewood initiated the environmental clearance process for the proposed Inglewood Basketball and Entertainment Center (IBEC), which includes an 18,000-seat arena for the Los Angeles Clippers near the NFL Stadium. Attachment C maps these projects and describes expected events, as provided by the City of Inglewood.

These developments were approved or proposed after the certification of the 2011 EIS/EIR for the Crenshaw/LAX LRT and are anticipated to generate additional traffic, which was not considered in the initial grade crossing policy analysis for Centinela/Florence Avenues. To address some of the anticipated traffic growth, traffic mitigation measures have been funded by the developers that include a citywide installation of a modern traffic signal priority system and the City of Inglewood will prepare a special event traffic and access management plan for these venues. The City of Inglewood, however, remains concerned about the potential increases in regional trip-making and the impacts to traffic at the planned at-grade Florence/Centinela Avenues crossing. In response to these concerns, Metro Board actions in January and February 2017 (Attachments A and B) provided direction to staff to conduct a grade separation traffic analysis study for the Centinela/Florence Avenues crossing. In the intervening period, with progression of the land use decisions in the area as described above, the City of Inglewood staff requested sufficient time to coordinate City data and other information necessary to complete the Metro grade separation analysis. This input was received in July 2018. More about Inglewood's mobility planning efforts is available via <http://envisioninglewood.org/>.

DISCUSSION

The grade separation traffic study analyzed both the typical weekday commute peak period traffic at Centinela/Florence Avenue, as well as the anticipated surge traffic for special events. This study relied on cumulative growth and special event traffic forecasts provided by the City of Inglewood.

No safety issues were identified due to traffic queuing, when no large special events were occurring. The peak hour traffic analysis indicated that without special large event traffic surge conditions, at-grade operation of the Crenshaw/LAX line is anticipated to be feasible at the Centinela/Florence Avenues intersection in opening year 2019 and future 2040 conditions.

The special event surge analysis indicated that the post-NFL game traffic (9pm-10pm) would meet the volume threshold for “Grade Separation Normally Required Category”, if the Metro Grade Crossing Policy were applied, although that policy only applies to future Metro rail projects undergoing planning and environmental review. The analysis found that post-event traffic may be twice as high as the normal background traffic at this location. Substantial post-event traffic impacts were generated during the approximately 22 large NFL games per year, which may occasionally be simultaneous with other events in Inglewood.

Summary results of the peak hour traffic analysis for the typical traffic conditions are summarized below. With grade separation, the intersection level of service conditions would be improved.

Year	LRT Operations	Peak Hour Level of Service	Traffic Queuing (no special events)
Existing (2017)	No LRT	C or better	No significant queuing
Opening Year (2019)	At Grade LRT	F	1 block of queuing
Year 2040	At Grade LRT	F	1-2 blocks of queuing
Year 2040	Grade Separated LRT	E or better	No significant queuing

Further engineering study, along with a funding and delivery strategy plan, is necessary to determine project design, cost for grade separating and how to fund it. In addition, staff will evaluate the value of potential safety improvements and delay reductions relative to the project costs of design and construction.

Coordination and Future Agreements with the City of Inglewood

Ongoing coordination with the City of Inglewood is proposed to include entering into a Funding Agreement to determine cost sharing responsibilities for the engineering and design work to advance the project. Staff proposes to also work with the City of Inglewood to develop a Funding and Delivery Strategy Plan for constructing this grade separation. The Funding and Delivery Strategy Plan is needed, as funding for a grade separation at Centinela/Florence intersection is not included in the Board adopted Long Range Transportation Plan (LRTP) nor in the Measure M Expenditure Plan, and therefore, is not currently funded. The agreement, among other items, will define cost allocations, sources of revenue, establish schedule and review commitments and specify the procedures which Metro and the City will follow in advancing the Project.

Policy Considerations

The traffic analysis for the Centinela/Florence Avenues grade crossing relied on Metro’s Grade Crossing Policy (Policy) as a baseline for understanding the potential need and feasibility of a grade separation arising from future growth and special event surge traffic. However, the Policy is intended for peak-hour analysis on new Metro projects or extensions. Metro does not currently have a policy for evaluating the effects of growth and land use changes at existing grade crossings. Similarly, the Policy does not address off-peak, special events. Therefore, Metro will need to consider how

decisions regarding this project are viewed relative to other related situations, where existing and planned growth may change traffic impacts at existing grade crossings. Considerations include the extent to which the circumstances of the Centinela/Florence Avenues grade crossing are unique to distinguish it from other similar grade crossings studied by Metro.

Environmental Analysis and Engineering Design Work

The California Environmental Quality Act (CEQA) provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15282 (g) "Any railroad grade separation project which eliminates an existing grade crossing, or which reconstructs an existing grade separation as set forth in Section 21080.13 of the Public Resources Code" is to be considered statutorily exempt from the analysis required under CEQA. Although it is anticipated that the proposed grade separation at Centinela Avenue would meet the criteria for Statutorily Exempt projects, Metro may still need to conduct additional assessment on air quality, noise, visual, and vibration issues related to the grade separation to reduce or eliminate potential new impacts during construction period.

Consistency with Metro's Equity Platform Framework

Should the Board advance the potential project for a grade separation at Centinela/Florence Avenues intersection, it will be approached and designed for consistency with Metro's Equity Platform Framework. In 2015, the City of Inglewood identified that 56.5 percent of its residents in Downtown Inglewood are African American and 35.7 percent are Hispanic (2015 City of Inglewood, Inglewood TOD Existing Conditions Report), while 20.7 percent of the residents in the City of Inglewood are classified as living in poverty (2017, American Community Survey). Additionally, Metro staff will work with the City of Inglewood to look to the Equity Platform Framework as the project outreach engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

FINANCIAL IMPACT

The cost of the environmental analysis and engineering design study is not budgeted in FY2019 and may be covered in part through a potential funding agreement with the City of Inglewood. With Board approval, staff will pursue this funding agreement and, if necessary, Countywide Planning & Development will identify funding for this study. Since this is a multi-year project, it will be the responsibility of the cost center manager and Chief Planning Officer to budget funds in future years.

Funding for construction of the Project is not currently allocated in Metro's LRTP, which is Metro's mechanism for identifying and allocating revenues to Board-approved projects. As and should Metro pursue construction of this project, it will require a determination of payment responsibility and the identification of the availability of potential funding sources. As the project scope, cost and schedule are further developed and payment responsibility is determined, Metro staff will work closely with the City of Inglewood to develop a funding strategy plan for the project that considers the availability and eligibility of the potential funding sources, and upon Board direction, attempt to secure the funds.

Impact to Budget

The action may have an impact to the budget, pending a potential funding agreement with the City of Inglewood for the cost of the design study.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

A grade separation of Crenshaw/LAX LRT crossing at Centinela/Florence intersection could support the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion. Specifically, the Project meets Vision 2028 Goal #4, *Transform LA County through regional collaboration and national leadership*, as this project will be advanced through a close partnership with the City of Inglewood to solve a regional challenge, as the special events at the NFL Stadium and other event venues in and around the Entertainment District at Hollywood Park are expected to attract attendees from throughout the region.

ALTERNATIVES CONSIDERED

The Board could decide not to authorize the procurement of design study for the Centinela/Florence Avenues grade-separation, initiation of the environmental process and development of the relevant funding agreements with the City of Inglewood. The Board could also direct staff to wait for the completion of the City of Inglewood's event traffic management plan and Metro's First/Last Mile study for the Downtown Inglewood Station before proceeding. The Board may also decide to only Receive and File this report and take no action. These alternatives would delay or not advance this potential project.

NEXT STEPS

Upon Board authorization, staff will initiate engineering design study to be funded in cooperation with the City of Inglewood. Staff will also proceed in supporting and developing a Funding and Delivery Strategy Plan for construction costs by the City of Inglewood. Staff will return to the Board for approval of a finding that the project is Statutorily Exempt pursuant to CEQA.

ATTACHMENTS

Attachment A - January 26, 2017 Board Motion
Attachment B - February 23, 2017 Board Action
Attachment C - Map of Inglewood Projects
Attachment D - Centinela Avenue Grade Separation Traffic Study
Attachment E - Presentation

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Phillip A. Washington
Chief Executive Officer

Motion to Amend Item No. 48 by Director Butts

January 26, 2017

In October, 2010 the Metro Board approved a revision of the Grade Crossing Safety Policy to further emphasize the inclusion of "...public safety and economic development" as key elements in the technical evaluation

The 2010 Policy further states that:

Traffic flow analyses of grade crossing alternatives shall be calculated under three scenarios:

- 1. current automobile traffic levels,**
- 2. traffic levels adjusted to reflect "natural growth" in traffic over 20 years, and**
- 3. traffic levels adjusted to reflect the local jurisdiction's 'land use forecasts within a one-half mile radius of each crossing over 20 years, e.g. Centinela/Florence and Florence/Prairie.**

This policy does not now adequately address the 2011 Crenshaw EIR as it pertains to the Centinela/Florence and adjacent Florence/Prairie intersections. The Crenshaw LRT will be sending approximately 360 trains per day through the Centinela-Florence intersection crossing. Because of the significantly changed conditions since the approval of the environmental document for the Crenshaw/LAX Line, including increased traffic levels anticipated with the opening of the NFL Stadium – a major new regional attractor – a grade separation at this intersection is essential.

Commitment now to build a grade separation is critical to ensure that Metro is both responsive to community concerns and does not miss the opportunity to serve one of the most historic redevelopment mega projects in the entire County.

I, Therefore, Move to amend this item in so far as this Board instructs the CEO to report back to the full Board, at its February 2017 meeting, having examined the proposed design and construction scenarios and determine how:

- 1. The scenarios can avoid impacting the October 2019 completion date for the Crenshaw/LAX Line;**
- 2. Costs of design and construction of the Centinela/Florence Fly-over grade separation;**
- 3. Cost estimates of constructing the grade separation now vs. retroactively constructing the grade separation after the Crenshaw line opens in 2019;**
- 4. Identify sources of funding, and**
- 5. Authorize, if needed, the expeditious preparation and release of necessary environmental documentation in order to proceed to design and construction.**

(Item 37 – continued from previous page)

4. study of additional grade separations along the entire Blue Line alignment that would improve service reliability and schedule adherence; and

C. report back on all the above to the Construction Committee during the July 2017 Board cycle.

DUPONT-WALKER AMENDMENT: to extend to the Blue Line the graffiti deterrence program currently in effect on the Gold Line.

GARCIA AMENDMENT: to work with the City of Long Beach to reimagine the last stop on the Blue Line and consider adding a second stop closer to the water.

GARCETTI AMENDMENT: that the Eco-Rapid Transit Line Project studies incorporate the Blue Line Express concept, so the Blue Line could ultimately run directly to Union Station.

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

38. APPROVED ON CONSENT CALENDAR **Motion by Hahn, Garcetti and Bowen** that the Board direct the CEO to work with Caltrans, Los Angeles County, and the City of Norwalk to enhance first-last mile access to Norwalk Station and identify first-last mile eligible funding that could be used towards a Metro contribution of up to 25% of the project cost, which is estimated to be up to a total of \$673,000. 2017-0093

39. AUTHORIZED the Chief Executive Officer (CEO) to conduct **feasibility studies and environmental clearance for a grade separation at the Centinela Avenue Light Rail Transit (LRT) crossing in the City of Inglewood.** 2017-0077

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

Map of Inglewood Projects



NFL Stadium (72,000 seats) & Performance Arena (6,000 seats)

- 50 Stadium events (incl. 22 NFL games, two on weekdays and 20 on weekends)
- 75 Arena events
- 10,000 parking spaces
- 23,600 event demand

Forum (17,500 seats)

- 82 events (37 large events)
- 3,000 parking spaces
- 5,400 event demand

Inglewood Basketball & Entertainment Center (Clippers Arena, 18,000 seats)

- 105 events (44 large events)
- 3,500 parking spaces
- 5,700 event demand

(Event Information Source: Inglewood)

Legend

- Metro Green Line
- Metro Crenshaw/LAX Line (proposed)
- Inglewood's People Mover (proposed)

Attachment D – Centinela Avenue Grade Separation Traffic Study

http://libraryarchives.metro.net/DB_Attachments/181029_Attachment%20D%20%20Centinela%20Avenue%20Grade%20Separation%20Traffic%20Study.pdf



CENTINELA/FLORENCE CRENSHAW/LAX LINE GRADE SEPARATION STUDY

Planning And Programming Committee, November 14, 2018

Construction Committee, November 15, 2018

Regular Board Meeting, December 6, 2018



Metro

File 2018-0245



Recommendations

A. RECEIVING AND FILING the Centinela/Florence Grade Separation Traffic Study

B. AUTHORIZING the Chief Executive Officer to:

1. Initiate engineering design study to be funded in cooperation with the City of Inglewood; and
2. Work with the City of Inglewood to develop its Funding and Delivery Strategy Plan



Background

- **2011** – Crenshaw/LAX Transit Corridor Final EIR certified with at-grade crossing at Centinela/Florence
- **2015** – City of Inglewood approved changes to Hollywood Park Specific Plan, including new development and NFL stadium
- **February 2017** – Metro Board authorized feasibility studies and environmental clearance for a grade separation at Centinela (File# 2017-0077)
- **January 2018** – Traffic counts and growth assumptions received from City of Inglewood
- **August 2018** – Special event data received from City of Inglewood for venues (NFL Stadium, Performance Arena, Forum, and Inglewood Basketball & Entertainment Center for Clippers)

Intersection Level of Service (no special event traffic surge)

	LRT Operations	Peak Hour LOS	Traffic Queuing
Existing (2017)	No LRT	C or better	No significant queuing
Opening Year (2019)	At Grade LRT	F	1 block of queuing
Year 2040	At Grade LRT	F	1-2 blocks of queuing
Year 2040	Grade Separated LRT	E or better	No significant queuing

With grade separation, the intersection level of service conditions would be improved.

Inglewood Activity Centers and New Projects

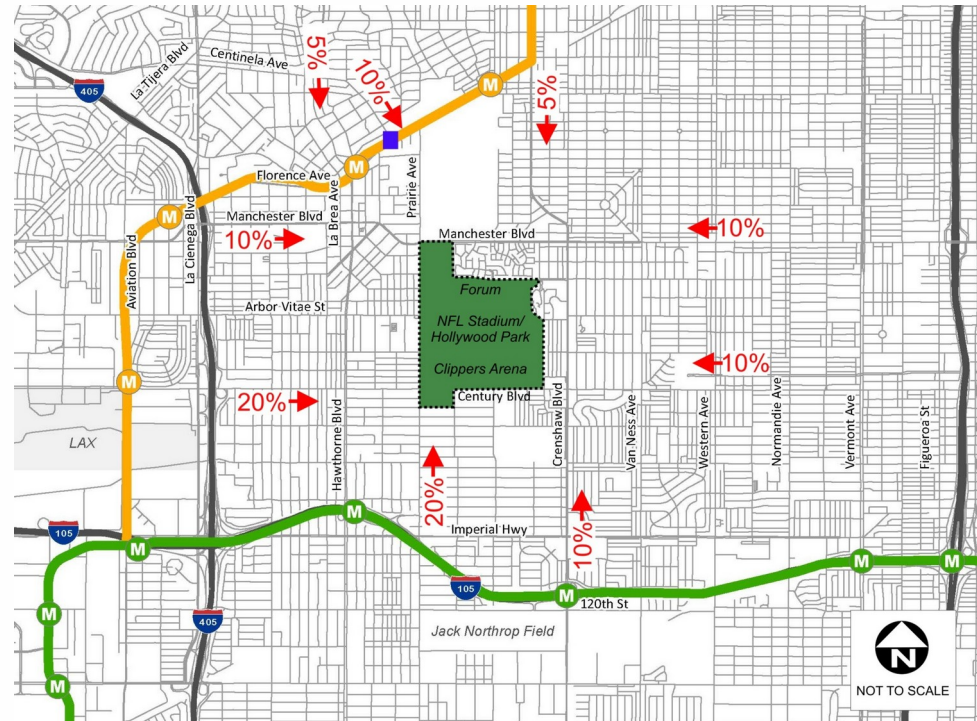
- **Forum:** 17,500 seats (existing)
- **NFL Stadium (under construction):** 72,000 seats
- **Performance Arena (under construction):** 6,000 seats
- **Inglewood Basketball & Entertainment Center (proposed):** 18,000 seats
- **Inglewood Transit Connector:** proposed 1.8-mile automated people mover, connecting Downtown Inglewood and Hollywood Park

Approximately 312 special events per year at Hollywood Park



Special Event Traffic Surge Analysis Findings

- 10% of traffic via the Florence/Centinela Avenues crossing
- Substantial post-event traffic (9pm-10pm) is anticipated during the approximately 22 NFL games per year.
- Post-NFL game traffic would meet the volume threshold for “Grade Separation Normally Required Category”.



Trip distribution percentages based on the Hollywood Park Traffic Study, 2015 (City of Inglewood)



Considerations

- Grade separation of Creshaw/LAX line at Centinela Avenue is statutorily exempt (per CEQA Guidelines section 15282 (g) and Public Resources Code Section 21080.13)
- Grade separation at Centinela/Florence intersection is not included in the Board adopted Long Range Transportation Plan (LRTP) nor in the Measure M Expenditure Plan.
- Metro's Grade Crossing Policy is intended for peak-hour analysis on new projects or extensions.
 - No existing policy for evaluating growth and land use changes at grade crossings



Next Steps

- Initiate engineering design study to be funded in cooperation with the City of Inglewood;
- Proceed in supporting and developing a Funding and Delivery Strategy Plan for construction costs by the City of Inglewood;
- Return to the Board for approval of a finding that the project is Statutorily Exempt pursuant to CEQA.



Board Report

File #: 2018-0710, **File Type:** Motion / Motion Response

Agenda Number: 28.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 15, 2018

SUBJECT: CRENSHAW/LAX - GREEN LINE OPERATING PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING Alternative C-1 (Norwalk - Crenshaw/Expo, and Redondo Beach - Aviation/Century) as the preferred service plan for Crenshaw/LAX - Green Line; and
- B. DIRECTING the CEO to reevaluate the service plan one year prior to the opening of the Green Line extension to Torrance to determine if travel patterns and other relevant factors show a need for a change in service pattern.

ISSUE

On June 28, 2018, the Board of Directors (Board) approved Motion 40.1 by Directors Hahn, Butts, and Fasana (Attachment A), requesting staff to:

- Expand ridership estimates to include projected Green Line extension to Torrance;
- Add a third scenario that gives both ends of the Green Line a one-seat ride to the Expo Line; and
- Explain the pros and cons of each scenario and conduct a robust public engagement campaign with local cities, COGs, and the community.

Eleven alternative service plans were evaluated (Attachment B) and reviewed through the public engagement process. Based on stakeholder and public input, the two alternatives that surfaced with most support are:

- Alt C-1: trains every 6 minutes (peak) between Norwalk Station (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Redondo Beach (Green Line) and Century/Aviation Station.

- Alt C-3: trains every 6 minutes (peak) between Norwalk Station (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Willowbrook/Rosa Parks Station and Redondo Beach.

The staff recommendation is Alt C-1 for the following reasons:

- Connections to LAX from all directions - LAX is the fifth busiest airport in the world and third busiest in the US. In addition, LAX and the surrounding area generates 620,610 local jobs according to LAEDC (April 2016). Alt C-1 provides a direct connection from all three segments to and from the LAX area, while Alt C-3 eliminates direct service from South Bay.
- Special event service to the new Inglewood NFL Stadium - The new Inglewood Stadium will be a significant regional and national sports venue when completed in 2020. With 22+ NFL games per year, and major sporting events including the Super Bowl (2022), College Football National Championship (2023), FIFA World Cup (2026), and the Olympics and Paralympics Games (2028), it is imperative that convenient and direct connections are provided from all three directions of the Crenshaw/Green Line and the Downtown Inglewood Station on game days. Alt C-1 provides the opportunity to extend South Bay trains from the LAX station to Downtown Inglewood Station to support special events. However, South Bay would not have direct service to the Downtown Inglewood Station in Alt C-3 as South Bay trains would be headed east along the Green Line and not north along Crenshaw.
- New opportunities for South Bay residents - The cell phone location-based data confirmed that the predominant travel pattern of South Bay residents is north/south along the I-405 corridor. Alt C-3 continues the current east/west alignment for South Bay residents, and therefore does not serve their travel pattern. Alt C-1, however, provides a new opportunity to travel north/south from South Bay. Coupled with frequent bus connections at LAX north along the Sepulveda and Lincoln Blvd corridors, South Bay residents will have a new and competitive transit option to their primary travel destinations.
- Providing adequate capacity to meet demand - Alt C-1 matches train capacity to current and anticipated demand, and provides opportunities for capacity increases from 2 to 3 car trains along Crenshaw/LAX when ridership increases or to serve special events. Alt C-3, however, overserves the I-105 corridor of the Green Line between Aviation/Imperial and Willowbrook/Rosa Parks Stations by increasing service along this segment from 6 minute peak and 15 minute midday frequencies to 3 minute peak and 6 minute midday. This increased service is unwarranted and will cost \$10 million additional compared to Alt C-1. Alt C-1 requires 53 cars (peak requirement + spares) and 195,000 annual revenue vehicle hours to operate. At a marginal cost per revenue vehicle hour of \$395, the annual operating cost is \$77 million. Alt C-3 requires 60 cars (peak requirement + spares) and 221,000 annual revenue vehicle hours to operate. At a marginal cost per revenue vehicle hour of \$395, the annual operating cost is \$87 million. The \$395 cost per revenue vehicle hour consists of transportation (operators, supervisors, etc.), maintenance (vehicles, systems, right of way, etc), and other operating costs (security, utilities, etc.), minus support department costs,

including procurement, human resources, ITS, etc.

- In addition, with 2 car trains running every 3 minutes, there will not be sufficient traction power to increase service along the Crenshaw/LAX corridor from 2 to 3 car trains when needed. This means service will be capped at two thirds of design capacity on the Crenshaw corridor.

This report provides a more detailed response to the Motion and recommends Alt C-1 as the preferred Crenshaw/LAX - Green Line service plan based on the technical evaluation and public engagement process.

BACKGROUND

The Crenshaw/LAX Transit Project, currently under construction, is 85% complete. Unlike the recent Gold Line Foothill and Expo Line Santa Monica extensions in which case the rail line was further extended from the end of the line, the Crenshaw/LAX Line will connect with the Green Line at a mid-line location between Mariposa and Aviation Stations. Therefore, operations of both the Green and Crenshaw/LAX Lines must be planned as an integrated network vs. an extension of an existing line.

DISCUSSION

The opening of this new rail network will provide three potential directions for trains to operate.

- Between Norwalk Station and Redondo Beach Station (existing Green Line)
- Between Expo/Crenshaw Station and Norwalk Station
- Between Expo/Crenshaw Station and Redondo Beach Station

When accounting for both directions, the above three service patterns result in six potential train movements through the wye junction connecting the two lines.

There are several constraints at the junction that control the frequency and direction of train travel.

- Conflicting Moves - The wye junction where the Crenshaw/LAX Line meets the Green Line is a flat junction that only allows for certain train movements within each cycle. Like a street traffic intersection, a left-hand turn cannot be permitted while oncoming through traffic is moving. Three of the six train movements cannot be made concurrently due to this conflict: 1) Redondo Beach to Expo/Crenshaw, 2) Expo/Crenshaw to Norwalk, and 3) Norwalk to Redondo Beach. Therefore, any service plan requiring all three of these moves will result in at least three different phases of movements within each headway cycle (e.g. three phases within six minutes for a six-minute headway.)
- Traction Power - Traction power between the future 96th St/LAX Station and Expo/Crenshaw can support headways of up to 5 minutes per direction. Therefore, operating from both ends of the Green Line to the Expo/Crenshaw Station would result in trains every 10 minutes per branch, at best. Current Green Line service operates every 6 minutes during rush hour to accommodate the peak commute crowds.

Given these operating constraints, Metro evaluated 11 alternative service plans, as presented in Attachment B, based on the following criteria:

- Connection to LAX
- Current travel patterns
- Overall travel time for each of the six terminal-to-terminal moves
- Ridership demand for each of the three segments
- Consistent headways
- Network simplicity
- Annual Operating Cost

Motion 40.1 Response

Include Torrance Extension in Ridership Estimation

The Green Line currently carries about 33,000 average weekday boardings, with roughly 25,500 boardings on the segment along I-105 between Norwalk and Aviation, and about 7,500 on the Redondo Beach - Aviation segment. The Crenshaw/LAX and Airport Metro Connector is expected to carry an additional 16,400 new boardings along the extension.

Future ridership will include the Green Line Extension to Torrance anticipated in 2028. This segment plus the current Redondo Beach demand is expected to generate about 16,300 boardings, matching the ridership projections of the Crenshaw/LAX segment. Therefore, the service plan should be revisited at least one year prior to the Torrance Extension opening to determine if travel patterns and other relevant factors show a need to change the service plan.

Adjusting the operating plan of a rail line when demand changes is consistent with past practice. For example, the operating plan for the Gold Line Foothill Extension to Azusa was changed from every other train serving the extension on a 12 minute frequency from Sierra Madre Villa Station to every train serving Azusa on a 7 minute frequency. This change was made to accommodate the specific ridership patterns between Azusa and Old Town Pasadena, as well as increased demand along the extension.

Add a third scenario giving both ends of the Green Line a one-seat ride to the Expo Line

Staff developed two alternatives that address the Motion's directive. Alt D1: Operate trains from Norwalk and Redondo Beach to LAX every 6 minutes with every other train from each line extended to Expo/Crenshaw, and Alt D-2: Operate trains between Norwalk-Expo/Crenshaw and Redondo Beach - Expo/Crenshaw every 10 minutes. Please refer to Attachment B, for an illustration of the two additional alternatives.

Alt D1 is not recommended as the headways (spacing between trains) are uneven along the Green Line segments due to the conflicts at the junction as well as different running times along each of the three segments. The resulting headways would be a train every 9 minutes, then 3 minutes, then 9

minutes, etc. on the Redondo Beach and Norwalk/I-105 segments. This uneven headway will result in overcrowding followed by an underutilized train as well as inconsistent headways for transfers to and from the Blue Line.

Alt D-2 is also not recommended. Since the closest headway along Crenshaw is a train every 5 minutes, there can only be a train every 10 minutes each from Norwalk and Redondo Beach. Current peak demand on the Green Line requires a train every 6 minutes, so 10 minute service will result in severe overcrowding and pass ups.

During the public outreach efforts, South Bay Cities Council of Governments (SBCCOG), requested that a rail engineering consultant be retained to further evaluate the impacts of various train movements through the junction. Therefore, a task order was issued to Program Management's engineering bench to develop a rail simulation model to test the operational resilience and service regularity of each given the junction, traction power, and street running traffic signal phasing constraints along Crenshaw Blvd. Five operating scenarios that represent all possible movements through the junction were chosen to be tested, including:

- Alt C-1
This recommended alternative proposes trains every 6 minutes (peak) between Norwalk Station (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Redondo Beach (Green Line) and Century/Aviation Station.
- Alt C-2
This alternative swaps the service patterns for trains every 6 minutes (peak) between Redondo Beach (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Norwalk (Green Line) and Century/Aviation Station.
- Alt C-3
This alternative proposes trains every 6 minutes (peak) between Norwalk Station (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Willowbrook/Rosa Parks Station and Redondo Beach.
- Alt C-4
This alternative proposes trains every 6 minutes (peak) between Norwalk and Redondo Beach Station (existing Green Line), and trains every 6 minutes (peak) between Willowbrook/Rosa Parks (Green Line) and Expo/Crenshaw Station.
- Alt D-2
This alternative proposes trains every 6 minutes (peak) between Norwalk Station (Green Line) and Century/Aviation Station, then every 12 minutes (peak) to Expo/Crenshaw, and trains every 6 minutes (peak) between Redondo Beach (Green Line) and Century/Aviation Station, then every 12 minutes (peak) to Expo/Crenshaw. This means every other train from Norwalk or Redondo Beach would terminate at Century/Aviation Station.

These simulations provide an animated visualization of train movements along the entire network for a one hour peak period. Within the visualizations, one can see potential conflicts at the junction for

Alt B-1, B-2, and D-1 which, combined with different running times on each segment, results in uneven spacing between trains of 3 and 9 minutes along each of the Green Line segments. These simulation results were used to illustrate the complexity of the Crenshaw/LAX-Green Line operations during stakeholder and public engagement.

Public Engagement

Metro reviewed the various alternatives, including pros and cons of each, at several stakeholder outreach meetings and events, and working closely with the COGs, Regional Service Councils, and the local community. Meetings were conducted as follows:

Councils of Government

- Thursday, July 26 - South Bay COG Transportation Committee
- Monday, August 13 - South Bay COG Transportation Committee
- Wednesday, September 5 - Gateway Cities COG Transportation Committee and Board Meeting
- Thursday, September 20 - Westside COG Board Meeting
- Thursday, September 27 - South Bay COG Board Meeting
- Monday, October 8 - South Bay COG Transportation Committee

Regional Service Councils

- Wednesday, September 12 - Westside/Central Service Council
- Thursday, September 13 - Gateway Cities Service Council
- Friday, September 14 - South Bay Service Council

Community

- Tuesday, September 25 - Crenshaw Community Leadership Council (CLC) (Inglewood Public Library)
- Monday, September 17 - Public Meeting (Gateway Council of Governments)
- Thursday, September 20 - Public Meeting (The Proud Bird - 11022 Aviation Blvd)
- Wednesday, September 26 - Public Meeting (Baldwin Hills Crenshaw Mall)

In addition to these meetings staff met and briefed the offices of Los Angeles Councilmembers Wesson and Harris-Dawson, Westchester Neighborhood Council, LAX Coastal Chamber, Gateway LA Business Improvement District, and the North Redondo Beach Merchants Association.

Comments and recommendations varied widely depending on the groups represented. In general, constituents along the Crenshaw corridor favor staff's recommendation of Alt C-1 given the travel patterns of the vast majority of Green Line riders as well as potential new riders identified through cell phone based travel demand data. Gateway Cities stakeholders also agree with alternatives that connect the Norwalk/I-105 segment of the Green Line with the Crenshaw corridor, including Alt C-3 and staff's recommended Alt C-1. South Bay stakeholders prefer any alternative that preserves service for current Green Line riders and provides a fast service between the South Bay and Downtown LA via direct connections to the Silver and Blue Lines. This service would essentially help to augment LADOT's Commuter Express Line 438 between South Bay and Downtown LA, which only operates during the peak hours in the peak direction. Below is specific feedback received by

each of the groups.

South Bay Cities COG (SBCCOG)

- Overall, the SBCCOG agree that the Metro Board should approve a preferred alternative that maintains enough capacity to accommodate existing Green Line demand. They also believe that the Board should select an operating plan that meets the demand and travel patterns existing today, but that the plan should be revisited if demand changes such as with the Green Line Torrance Extension.
- Specific to South Bay, they are concerned that without a major line operating out of Redondo Beach, ridership will not increase along their segment. There was also significant discussion about the need for fast service all day between the South Bay and downtown LA, and several members mentioned LADOT's Commuter Express Line 438 as being the ideal service for them. The only drawback to Line 438 currently is the limited span of service (peak hour only).
- The SBCCOG prefers the following alternatives, in priority order:
 1. C-5 (Redondo Beach - Norwalk, and Redondo Beach - Expo/Crenshaw)
 2. C-4 (Redondo Beach - Norwalk, and Willowbrook/Rosa Parks - Expo/Crenshaw)
 3. C-3 (Redondo Beach - Willowbrook/Rosa Parks, and Norwalk - Expo/Crenshaw)

In addition, SBCCOG wanted to continue to explore opportunities to address the junction conflicts and uneven headways of B-2.

Gateway Cities COG (GCCOG)

- GCCOG selected the following as their preferred alternatives, in priority order:
 1. C-3 (Redondo Beach - Willowbrook/Rosa Parks, and Norwalk - Expo/Crenshaw). *Note that this option is only preferred if Metro will commit to maintaining 6 minute frequencies on both lines. This would result in over-service of the segment between Aviation Station and Willowbrook/Rosa Parks Station with trains every 3 min during the peak period compared to the current 6 minute frequency. If service along this segment is reduced to the current 6 minute frequency, GCCOG prefers Alt C-1.*
 2. C-1 (Norwalk - Expo/Crenshaw, Redondo Beach - LAX)

Regional Service Councils

- While this item was a receive and file at the service council meetings, Gateway Cities Service Council members prefer the staff recommendation of Alt. C-1.

- South Bay Service Council discussed this item and took public comment. There was no consensus on a preferred alignment.
- Westside Central Service Council had little comment on the operating plan.

Public Meetings

- The Crenshaw Community Leadership Council agreed that the staff recommended Alt C-1 is the preferred operating plan given current ridership patterns from the Green Line Norwalk/I-105 segment and the fact that most people travelling from the South Bay are destined along the I-405 corridor which is west of the Crenshaw Line.
- Comments at the Baldwin Hills Crenshaw Mall focused on bus service within the Crenshaw area rather than the rail operating plan.
- While GCCOG members reiterated their adopted recommendations at the public meeting held in Paramount, the general sentiment of the public participants was in favor of C-1.
- Comments at the Proud Bird public meeting favored alternatives that provided service between Redondo Beach and Expo/Crenshaw or direct connections between Redondo Beach and the Silver or Blue Lines for fast service into Downtown LA.
- Oral comments were provided by the public and recorded on tape. Six written comments were submitted for the public record.

Recommendation

Attachment C provides a comparison of the 6 alternatives that were selected by stakeholders for final consideration. Based on stakeholder and public input, the two alternatives that surfaced with most support are:

- Alt C-1: trains every 6 minutes (peak) between Norwalk Station (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Redondo Beach (Green Line) and Century/Aviation Station.
- Alt C-3: trains every 6 minutes (peak) between Norwalk Station (Green Line) and Expo/Crenshaw, and trains every 6 minutes (peak) between Willowbrook/Rosa Parks Station and Redondo Beach.

Both of these alternatives match the current travel patterns of the majority of Green Line riders as well as expected future ridership based on the cell phone travel demand data. As seen from the cell phone based travel demand data shown in Attachment B, people travelling from the I-105 corridor are

destined to many places that the Crenshaw Line will service. In contrast, people travelling from the El Segundo area are destined to places north and south along the I-405 corridor. Therefore, potential new ridership along the Crenshaw corridor would be expected from the I-105 corridor and not from El Segundo. However, 3,400 current Green Line riders who are destined to the Redondo Beach segment will incur a 7 minute transfer penalty under Alt C-1. This transfer is similar to the Blue - Expo Line transfer at Pico Station which requires 9 minutes (3 min from junction to Pico Station, 3 min transfer, 3 min from Pico Station to junction).

The tradeoff for the transfer penalty is that Alt C-1 provides direct connections to LAX and the future 96th Street Station from all three terminals, while Alt C-3 does not serve LAX/96th Street north of the new AMC/LAX Station directly from the Redondo Beach segment, reducing access to LAX and employment around the airport from the South Bay. In addition, it would limit the ability to provide weekend special event service directly from the South Bay to the new NFL stadium via the Downtown Inglewood Station since there would not be a train route from the Redondo Beach segment that could be extended north from LAX to Downtown Inglewood on game days. (Of note, due to the junction and traction power constraints identified above, it is not feasible to run every day service between the South Bay and Downtown Inglewood Station under Alt C-1).

The cell phone location-based data also confirms that the predominant travel pattern of South Bay residents is north/south along the I-405 corridor. Alt C-3 continues the current east/west alignment for South Bay residents, and therefore does not serve their travel pattern. Alt C-1, however, provides a new opportunity to travel north/south from South Bay. Coupled with frequent bus connections at LAX north along the Sepulveda and Lincoln Blvd corridors, South Bay residents will have a competitive transit option to their primary travel destinations.

Finally, C-3 overserves the 8 mile segment of the Green Line between Aviation Station and Willowbrook/Rosa Parks Station. Currently this segment of the Green Line operates every 6 minutes during peak hours and 15 minutes during midday using 2-car trains. This amount of capacity is sufficient to accommodate demand. C-3 would increase service along this segment to every 3 minutes during the peak and 6 minutes during midday. As a result, this corridor would be greatly overserved at an additional cost of \$10 million per year compared to Alt C-1. Alt C-1 requires 53 cars (peak requirement + spares) and 195,000 annual revenue vehicle hours to operate. At a marginal cost per revenue vehicle hour of \$395, the annual operating cost is \$77 million. Alt C-3 requires 60 cars (peak requirement + spares) and 221,000 annual revenue vehicle hours to operate. At a marginal cost per revenue vehicle hour of \$395, the annual operating cost is \$87 million. The \$395 cost per revenue vehicle hour consists of transportation (operators, supervisors, etc.), maintenance (vehicles, systems, right of way, etc), and other operating costs (security, utilities, etc.), minus support department costs, including procurement, human resources, ITS, etc.

In addition, with 2 car trains running every 3 minutes, there will not be sufficient traction power to increase service along the Crenshaw/LAX corridor from 2 to 3 car trains when needed. This means service will be capped at two thirds of design capacity on the Crenshaw corridor. Given the evaluation criteria, rail operations simulation, and public engagement results, staff recommends Alt C-1 as the preferred operations plan for initial revenue service of the Crenshaw/LAX - Green Line network.

DETERMINATION OF SAFETY IMPACT

The recommended action of Alt C-1 will improve the implementation of the Crenshaw/LAX Line by simplifying the operating plan and enhance Metro's ability to provide service that is safe and reliable.

FINANCIAL IMPACT

The operating cost for the Crenshaw/LAX and Green Line rail service will be approved through the FY20 budget process.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports several following Metro Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time travelling
2. Deliver outstanding trip experience for all users of the transportation system
3. Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

The remaining scenarios could be considered for the Crenshaw/LAX operating plan. However, staff does not recommend this approach. Staff asserts that there are distinct advantages to Alt C-1. Pursuing other alternatives could lead to significant overcrowding for today's customers, underutilized trains in other areas, poor transfer connectivity to the overall Metro system, and potentially negative impacts to the Blue and Expo Lines.

NEXT STEPS

Staff will continue public outreach on the Crenshaw/LAX Line and update information, including station signage and maps, to match the recommended operating plan.

ATTACHMENTS

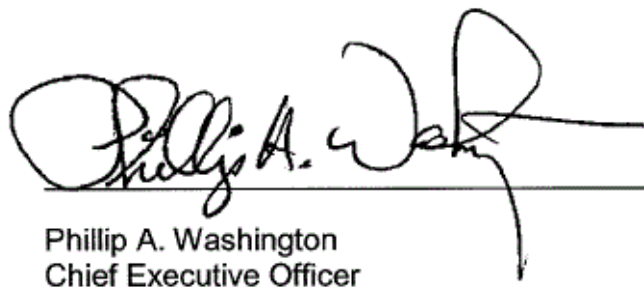
Attachment A - Motion 40.1 - Crenshaw/Green Line Operating Plan

Attachment B - Crenshaw/LAX - Green Line Alternative Service Plan Evaluation

Attachment C - Comparison of Final 6 Operating Alternatives

Prepared by: Stephen Tu, Senior Manager, Operations, (213) 418-3005
Conan Cheung, Senior Executive Officer, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

Motion 40.1:

DIRECTOR HAHN, DIRECTOR BUTTS, DIRECTOR FASANA

**Related to Item 40: CRENSHAW/LAX SERVICE PLAN AND BUS/RAIL
INTERFACE AND PLAN**

WE THEREFORE MOVE THAT THE CEO:

Direct Metro staff to report back on the following:

- A. To expand the ridership and travel pattern study to include the ridership versus the boarding numbers from Norwalk as well as the ridership projected from the Green Line extension to Torrance.
- B. To add a third scenario to the service plan that gives both ends of the Green Line a one-seat ride to the Expo Line.
- C. To clearly explain all the pros and cons of each scenario and to have a robust public engagement with the local cities, the COG, and the community, in order to give the opportunity for the public to know the good and bad of each option.
- D. To return to the board in September with the recommended plan for Board approval.

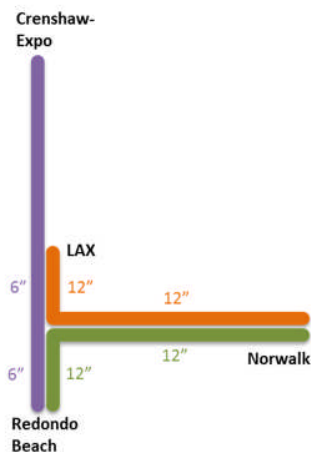
CRENSHAW/LAX – GREEN LINE ALTERNATIVE SERVICE PLAN EVALUATION

The Crenshaw/LAX Line will be connected to the existing Green Line mid-line between Mariposa and Aviation Stations. The opening of this new rail network will provide three potential directions for trains to operate.

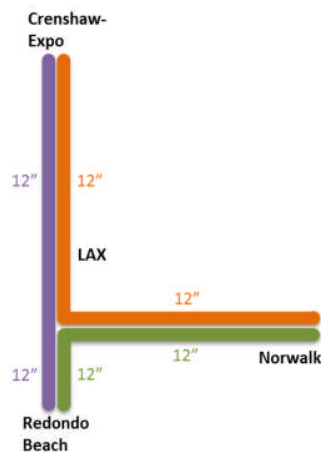
- Between Norwalk Station and Redondo Beach Station (existing Green Line)
- Between Expo/Crenshaw Station and Norwalk Station
- Between Expo/Crenshaw Station and Redondo Beach Station

Based on these train moves, 11 alternative service plans were developed, including:

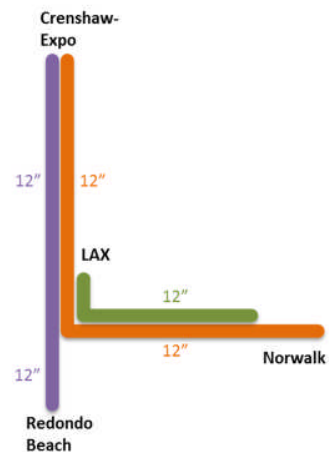
Alt B-1: Crenshaw/Redondo
Green Line Branch



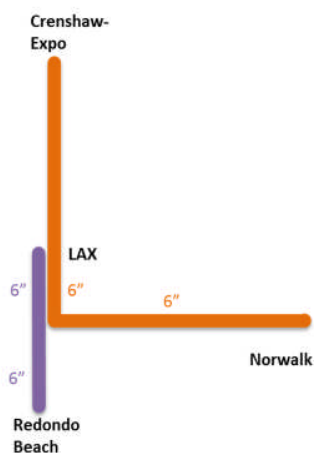
Alt B-2: Crenshaw/Green
Line Branch



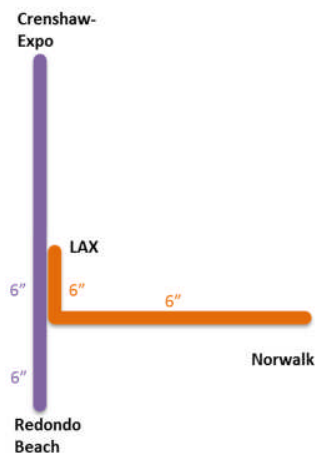
Alt B-3: Willowbrook/RP –
Century/Aviation Shortline

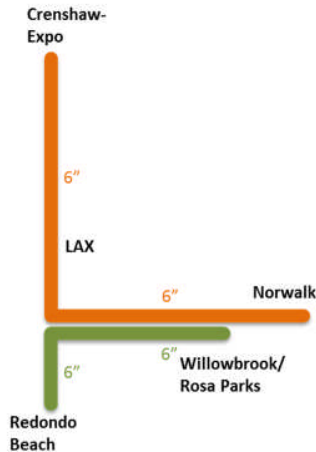
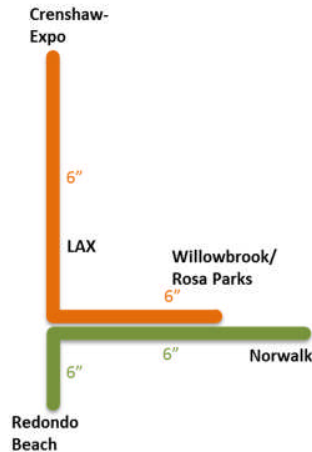
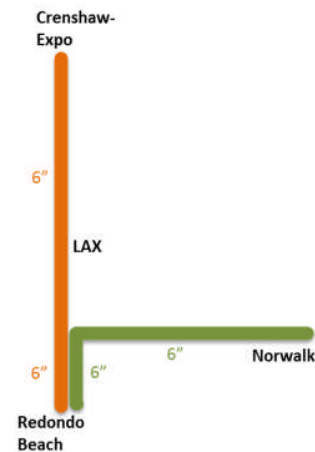
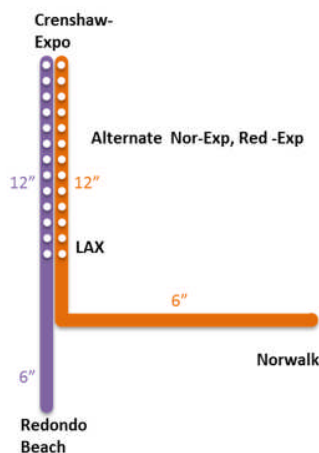
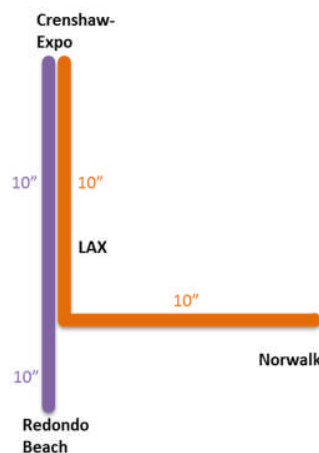


Alt C-1: Crenshaw/Norwalk Interline
with Redondo Shuttle

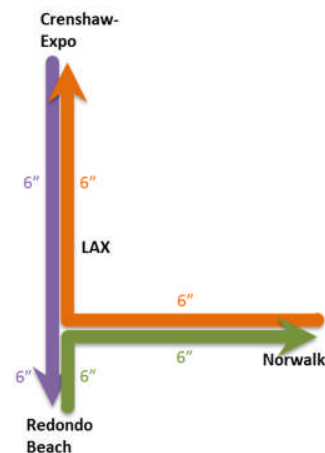


Alt C-2: Crenshaw/Redondo
Interline, Norwalk Shortline



Alt C-3: Green Line shortline,
Crenshaw to NorwalkAlt C-4: Green Line, Crenshaw
To Willowbrook/Rosa ParksAlt C-5: Green Line, Crenshaw
To Redondo BeachAlt D-1: Alternate Norwalk/
Crenshaw, Redondo/CrenshawAlt D-2: Alternate Norwalk/
Crenshaw, Redondo/Crenshaw

Alt D-3: One Way Operations



Each alternative service plan was evaluated using the following criteria:

- Connection to LAX

One primary goal of the Crenshaw/LAX Transit Project is to provide connectivity to LAX. Most bus connections, including the LAX Airport G Shuttle, will move from the current Aviation Station to the new Aviation/Century Station once Crenshaw/LAX opens. Therefore, the preferred service concept should ensure that a direct connection is provided between each of the three segments and the Aviation/Century and future 96th Street/AMC Station. Eight of the 11 alternatives achieve this criterion, including B-1, B-2, B-3, C-1, C-2, D-1, D-2, D-3.

- Current travel patterns – Figure 1-2 show the destinations of customers using the Green Line from each of the two segments (Norwalk – Aviation and Mariposa – Redondo Beach) based on TAP data. As shown in Figure 1, customers travelling along the Norwalk/I-105 Freeway segment are largely destined to central/south/southeast and downtown LA, along the Crenshaw Line corridor, and west along the Wilshire Corridor towards Santa Monica.

Figure 1
Transit Destinations from Norwalk/I-105 Freeway Segment

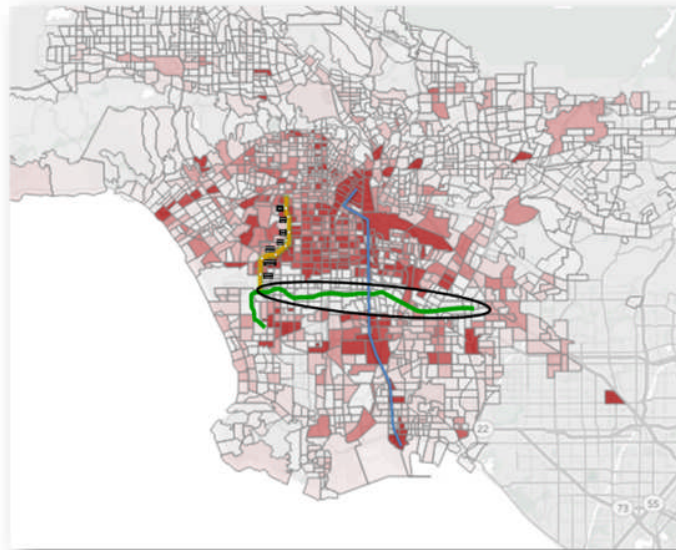
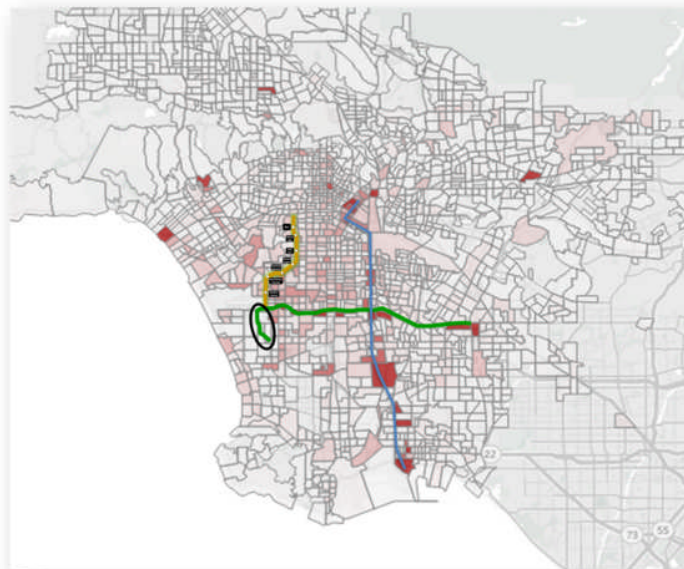


Figure 2
Transit Destinations from Redondo Beach Segment



Customers boarding the Green Line along the Redondo Beach segment are largely travelling to destinations along the Blue Line. These are generally return trips for people working in the El Segundo business district.

Using Location Based Data from mobile devices, destinations of people travelling from a 1-mile buffer around the Norwalk/I-105 Freeway segment show similar results to the TAP data with more penetration south of the Green Line (Figure 3).

Figure 3
All Travel Destinations from Norwalk/I-105 Freeway Segment

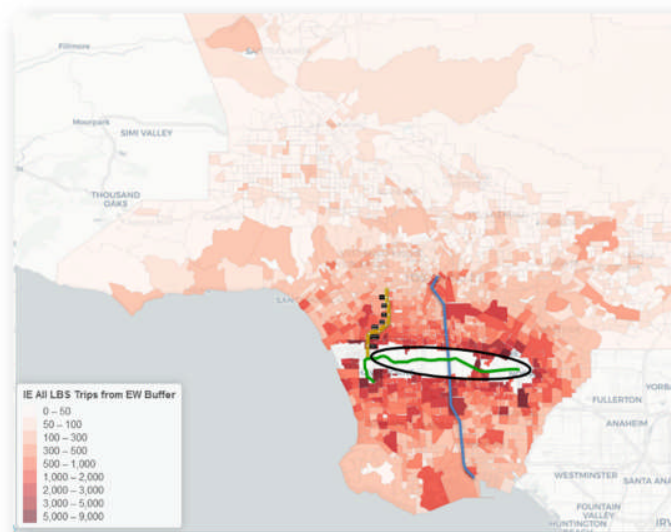
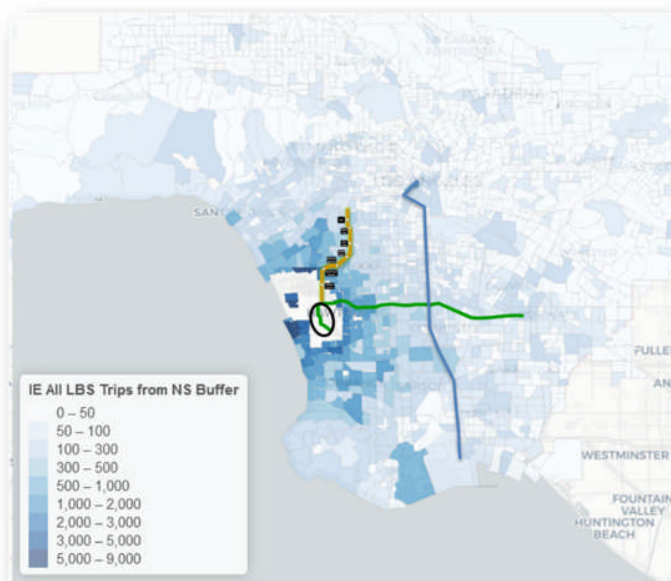


Figure 4
All Travel Destinations from Redondo Beach Segment



Conversely, people starting their trips within a mile of the Redondo Beach segment are largely destined north and south along the I-405 corridor, and not east into the Crenshaw corridor nor the Green Line I-105 segment.

- Overall travel time for each of the six terminal-to-terminal moves

With the operating constraints from traction power and the wye junction, all scenarios have tradeoffs between providing one seat rides to and from all three terminals and frequency of service. If a transfer is required, the impact ranges between 3 and 7 minutes during the peak periods compared to a one seat ride. Transfers are required for some trips in all alternatives except for B-2. While B-2 provides a one seat ride to and from all three terminals, frequencies are reduced by 50% on each route from 6 to 12 minutes. Therefore, average wait time doubles from 3 to 6 minutes during the peak periods.

Based on the current Green Line travel demand, transfers between Norwalk and Expo/Crenshaw are likely to impact the most customers. Therefore, C-1 and C-3 provide the best overall travel time to the greatest number of customers with a 6 minute frequency and one seat ride between Norwalk and Expo/Crenshaw.

- Ridership demand for each of the three segments

It is important to consider current and future ridership along each of the three segments of the network to ensure that the appropriate capacity is provided to match demand. The Green Line currently carries about 33,000 average weekday boardings, with roughly 25,500 boardings on the I-105 Freeway segment between Norwalk and Aviation, and about 7,500 on the Redondo Beach – Aviation segment. The Crenshaw/LAX and Airport Metro Connector is expected to carry an additional 16,400 new boardings along the extension.

In addition, there is significant transfer activity currently occurring between the Green Line and major north/south bus corridors, such as Crenshaw Bl, Hawthorne Bl, and Vermont Av. Therefore, it is anticipated that many Green Line customers will migrate from these bus corridors to the Crenshaw/LAX Line, as experienced on the Expo Line from parallel bus services such as Wilshire Bl, Olympic Bl and Venice Bl.

Future ridership will include the Green Line Extension to Torrance anticipated in 2028. This segment plus the current Redondo Beach demand is expected to generate about 16,300 boardings, matching the ridership projections of the Crenshaw/LAX segment. Therefore, the service plan should be revisited at least one year prior to the Torrance Extension opening to determine if travel patterns and other relevant factors show a need for a change in the service plan.

- Consistent Headways

To ensure that customers have an even level of service along the entire Crenshaw/LAX – Green Line network, and passenger loads are even from train to train, both directions of each segment should operate at a consistent frequency. Service is anticipated to begin in the Fall of 2019 with 6 minute peak hour frequencies on all segments with a maximum design frequency of 5 minutes. This frequency is also consistent with the Blue and Expo Lines, ensuring transfer loads are balanced between all three rail lines.

All alternatives provide consistent headways except for B1, B-2, and D-1.

- Network Simplicity

Simplifying the network makes the rail service more intuitive and easy to navigate. Fewer variations in routing and frequencies reduce confusion and requires less pre-planning by the customer before making the trip. This is especially beneficial for airport service as some customers will be first time riders and many from different parts of the world. Alternatives C-1, C-2, C-3, C-4, C-5, and D-2 are the easiest to navigate given their consistent routing and headways.

CRENSHAW/LAX – GREEN LINE
FINAL 6 OPERATING SCENARIOS

ATTACHMENT C

Alternatives	Direct connection to LAX from all three terminals	Service on each segment matches ridership demand	Routing matches where most people want to go	Even spacing between trains	Minimize wait times and transfers				Network is easy to understand	Operating Cost/Year																										
B-2				 Uneven frequencies on Green Line segments. Does not match Blue Line frequencies.	<table><tr><th>Origin</th><th>Destination</th><th>Avg Wait</th><th>Xfer Cost</th></tr><tr><td>Norwalk</td><td>Expo/Crenshaw</td><td>6 min</td><td></td></tr><tr><td>Norwalk</td><td>Redondo Beach</td><td>6 min</td><td></td></tr><tr><td>Expo/Crenshaw</td><td>Norwalk</td><td>6 min</td><td></td></tr><tr><td>Expo/Crenshaw</td><td>Redondo Beach</td><td>6 min</td><td></td></tr><tr><td>Redondo Beach</td><td>Norwalk</td><td>6 min</td><td></td></tr><tr><td>Redondo Beach</td><td>Expo/Crenshaw</td><td>6 min</td><td></td></tr></table>	Origin	Destination	Avg Wait	Xfer Cost	Norwalk	Expo/Crenshaw	6 min		Norwalk	Redondo Beach	6 min		Expo/Crenshaw	Norwalk	6 min		Expo/Crenshaw	Redondo Beach	6 min		Redondo Beach	Norwalk	6 min		Redondo Beach	Expo/Crenshaw	6 min				\$93.5M
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C-1					<table><tr><th>Origin</th><th>Destination</th><th>Avg Wait</th><th>Xfer Cost</th></tr><tr><td>Norwalk</td><td>Expo/Crenshaw</td><td>3 min</td><td></td></tr><tr><td>Norwalk</td><td>Redondo Beach</td><td>3 min</td><td>7 min</td></tr><tr><td>Expo/Crenshaw</td><td>Norwalk</td><td>3 min</td><td></td></tr><tr><td>Expo/Crenshaw</td><td>Redondo Beach</td><td>3 min</td><td>3 min</td></tr><tr><td>Redondo Beach</td><td>Norwalk</td><td>3 min</td><td>7 min</td></tr><tr><td>Redondo Beach</td><td>Expo/Crenshaw</td><td>3 min</td><td>3 min</td></tr></table>	Origin	Destination	Avg Wait	Xfer Cost	Norwalk	Expo/Crenshaw	3 min		Norwalk	Redondo Beach	3 min	7 min	Expo/Crenshaw	Norwalk	3 min		Expo/Crenshaw	Redondo Beach	3 min	3 min	Redondo Beach	Norwalk	3 min	7 min	Redondo Beach	Expo/Crenshaw	3 min	3 min			\$79.6M
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C-2					<table><tr><th>Origin</th><th>Destination</th><th>Avg Wait</th><th>Xfer Cost</th></tr><tr><td>Norwalk</td><td>Expo/Crenshaw</td><td>3 min</td><td>3 min</td></tr><tr><td>Norwalk</td><td>Redondo Beach</td><td>3 min</td><td>7 min</td></tr><tr><td>Expo/Crenshaw</td><td>Norwalk</td><td>3 min</td><td>3 min</td></tr><tr><td>Expo/Crenshaw</td><td>Redondo Beach</td><td>3 min</td><td></td></tr><tr><td>Redondo Beach</td><td>Norwalk</td><td>3 min</td><td>7 min</td></tr><tr><td>Redondo Beach</td><td>Expo/Crenshaw</td><td>3 min</td><td></td></tr></table>	Origin	Destination	Avg Wait	Xfer Cost	Norwalk	Expo/Crenshaw	3 min	3 min	Norwalk	Redondo Beach	3 min	7 min	Expo/Crenshaw	Norwalk	3 min	3 min	Expo/Crenshaw	Redondo Beach	3 min		Redondo Beach	Norwalk	3 min	7 min	Redondo Beach	Expo/Crenshaw	3 min				\$76.0M
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C-3		 I-105/Norwalk segment overserved.		 Does not match Blue Line frequencies.	<table><tr><th>Origin</th><th>Destination</th><th>Avg Wait</th><th>Xfer Cost</th></tr><tr><td>Norwalk</td><td>Expo/Crenshaw</td><td>3 min</td><td></td></tr><tr><td>Norwalk</td><td>Redondo Beach</td><td>3 min</td><td>3 min</td></tr><tr><td>Expo/Crenshaw</td><td>Norwalk</td><td>3 min</td><td></td></tr><tr><td>Expo/Crenshaw</td><td>Redondo Beach</td><td>3 min</td><td>7 min</td></tr><tr><td>Redondo Beach</td><td>Norwalk</td><td>3 min</td><td>3 min</td></tr><tr><td>Redondo Beach</td><td>Expo/Crenshaw</td><td>3 min</td><td>7 min</td></tr></table>	Origin	Destination	Avg Wait	Xfer Cost	Norwalk	Expo/Crenshaw	3 min		Norwalk	Redondo Beach	3 min	3 min	Expo/Crenshaw	Norwalk	3 min		Expo/Crenshaw	Redondo Beach	3 min	7 min	Redondo Beach	Norwalk	3 min	3 min	Redondo Beach	Expo/Crenshaw	3 min	7 min			\$90.6M
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C-5		 Redondo Beach segment overserved.			<table><tr><th>Origin</th><th>Destination</th><th>Avg Wait</th><th>Xfer Cost</th></tr><tr><td>Norwalk</td><td>Expo/Crenshaw</td><td>3 min</td><td>7 min</td></tr><tr><td>Norwalk</td><td>Redondo Beach</td><td>3 min</td><td></td></tr><tr><td>Expo/Crenshaw</td><td>Norwalk</td><td>3 min</td><td>7 min</td></tr><tr><td>Expo/Crenshaw</td><td>Redondo Beach</td><td>3 min</td><td></td></tr><tr><td>Redondo Beach</td><td>Norwalk</td><td>3 min</td><td></td></tr><tr><td>Redondo Beach</td><td>Expo/Crenshaw</td><td>3 min</td><td></td></tr></table>	Origin	Destination	Avg Wait	Xfer Cost	Norwalk	Expo/Crenshaw	3 min	7 min	Norwalk	Redondo Beach	3 min		Expo/Crenshaw	Norwalk	3 min	7 min	Expo/Crenshaw	Redondo Beach	3 min		Redondo Beach	Norwalk	3 min		Redondo Beach	Expo/Crenshaw	3 min				\$83.3M
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ITEM 28

CRENSHAW/GREEN LINE OPERATING PLAN



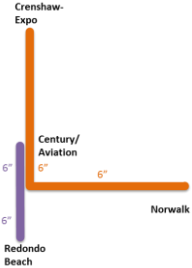









Expo/Crenshaw Station

DECEMBER 6, 2018

OPERATING PLAN OBJECTIVES

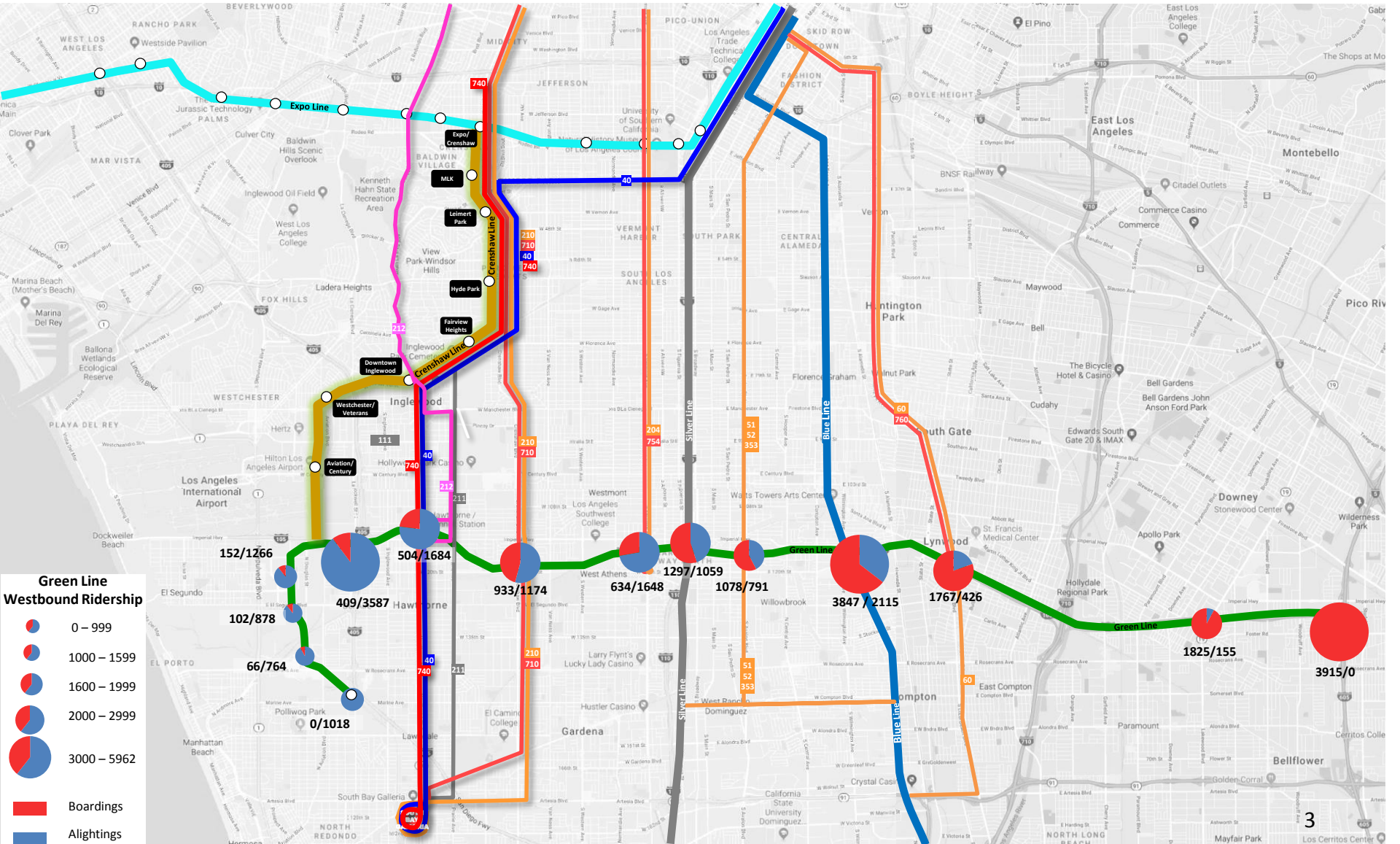
Evaluation of Final 2 Alternatives



	<p><u>C-1</u></p> <ul style="list-style-type: none"> Norwalk-Expo/Crenshaw Redondo Beach-LAX 	<p><u>C-3</u></p> <ul style="list-style-type: none"> Norwalk-Expo/Crenshaw Redondo Beach-Willowbrook 
Direct connections to LAX Airport from all directions	<ul style="list-style-type: none"> Direct service to 5th busiest airport in the world from all directions, and improving access to over 620K jobs within the LAX area 	<ul style="list-style-type: none"> No direct service to and from LAX from South Bay for visitors and workers 
Special event service to new NFL Stadium	<ul style="list-style-type: none"> Opportunity for special event service to Downtown Inglewood from all directions for NFL, Super Bowl, World Cup, Olympics, etc. 	<ul style="list-style-type: none"> No opportunity to route South Bay trains to Downtown Inglewood for special events 
Provides optimal capacity to meet current and future demand	<ul style="list-style-type: none"> Matches capacity with demand on all three segments Allows for 3-car trains along Crenshaw when ridership grows or for special events 	<ul style="list-style-type: none"> Overserves I-105 segment at a cost of \$10M/year Cannot expand to 3-car trains on Crenshaw due increased power consumption on I-105 segment 
New opportunities for South Bay residents	<ul style="list-style-type: none"> New opportunity to provide north/south service to take South Bay residents where they want to go 	<ul style="list-style-type: none"> Continues serving east/west alignment, which is very lightly used by South Bay residents 

CRENSHAW/GREEN LINE

Bus/Rail Connections



GREEN LINE

Average # People Travelling Each Segment



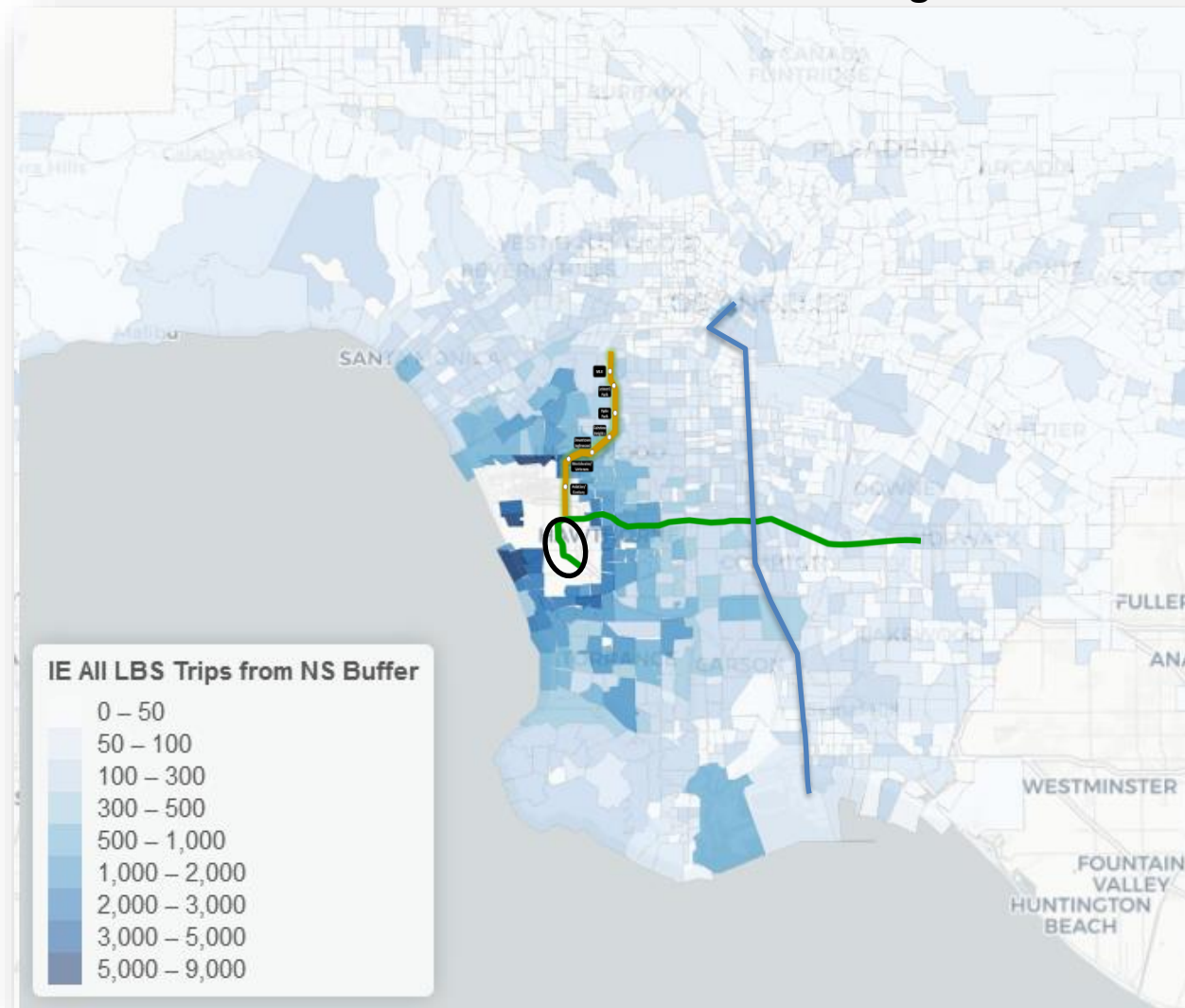
Between	Persons	Percent
<div>2 ↔ 2</div> <div>NOR NOR</div>	12,240	77%
<div>1 ↔ 2</div> <div>SB NOR</div>	3,392	21%
<div>1 ↔ 1</div> <div>SB SB</div>	197	1%
Total	15,828	100%



2. All Travel (cell phone data) RB-Mariposa Green Line Destinations



All Destinations from Redondo Beach Segment



NEW OPPORTUNITIES FOR SOUTH BAY

C-1 Provides Better Connections to Jobs



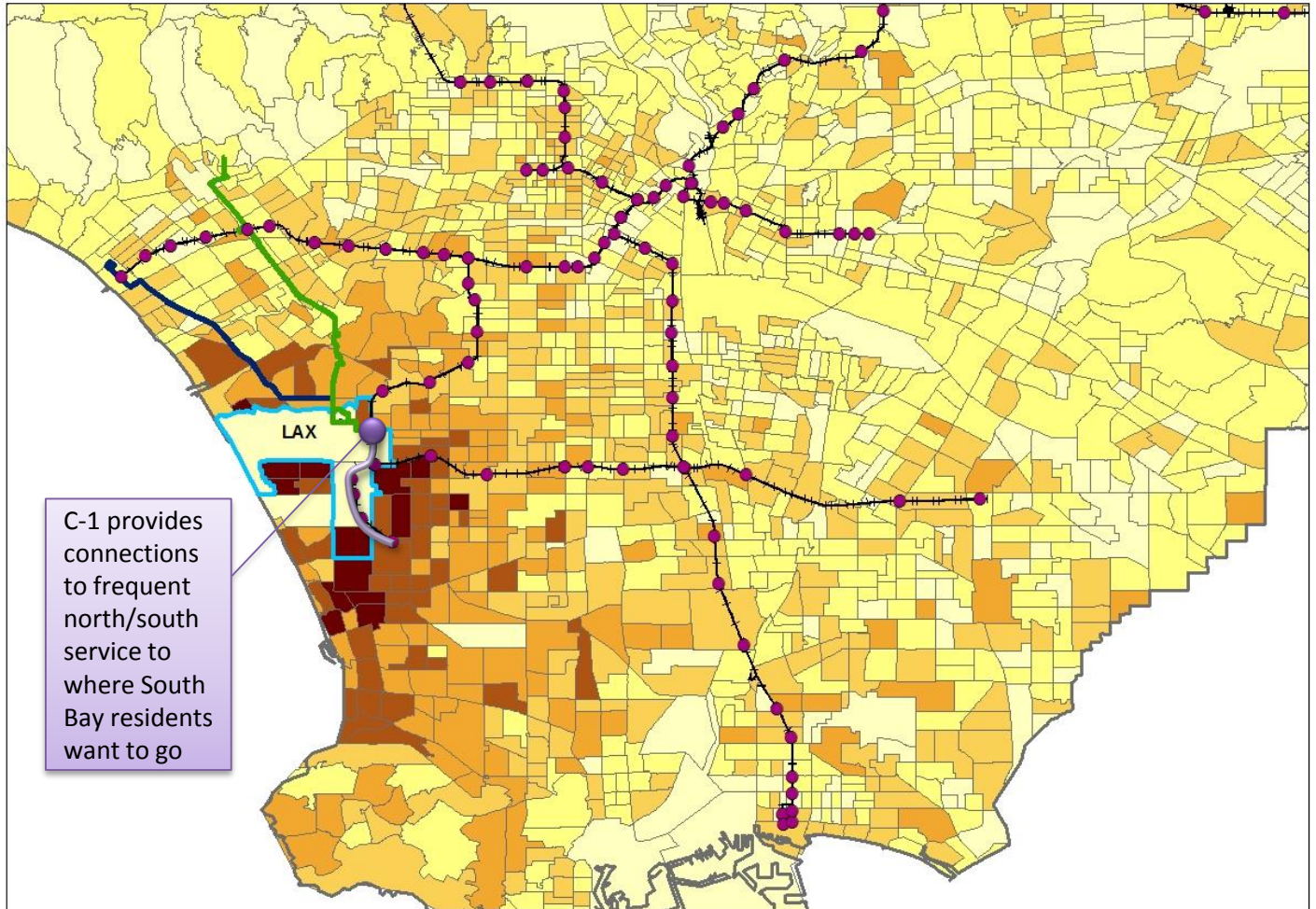
Commute Work Flows to LAX-Aerospace Corridor From Los Angeles County Census Journey to Work 2006 - 2010 Survey

Legend

- Metro Rail Stations
- Culver City 6
- Santa Monica 3
- Metro Rail System
- LAX-Aerospace Corridor

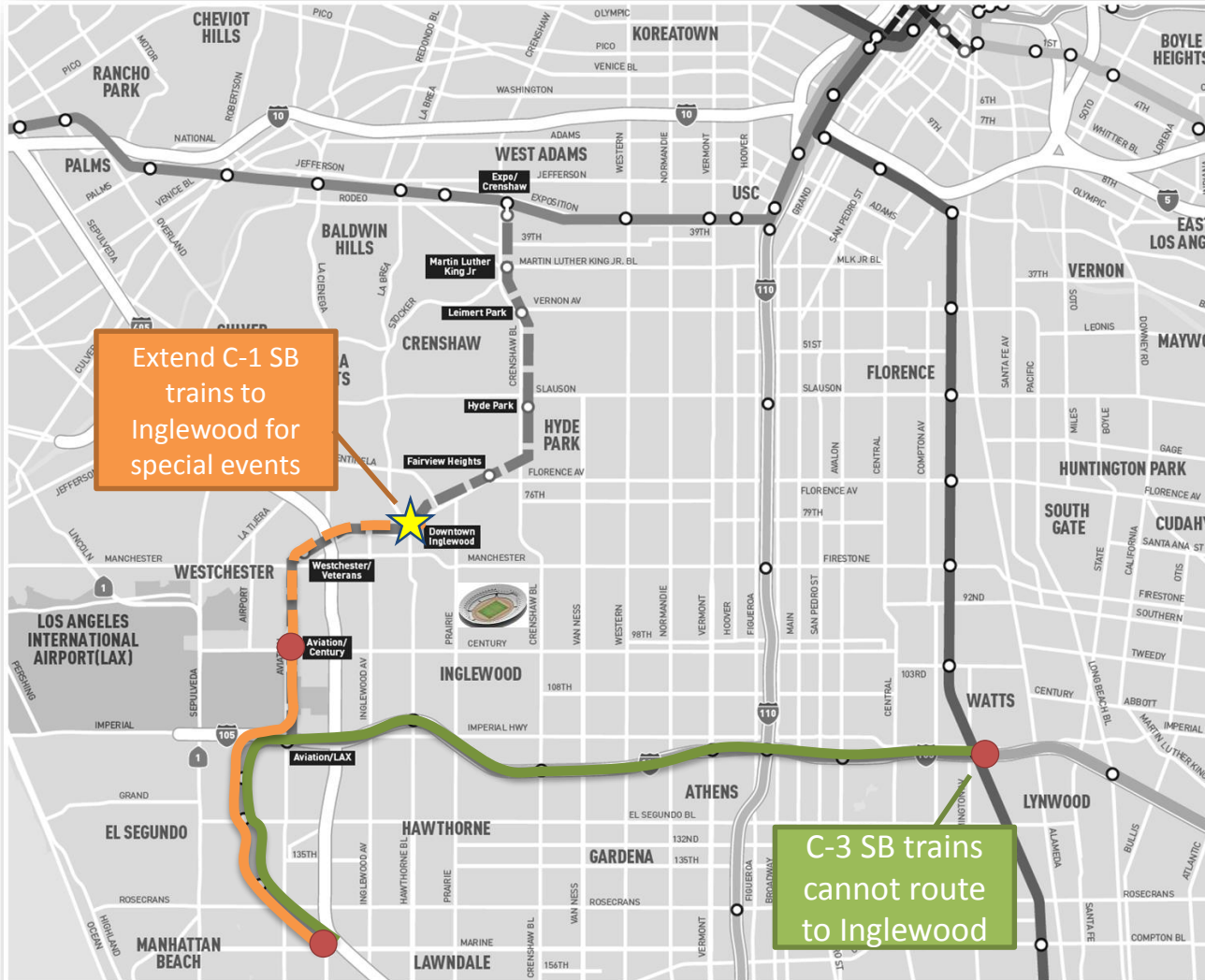
Workers









- 4 <= 45
- 45 <= 110
- 110 <= 230
- 230 <= 415
- 415 <= 765
- Los Angeles County



ACCESS TO MAJOR SPECIAL EVENTS

Inglewood Sports & Entertainment District



-  C-1 South Bay Route
-  C-1 Special Event Service
-  C-3 South Bay Route
-  Downtown Inglewood Station
-  22 NFL games per year
-  Super Bowl (2022)
-  NCAA Football Championship (2023)
-  FIFA World Cup (2026)
-  Olympics and Paralympics Games (2028)

TRACTION POWER CONSTRAINT

Impact to Train Performance with Alt C-3



- 2-car trains at 3 min headways on Green Line (Aviation – Willowbrook/Rosa Parks)
- Cars designed to operate at 750VDC for best sustainable performance (normal acceleration, HVAC, lighting, etc.)

- 2-car trains at 3 min headways - power degrades to a **marginal level** (above 600vdc)
- With one substation off-line and/or less than perfect train spacing - power degrades to an **unsustainable level** (below 600 vdc)
- Alternating 2- and 3-car trains at 3 min headways; a substation off-line; and less than perfect train spacing - power degrades to an **unacceptable level** (below 500vdc)

- Impacts of unsustainable low voltage operations to customers:
 - Slow speed and delayed trains
- Impacts of unacceptable low voltage operations to customers:
 - Loss of HVAC
 - Loss of full body lighting (emergency lighting only)
 - Loss of power/stranded trains

- 2-car trains at 3 min headways on the green line poses service reliability risks;
- Alternating 2- and 3-car trains at 3 min headways poses clear service reliability risks.

RESOURCE REQUIREMENT C1 vs C3



	Alt C-1	Alt C-3
Vehicle Requirement (Peak + Spares)	53	60
Ann Rev Vehicle Hrs	195,000	221,000
Ann Operating Cost	\$77M	\$87M

	Cost/RVH
Transportation	\$62
Maintenance	\$201
Other Operating	\$132
Total	\$395



QUESTIONS?

Expo/Crenshaw Station

DECEMBER 6, 2018



Board Report

File #: 2018-0482, **File Type:** Contract

Agenda Number: 31.

CONSTRUCTION COMMITTEE NOVEMBER 15, 2018

SUBJECT: ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a five (5) year Contract No. AE51181EN084, with Burns & McDonnell, Engineering Company, Inc. for Environmental Compliance and Sustainability Support Services on Task Orders, inclusive of a three (3) year base term for an amount not-to-exceed \$18,000,000, plus two (2) one-year options for a not-to-exceed amount of \$21,000,000, for a total contract value of \$39,000,000.

ISSUE

Metro is in a state of rapid growth both in expanding its system and maintaining the environmental benefits associated with the implementation of environmental and sustainability strategies for those projects. To ensure the project execution and maintenance of these environmental benefits over the life of our assets, an increased need for monitoring and continued maintenance of sustainability gains and practices requires a series of short-term support services. The Environmental Compliance and Sustainability Department (ECSD) is responsible for managing the environmental compliance and sustainable practices for capital projects. In addition, our ISO 14001:2015 certified Environmental Management System provides an avenue that ensures the continuation of environmental compliance and sustainability benefits through the Operations Phase of an infrastructure. There is currently a Metro staff resources gap to support these environmental and sustainability-related tasks. This Contract is anticipated to provide the level of environmental support on all projects, but majority of which include Measure M and Measure R construction projects. These projects are expected to be in different phases of construction during the term of this Contract. This support is in addition to the continual state and local regulatory requirements to service facilities operations and maintenance environmental requirements.

BACKGROUND

Metro's vision of delivering a mobility system to enable people to travel swiftly and easily is currently

underway in preparation for the 2028 Olympics and beyond. Continual environmental compliance during the design, construction, and operations and maintenance of these projects is essential to ensure significantly less impacts in cost and schedule (during construction), and service (during operations). With increasing frequency of extreme weather events observed by staff, there is also an increasing need to monitor and measure sustainability strategies implementation and performance. Additionally, environmental and sustainability requirements are increasing per the California Green Building Code, state and local air quality, stormwater, and simultaneous needs for more robust compliance monitoring. In response to these needs, and the increasing number of projects supported by ECSD in all phases of planning, design, construction, operations and maintenance (as well as in support of sustainable elements of the procurement process) plus the influx of projects and regulations, ECSD is making a strategic action in managing project expectations and balancing staffing levels. Projected costs for projects supported by ECSD are expected to be at \$16.8 Billion in FY19 and increasing to \$20 Billion by FY21 and \$30 Billion by FY23.

DISCUSSION

This Environmental Compliance and Sustainability Support Services contract continues the effort of providing Metro Capital Programs and Operations close coordination and expertise across key roles including Project Management, Environmental Construction, Stormwater, Hazardous Waste, Air Quality, Transportation Engineering, and related and ancillary support services.

Contract No. AE51181EN084 is an indefinite delivery/indefinite quantity contract. The consultant is not guaranteed any work. When the need for environmental support services arises, only then will staff be able to issue Contract Work Orders (CWO) for each project, under which Task Orders or changes are issued. These Task Orders and changes will be funded from an existing project's budget with consideration of any information available at the time of planning and applicable time constraints on the performance of the work.

All of the Task Orders will be fully negotiated based on agreed upon negotiated rates at the onset of the project. Staff applies strict project controls in the execution of each of these Task Orders to closely monitor the Consultant's budget and Task Order schedules. No funds are obligated until a Contract Work Order/Task Order is issued against a valid project. Attachment B provides information on the anticipated projects that will use this Contract.

The Contract No. AE51181EN084 includes a 30% Race Conscious Disadvantaged Business Enterprise (RC DBE). RC DBE attainment is based on the aggregate value of all task orders issued. The Contract also requires a DBE Contracting Outreach and Mentoring Program (COMP) in which four DBE firms shall be mentored.

The consultant will provide necessary staff, sub-consultants, equipment, software, supplies, and services to perform the issued Task Orders. The consultant shall employ or subcontract as necessary with diverse environmental professionals such as biologists, archeologists, professional engineers; registered geologists, qualified stormwater developer/practitioners (QSD/QSP), and sustainability specialists.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Contract No. AE51181EN084 will be an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. No Metro funds are obligated until a CWO is issued by a Metro authorized Contracting Officer against a valid project budget. No expenditures are authorized until a Task Order is awarded by a Metro authorized Contracting Officer for a specific package of work within the CWO. In other words, all task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds. Execution of work under those Task Orders within those CWO awards can continue beyond the contract end date.

Obligations and authorizations made within the total Contract Amount will be against specific project or operations budgets which make up the Board-approved Metro budget for this particular fiscal year. Specific funding for this contract will parallel the project budgets approved by Board under separate actions. The Executive Officer, Environmental Compliance and Sustainability and Chief Program Management will be responsible for developing and tracking the overall contract value during the base years, and any succeeding execution of option years. The Project Manager of each of the supported projects will be responsible for providing appropriate budgets and tracking expenditures during the execution of the environmental support services per project.

Impact to Budget

The initial source of funds for this contract is included in the FY19 budget under Project Number 300012 - Site Remediation, Cost Center 8510, Account 50316 Professional and Technical Services. Specific funding sources will parallel the funding of capital projects charged/served and may include sales tax revenues as well as federal/state grants and local city contributions. All task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds from the projects that would use these services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Contract No. AE51158EN084 will support Metro's values of Service Excellence, Innovation and Technology, and Sustainability as Metro's Strategic Plan is implemented. The Contract will permit ECSD to provide the high level of support for all projects, including Measure R and Measure M Projects, to expand the transportation system as responsibly and as quickly as possible (Goal 1.1).

Additionally, the Contract provides for the close coordination with current operations to optimize the speed reliability and performance of the existing system, and by revitalizing and upgrading Metro's transit assets (Goal 1.2).

ALTERNATIVES CONSIDERED

If Contract AE51181EN084 is not awarded, staff's ability to support and respond to current capital projects and operations would be limited. As a consequence, Metro would not be able to immediately address potential and existing environmental liabilities and it would increase the likelihood of non-

compliance resulting in potential fines, or orders to comply with regulatory agencies.

As another alternative, the Metro Board may recommend action and direct staff to do all Environmental Compliance and Sustainability services and technical support work in house. Under such a situation, Metro would have to hire a much larger staff. While ECSD may add new staff over the next five years, the level of staffing is intermittent as required in the programs associated with this contract and depends on the short-term, specific, but intensive demands of the project. Most of these demands are associated with the increasing workload leading up to and beyond 2028, the year of the Olympics.

There is an expected decline in staffing needs as projects get completed leading up to 2028, and will slowly need to be increased again as new projects for the next phase of capital programming begin to ramp up. Consequently, any steps to be taken for permanent staff that will be used to respond to short-term fluctuating need is not a financially and human resource sustainable model for ECSD's resource goals.

Staff can solicit and award individual support contracts for each environmental task as the need arises; however, staff does not recommend this alternative. Individually procuring these environmental support tasks have associated inconsistent and most likely cumulative higher administrative and execution costs and inefficiencies. Each of our Project Managers would also have to competitively procure for environmental services for each individual task order and would significantly delay our ability to respond to time sensitive requirements from within the agency and from the regulatory agencies.

NEXT STEPS

After the recommended Board Action is approved, staff will execute the conformed contract and proceed with issuing Task Orders and Contract Work Orders.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Anticipated Project List and Schedule of Use per Fiscal Year

Attachment C - DEOD Summary

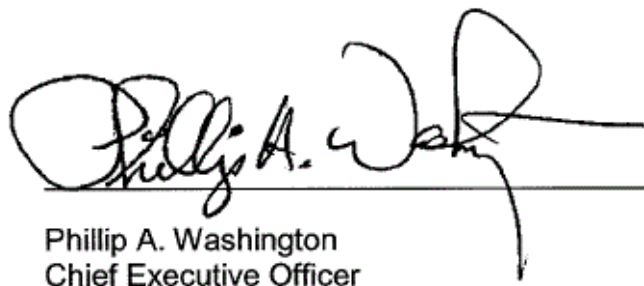
Prepared by:

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Reviewed by:

Richard Clarke, Chief Program Management Officer, (213) 922-7557

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES
/AE51181EN084

1.	Contract Number: AE51181EN084	
2.	Recommended Vendor: Burns & McDonnell	
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: March 7, 2018	
	B. Advertised/Publicized: March 5, 2018	
	C. Pre-Proposal Conference: March 21, 2018	
	D. Proposals Due: May 10, 2018	
	E. Pre-Qualification Completed: September 10, 2018	
	F. Organizational Conflict of Interest Review Completed by Ethics: June 13, 2018	
	G. Protest Period End Date: November 16, 2018	
5.	Solicitations Picked up/Downloaded: 177	Proposals Received: 6
6.	Contract Administrator: Daniel A. Robb	Telephone Number: 213.922-7074
7.	Project Manager: Cris Liban	Telephone Number: 213.922-2471

A. Procurement Background

This Board Action is to approve Contract No. AE51181EN084 Environmental Compliance and Sustainability Support Services to support Metro's Environmental Compliance and Sustainability Department (ECSD) in providing environmental support services for projects in varying stages to include managing and supporting environmental compliance, environmental services, and project delivery of Metro's Capital Program, green procurement, and sustainable operations.

ECSD is responsible for managing the environmental compliance of large transportation capital program, sustainability, and environmental compliance associated with environmental activities within the agency associated with Metro's operations. It also provides project management support to Metro Planning and Operations projects and initiatives. The consultant will furnish all of the labor, materials, and other related items required to support performance of the environmental services on a Contract Work Order basis, under which specific Task Orders will be issued for specific Scopes of Services and Periods of Performance. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was an Architectural and Engineering (A&E) qualifications based procurement process performed in accordance with Metro's Procurement Policies and Procedures, and California Government Code §4525-4529.5 for A&E services. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a base term of three years and two one-year options.

Three amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on March 27, 2018, clarified the Submittal Requirements and Evaluation Criteria;
- Amendment No. 2, issued on April 5, 2018, added Certifications to the RFP Package;
- Amendment No. 3, issued on April 20, 2018, clarified the Compensation and Payment Section A and the Exhibit 6 Proposal Letter.

A total of six proposals were received on May 5, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Construction Management and Metro Environmental Compliance and Sustainability Support Services was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience and Capabilities of the Firms on the Team.....(25%)
- Experience, Qualifications and Capabilities of Personnel.....(40%)
- Understanding and Approach to Service Delivery.....(31%)
- DBE Contracting Outreach and Mentor Protégé Approach.....(4%)

The evaluation criteria were appropriate and consistent with criteria developed for other, similar A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Experience, Qualifications and Capabilities of the Personnel on the Project Team and Understanding and Approach to Service Delivery. Since this is an A&E, qualifications based procurement, price could not and cannot be used as an evaluation factor pursuant to state and federal law.

All six proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Arcadis-US.
2. Burns & McDonnell
3. HDR Engineering, Inc.
4. Kleinfelder, Inc.
5. Metroplus (A joint venture of Marrs, Alta Environmental and Louis Berger)
6. PSM Partners for Sustainable Metro (A Joint Venture of Anil Verma and Ecology and Environmental, Inc.)

During the month of May 2018, the PET reviewed the six written proposals. From June 11, 2018 through June 13, 2018, the PET met with all six Proposers for oral presentations. The firms were given the opportunity to present on 1) Experience Qualifications and Capabilities of Personnel, and 2) Understanding of Work and Approach to Service Delivery.

The proposing firms had the opportunity to present their proposed project managers, key personnel and some of their key members, as well as respond to the PET's questions. In general, each proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and stressed each proposer's commitment to the success of the contract. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP. Sealed cost proposals were received at the time of oral presentations.

After the recommendation of the most qualified proposer was approved by the Executive Officer of Vendor/Contract Management (V/CM), the recommended most qualified proposer's cost proposal was opened. V/CM completed its cost analysis and engaged in negotiations with the recommended proposer.

Qualifications Summary of Recommended Firm:

The PET ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals as supported by oral presentations and clarifications received from the Proposers. The results of the final scoring are shown below:

1	Firm/Evaluation Factor	Average Score	Factor Weight	Weighted Average Score	Rank
2	Burns & McDonnell				
3	Experience, Qualifications and Capabilities of the Firms on the Team	84.60	25%	21.15	
4	Experience Qualifications and Capabilities of the Personnel	86.00	40%	34.40	
5	Understanding and approach to service delivery	85.35	31%	26.46	

6	COMP	100	4%	4.00	
7	Total		100.00%	86.01	1
8	Arcadis-US				
9	Experience, Qualifications and Capabilities of the Firms on the Team	81.68	25%	20.42	
10	Experience, Qualifications and Capabilities of the Personnel	86.00	40%	34.40	
11	Understanding and Approach to Service Delivery	82.97	31%	25.72	
12	COMP	100	4%	4.00	
13	Total		100.00%	84.54	2
14	Kleinfelder, Inc.				
15	Experience, Qualifications and Capabilities of the Firms on the Team	82.80	25%	20.70	
16	Experience, Qualifications and Capabilities of the Personnel	84.75	40%	33.90	
17	Understanding and Approach to Service Delivery	81.16	31%	25.16	
18	COMP	100	4%	4.00	
19	Total		100.00%	83.76	3
20	HDR				
21	Experience, Qualifications and Capabilities of the Firms on the Team	79.40	25%	19.85	
22	Experience, Qualifications and Capabilities of the Personnel	86.50	40%	34.60	
23	Understanding and Approach to Service Delivery	79.81	31%	24.74	
24	COMP	100	4%	4.00	
25	Total		100.00%	83.19	4
26	Metroplus JV				
27	Experience, Qualifications and Capabilities of the Firms on the Team	80.80	25%	20.20	
28	Experience, Qualifications and Capabilities of the Personnel	81.00	40%	32.40	
29	Understanding and Approach to Service Delivery	84.32	31%	26.14	
30	COMP	100	4%	4.00	
31	Total		100.00%	82.74	5
32	Partners for Sustainable Metro				

33	Experience Qualifications and Capabilities of the Firms on the Team	77.20	25%	19.30	
34	Experience, Qualifications and Capabilities of the Personnel	75.50	40%	30.20	
35	Understanding and Approach to Service Delivery	74.77	31%	23.18	
36	COMP	100	4%	4.00	
37	Total		100.00%	76.68	6

Weighted Scores are rounded up to the nearest second decimal point.

The evaluation performed by the PET determined Burns & McDonnell as the most qualified firm and team to provide Environmental Compliance and Sustainability Support Services, as provided in the RFP Scope of Services. What distinguished Burns & McDonnell was their demonstration, through their written proposal and oral presentation, of substantial experience, qualifications, and capabilities of the firms and personnel on the team. Burns & McDonnell presented a thorough understanding and approach to service delivery and a clear understanding of Metro's needs and operations, goals, methods, and resource allocations. The firm demonstrated that their team has the capability to provide staffing for the type of task order scopes that may be issued under this Contract. The team is highly experienced in delivering similar task order based contracts with an excellent record in client satisfaction for similar projects around the U.S and on Metro projects by some of the subconsultants on their team.

C. Cost/Price Analysis

The proposed costs have been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Procurement Policies and Procedures. The analysis includes, among other things, a comparison with similar firms, an analysis of rates and factors for labor, and other direct costs upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee factor that will establish a fixed fee based on the total estimated cost for each task order during the contract term, to compensate the consultant.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to Contract adjustments. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

Proposer Name	Proposal Estimate	Metro Estimate	Recommended NTE amount
Burns McDonnell	N/A ⁽¹⁾	\$39,442,003.40 ⁽²⁾	\$18,000,000 ⁽³⁾

(1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Work. Hourly labor rates, overhead and fixed fee rate were negotiated and determined to be fair and reasonable.

(2) An estimated cost was determined for each project using past costs for ECSD support of projects over a five year period.

(3) The recommended not-to-exceed amount of \$18,000,000 is for the basic three year term of the contract. Future work will be funded according to an Annual Work Program. The total contract amount will be the aggregate value of all task orders negotiated with the Consultant through the term of the contract.

D. Background on Recommended Contractor

Burns & McDonnell is a \$3 billion transportation environmental and energy engineering/construction firm with a lengthy history in transportation, coupled with local presence, technical depth, and experience providing environmental compliance and sustainability support services with multiple Southern California offices that include more than 200 professionals. Much of Burns & McDonnell's work has been on long, linear, highly-visible local projects with extensive environmental and sustainability components. Burns & McDonnell has assembled a team of experts and qualified subcontractors to help support Metro's anticipated needs. The team consists of very capable, experienced companies, including eighteen DBE subcontractors that have a strong understanding of the project goals.

ATTACHMENT B
Environmental Services and Sustainability Contract Support
Anticipated Project List and Schedule of Use Per Fiscal Year

Project Name	SCHEDULE					
	FY18	FY19	FY20	FY21	FY22	FY23
Crenshaw/LAX Transit Corridor						
Regional Connector Transit Corridor						
Orange Line Grade Separations						
Westside Purple Line Extension Section 1						
Westside Purple Line Extension Section 2						
Westside Purple Line Extension Section 3						
North Hollywood to Pasadena BRT						
North San Fernando Valley BRT Improvements						
Gold Line Foothill Extension Phase 2B						
West Santa Ana Transit Corridor LRT (Phase 1&2)						
East SF Valley Transit Corridor Project						
Vermont Transit Corridor						
Green Line Extension to Crenshaw Blvd in Torrance						
Eastside Transit Corridor Phase 2 (Alignment 1)						
Sepulveda Phases 2 & 3						
Crenshaw Northern Extension						
Link Union Station						
Sepulveda Phase 1 - Express Lanes						
I-105 Express Lane from I-405 to I-605						
I-710 South Corridor Project (Phase 1)						
I-710 South Corridor Project (Phase 2) (Main Project)						
I-5 Corridor Improvements (I-605 to I-710)						
SR 60/I-605 Interchange HOV Direct Connectors						
Airport Metro Connector						
UST Fuel Storage Tanks - FY17-FY19						
UST Fuel Storage Tanks - FY20-FY22						
UST Fuel Storage Tanks - FY23-FY25						
Industrial Wastewater and Stormwater Program Management						

Environmental	D/B Construction
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DEOD SUMMARY

ENVIRONMENTAL COMPLIANCE AND SUSTAINABILITY SUPPORT SERVICES/
AE51181EN084**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Burns & McDonnell made a 30% DBE commitment for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime contractor will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on the cumulative DBE participation of all Task Orders awarded.

Small Business Goal	30% DBE	Small Business Commitment	30% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	3COTECH, Inc.	Non-Minority Female	TBD
2.	Casamar Group, LLC	Hispanic American	TBD
3.	CM Solutions	Non-Minority Female	TBD
4.	CWE (DBA California Watershed Engineering, Corp.)	Subcontinent Asian American	TBD
5.	Darnell Technical Services, Inc.	African American Female	TBD
6.	Global ASR Consulting, Inc.	Asian Pacific American	TBD
7.	Grabowski Collaborative Consulting	Hispanic American	TBD
8.	Intueor Consulting, Inc.	Asian Pacific American	TBD
9.	J. C. Palomar Construction, Inc.	Hispanic American	TBD
10.	MBI Media	Non-Minority Female	TBD
11.	Pac Rim Engineering	Asian Pacific American	TBD

12.	Sapphos Environmental, Inc.	Hispanic American Female	TBD
13.	Summit Consulting & Engineering, Inc.	Hispanic American Female	TBD
14.	Tovar Geo	Hispanic American	TBD
15.	Translutions, Inc.	Subcontinent Asian American	TBD
16.	W2 Design, Inc.	Asian Pacific American	TBD
17.	Watearth, Inc.	Non-Minority Female	TBD
18.	ZelDesign	African American Female	TBD
Total DBE Commitment			30%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a DBE COMP, which included its plan to mentor a minimum of four DBE firms for protégé development. Burns & McDonnell has selected to mentor the following DBE firms: 1) Casamar Group, 2) Global ASR Consulting, 3) PacRim Engineering, and 4) Summit Consulting & Engineering.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

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

E. Project Labor Agreement/Construction Careers Policy

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



Metro

Board Report

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

File #: 2018-0709, **File Type:** Motion / Motion Response

Agenda Number: 38.

REGULAR BOARD MEETING DECEMBER 6, 2018

SUBJECT: TWENTY-EIGHT BY '28 MOTION RESPONSE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Twenty-Eight by '28 White Paper (Attachment B).

ISSUE

At its September 2018 meeting, the Board approved Motion 4.1 by Directors Solis, Garcetti, Hahn, and Butts which directed the CEO to adopt and approve as policy the Twenty-Eight by '28 Initiative (Attachment A). The Motion also directed a report back on a financial and funding plan in February 2019, with an update on the development in December 2018. This Board item responds to the Motion by providing an update on the development of the financial and funding plan.

ATTACHMENTS

Attachment A - Motion 4.1

Attachment B - Twenty-Eight by '28 White Paper

Prepared by:

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Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer



Metro

Board Report

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

File #: 2018-0655, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING SEPTEMBER 27, 2018

Motion by:

SOLIS, GARCETTI, HAHN, AND BUTTS

Related to Item 4
28 by 2028 Transportation Investments

In September 2017, almost a year back, Metro Board endorsed the “Twenty-Eight by ’28 Initiative” to highlight projects for completion by the 2028 Olympic and Paralympic Games. Following Board action, staff developed a draft candidate list of projects that included Measure R, Measure M, and other projects already slated for completion by 2028. This list also included “aspirational” project schedules that propose to be accelerated by 2028 (“aspirational” is defined as a project that has a current delivery date later than 2028).

In November 2017, the Board received and filed the draft list of projects. The Metro Board recognized that the initiative is helpful in articulating a vision for what Metro seeks to achieve by 2028, which facilitates obtaining needed support from Metro’s many partners in delivering a transformative transportation investment program for Los Angeles County by the commencement of the 2028 Games. Investments on this list are distributed countywide, demonstrating proactive regional coordination. The 2028 Games presents an opportunity to advocate for accelerated resources, particularly from the state and federal government, to achieve early project delivery of the aspirational schedules.

With over 70 percent of transportation investments deriving from local sales tax revenues, LA County has aggressively accelerated the growth of its public transportation system as a means to address the environmental woes resulting from the freight and car complex. With a focus of entire world on Los Angeles, it is imperative that our commitment remains on the delivery of these 28 projects with meaningful endeavors specifically for the projects that are still noted as “aspirational”. Our efforts to ensure that no stone is left unturned to make the accelerated delivery of this list will ensure a region wide success and delivery of these projects throughout the LA County that provide region wide seamless access to businesses, culture, food, and unique experiences that our 88 cities and unincorporated areas offer.

Metro Board Directors have repeatedly affirmed these accelerated projects are a way to accomplish Los Angeles as the best world destination with a new transit infrastructure that will connect our widespread cities offering unique experiences, the “aspirational” narrative fails to adequately address the

commitment and effort that we like to see as a region. While delivering these 28 mega projects by 2028 is challenging, and Metro staff and CEO have made remarkable efforts, and notwithstanding that undertaking this challenge is undoubtedly unsurmountable task, Metro has the ability to demonstrate itself as a leader to trail blaze innovative paths to accomplish these goals in line with American innovative spirit. It's imperative that we as a Board take the challenges head on and to reaffirm our commitments while sending right signal to the private sector for innovative partnership ideas to deliver these projects and support our CEO and staff to transform this vision to a reality.

SUBJECT: MOTION BY SOLIS, GARCETTI, HAHN AND BUTTS

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Adopt and approve as policy and ~~priority~~ the 28 by 2028 initiative;
- B. Develop and report back on a 28 by 2028 financial and funding plan with details on the following:
 - 1. Cash flow requirements;
 - 2. Operations and State of Good Repair costs;
 - 3. Public Private Partnership project assumptions;
 - 4. State and Federal funding assumptions;
 - 5. Potential Impact on Fares
- C. Develop an amendment to the Measure M Ordinance and Expenditure Plan to advance the "Schedule of Funds Available" dates for the accelerated transit and highway projects to comply with the ~~28 by 2028 schedule~~; and
- D. Report with an update to the above by the December 2018 Board meeting and report back with the full 28 by 2028 financial plan and policy for Board consideration in February 2019.

TWENTY-EIGHT BY '28 PROGRAM FINANCING/FUNDING PLAN WHITE PAPER

Challenge Statement

Design a funding/financing plan for \$26.2 billion, which represents the funding gap for the environmental, design, construction, operating, and maintenance costs of the “Twenty-Eight by ‘28 Initiative” projects listed that are currently outside of the 2028 scheduled completion date.

Introduction/Background

The Twenty-Eight by ‘28 Program Initiative highlights 28 projects for \$42.9 billion (YOE) with the goal of completion by the 2028 Olympic and Paralympic Games. The initiative articulates a vision for what Metro seeks to achieve by 2028, which facilitates obtaining needed support from Metro’s many partners in delivering a transformative transportation investment program for Los Angeles County by the commencement of the 2028 Games.

When the Metro Board approved the list in January 2018, 20 of the projects on the list were already slated for completion by 2028, and the remaining eight projects listed were planned for completion post 2028. In order to accelerate their delivery *by 2028*, staff needs to design a funding/financing plan to advance \$26.2 billion, which represents the funding gap for the environmental, design, construction, operating, and maintenance costs for the eight projects. All eight of these projects are also listed in the Measure M Expenditure Plan and as such, any acceleration is subject to the Ordinance and related policies.

Funding Gap Summary		Amount in Billions (YOE)
1	Total Project Cost for Twenty-Eight by '28	\$ 42.9
2	(Less) 20 Projects Already Scheduled for Completion by 2028	(19.2)
3	Remaining 8 Project Construction Cost to be Advanced	23.7
4		
5	Operations & Maintenance Expense for Earlier Revenue Operations	2.2
6	Pre Revenue Service Cost	0.1
7	State of Good Repair	0.2
8	Sub-total Non Construction Cost to Advance the 8 Remaining Projects	2.5
9		
10	Total Planned Funding Gap to Advance 28 by 2028	\$ 26.2

Objective of the White Paper

Per Motion 4.1 (Solis, Garcetti, Hahn, and Butts) “28 by 2028 Transportation Investments”, as staff endeavors to put forth a funding/financing plan, it is important to understand the Measure M parameters in which we currently operate. Because Metro’s current budget is committed within its policy constraints and projected expenditures, any such plan must be of an acceptable level of increased risk and/or impact to the agency’s planned activities and investments. This White Paper will focus on the following five key areas:

1. Delivery Status of Twenty-Eight by ‘28

- Review of the Measure M & Twenty-Eight by ‘28 Project Delivery Status (The Dashboard)

2. Measure M Parameters

- Key Voter-Approved Measure M Ordinance Parameters re: Acceleration
- Board-Approved Policy for an Early Project Delivery Strategy: Approved in November 2017, this policy outlines how projects would/could be accelerated in the Measure M Plan
- Board-approved Measure R and Measure M Cost Management Policy

3. Twenty-Eight by ‘28 Funding Gap Challenges

- Staff-recommended Protected Programs & Projects: (If allowed, staff will work under these critical baseline assumptions).
- Funding Plan Status for the 20 Projects Scheduled for Completion by 2028

4. Potential Funding/Financing Tools to Address the Funding Gap

- Potential Strategies to Close the \$26.2 Billion Funding Gap
 - Risk Allocation Matrix (RAM) Items: Identification and review of the RAM items that the Board, under its purview, could authorize to help reduce the funding gap
 - Debt Affordability Overview
 - Local Return & Multi-Year Sub-regional Program Funding Allocations
- Public Private Partnership (P3) Project Assumptions and Benefits
- State & Federal Funding Assumptions & Impacts/Potential to Yield Additional Awards
- New Revenue Primer: New Mobility Fees & Congestion Pricing

5. Call to Action

- Summary of initiatives that the Board can take to address the Twenty-Eight by ‘28 funding gap challenge

1. Delivery Status of Twenty-Eight by '28

At its January 2018 meeting, the Board approved the Twenty-Eight by '28 Initiative List to highlight projects for completion by the 2028 Olympic and Paralympic Games. Investments on the list total \$42.9 billion (YOE) for capital costs and are distributed countywide, demonstrating proactive regional coordination:

Figure 1 Twenty-Eight by '28 Initiative List

(\$ in millions)	Total Cost	(\$ in millions)	Total Cost
1. Crenshaw/LAX Line	\$2,058.0	18. I-105 ExpressLanes*	\$348.9
2. Microtransit†	\$0.0	19. I-710 South Corridor Early Action (Ph1)*	\$897.0
3. Regional Connector	\$1,755.8	20. South Bay Light Rail Extension*	\$1,167.3
4. New Bus Rapid Transit Corridors (Phase 1)	\$53.1	21. Blue Line Signal and Washington/Flower Junction Improvements†°	\$112.5
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)	\$317.9	22. I-10 ExpressLanes I-605 to San Bernardino Line†	\$500.0
6. Airport Metro Connector Station	\$625.6	23. SR-57/60 Interchange Improvements*	\$1,087.5
7. I-5 North Capacity Enhancements	\$539.2	24. Vermont Transit Corridor	\$522.7
8. North San Fernando Valley	\$205.6	25. Sepulveda Transit Corridor*	\$8,591.1
9. Purple Line Extension Section 1	\$2,778.9	26. Gold Line Eastside Extension to Whittier or South El Monte*	\$4,438.5
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)	\$1,406.9	27. West Santa Ana Branch*‡	\$6,311.9
11. LA River Waterway & System Bike Path	\$433.2	28. I-405 South Bay Curve Improvements*	\$883.1
12. LA River Bike Path and Mobility Hub – San Fernando Valley	\$69.6	TOTAL	\$42,952.2
13. Orange Line Travel Time and Safety Improvements	\$320.6	TOTAL, accelerated projects	\$23,725.2
14. Purple Line Extension Section 2	\$2,441.0	* Accelerated project. † Non-Measure R or non-Measure M project. ° Project cost could be as much as \$860 million. ‡ Comprised of FY28 and FY41 projects; only FY41 project is accelerated. Based on non-accelerated project delivery schedules.	
15. Purple Line Extension Section 3	\$3,213.0		
16. Sepulveda Pass ExpressLanes	\$310.5		
17. East San Fernando Valley	\$1,563.0		

Project lifecycle has six key stages: planning, environmental, final design, construction, operations, and ongoing maintenance. Most of the 28 projects are also Measure M projects. (Metro staff is currently meeting or exceeding the Measure M Schedule.) All 28 projects listed on *Figure 1* are in project development:

- 7 (25%) are in the Planning stage (4, 5, 8, 11, 16, 24, 25)
- 8 (29%) are in the Environmental stage (12, 17, 18, 19, 20, 26, 27, 28)
- 7 (25%) are in the Final Design stage (2, 6, 7, 14, 15, 21, 23)
- 6 (21%) are in the Construction stage (1, 3, 9, 10, 13, 22)
- 0 (0%) are in the Operations & Maintenance stages

A complete list of the status of all 28 projects is provided in the Appendix as *Attachment A – The Dashboard*.

2. Measure M Parameters

All of the eight projects originally planned for completion post 2028 are Measure M projects. The capital cost estimate for the eight projects is \$23.7 billion (YOE). As such, any funding acceleration is governed by the Measure M Ordinance.

Figure 2 Eight Projects with Schedules Post-2028

I-105 ExpressLanes	Sepulveda Transit Corridor
I-710 South (Early Action)	Gold Line Eastside Extension
SR57/60 Interchange	West Santa Ana Branch
I-405 South Bay Curve	South Bay Light Rail Extension

Key Voter-Approved Measure M Ordinance Parameters

As noted in the “Delivery Status of Twenty-Eight by ‘28” section above, these eight projects are in project development, despite their original delivery date of post 2028. A summary of available acceleration options for these projects is provided below:

- In order to accelerate funding for construction of a Measure M project, an amendment to the “Schedule of Funds Available” is required.
- Acceleration of funding for projects is allowed by 2/3 vote of the Metro Board only if it results in no funding reductions to other projects (Major or Multi-year Sub-regional Programs (MSP)), per Ordinance §11.b.
- Metro shall hold a public meeting on the proposed amendments to the “Schedule of Funds Available” prior to adoption. Metro is required to provide notice of the public meeting to the Los Angeles County Board of Supervisors, the city council of each city in Los Angeles County, and the public, and shall provide them with a copy of the proposed amendments at least 30 days prior to the public meeting.

**Note: Some of these projects are also Measure R Projects. The Measure R Ordinance allows for amendments with a 2/3 vote of the Metro Board. The noticing requirements are the same as above.*

Role of the Independent Taxpayer Oversight Committee (ITOC)

It should also be noted that prior to a vote by the Metro Board, any proposal to accelerate a Measure M project must also be reviewed by the Measure M ITOC. Specifically:

- The Committee shall review all proposed debt financing and *make a finding* as to whether the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.
- The Committee shall review any proposed amendments to the Ordinance, including the Expenditure Plan, and *make a finding* as to whether the proposed amendments further the purpose of the Ordinance.
- For major corridor projects, included in the Expenditure Plan, the Committee shall review at least once a year...the funding available and programmed for the projects included in the Expenditure Plan, as well as any funding gaps for each of these projects. The Committee shall provide recommendations on possible improvements and modifications to deliver the Plan.

Measure M Early Project Delivery Strategy

At its November 2017 meeting, the Board approved a uniform policy for determining when Measure M projects can be delivered earlier than scheduled in compliance with the Ordinance. The policy identifies four categories of strategic inputs for early project delivery – Funding, Partnerships, Process, and Innovations – as these are the areas most impactful in driving how projects are completed. In general, multiple acceleration inputs are typically needed to result in accelerating a project schedule. A project's funding, schedule, scope, or legal/regulatory environment are integral to the acceleration inputs. The complete Measure M Early Project Delivery Strategy is provided in *Attachment B – The Policy for Early Project Delivery*.

The cities of West Hollywood and Los Angeles are currently using the Early Project Delivery Tool to address acceleration efforts for the Crenshaw Northern Extension & LA Streetcar Measure M Projects. It is worth noting that these projects are not on the Twenty-Eight by '28 list – the Early Project Delivery evaluation is available to *any* project in the Measure M approved expenditure plan.

Measure R and Measure M Cost Management Policy

Approved by the Metro Board in July 2018, the objective of the Policy is to ensure the prompt development and consideration of project cost alternatives that genuinely address the cost controls necessary to successfully deliver all Measure R and M transit and highway projects. As such, this Policy will apply to the Twenty-Eight by '28 Initiative.

If increases in the latest cost estimate occur, the Metro Board must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope Reductions;
- 2) New Local Agency Funding Resources;
- 3) Value Engineering;
- 4) Other Cost Reductions within the Same Transit or Highway Corridor;
- 5) Other Cost Reductions within the Same Sub-region; and
- 6) Countywide Transit or Highway Cost Reductions or Other Funds Will Be Sought Using Pre-Established Priorities.

The Policy also states that no project will receive Measure M funds over and above the amount listed in the Expenditure Plan, except under the following circumstances:

- The cost is related to inflationary pressures, and meets the requirements for the Inflation related Contingency Fund provisions provided under the Measure M Ordinance. These are addressed in the Measure M Contingency Fund Guidelines Section VII of the Measure M Final Guidelines, June 2017 (the “Final Guidelines”).
- Additional Measure M funds are provided for and consistent with amendments in tandem with the Ten-Year Comprehensive Program Assessment permitted under the Ordinance. This process is addressed in the Measure M Comprehensive Program Assessment Process & Amendments Section III of the Final Guidelines.
- Redirection of Measure M sub-regional funds aligned with the project's location, so long as the project satisfies all sub-regional program eligibilities and procedures consistent with the Final Guidelines, and with the agreement of jurisdictions otherwise eligible for those sub-regional funds.

3. Twenty-Eight by '28 Funding Gap Challenges

When the Metro Board approved the project list in January 2018, 20 of the projects on the list were already slated for completion by 2028, and the remaining eight projects listed were planned for completion post 2028. In order to accelerate their delivery *by 2028*, staff needs to design a funding/financing plan to advance \$26.2 billion, which represents the funding gap for the environmental, design, construction, operating, and maintenance costs for the eight projects.

Figure 3 Twenty-Eight by '28 Funding Gap

Funding Gap Summary		Amount in Billions (YOE)
1	Total Project Cost for Twenty-Eight by '28	\$ 42.9
2	(Less) 20 Projects Already Scheduled for Completion by 2028	(19.2)
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8	Sub-total Non Construction Cost to Advance the 8 Remaining Projects	2.5
9		
10	Total Planned Funding Gap to Advance 28 by 2028	\$ 26.2

Staff Recommended Baseline Assumptions/Priorities

As staff endeavors to put forth a funding/financing plan for 28 by 2028, it is important to identify critical baseline assumptions. The proposed “stakes in the ground” reflect items that are so vital to supporting the implementation, operations and maintenance of Metro’s transportation services and facilities that those funds should not be deferred in an effort to bring \$26.2 billion “gap” funds forward to accelerate Twenty-Eight by '28. These assumptions will inform the framework for the development of the funding/financing plan:

- NextGen – ensure that the funding/financing plan does not hamper the ability to implement the results of NextGen so the system is connected, efficient and utilized. Transit service must not be compromised to advance capital investments.

- State of Good Repair (SGR) – By 2028, Metro will have more than \$20 billion in capital assets, including rolling stock, structures, facilities, equipment and infrastructure. An annual capital funding (SGR) level of roughly \$475 million per year for rehabilitation and replacement of our capital assets will ensure that no more than 10% of our capital stock, by value, will exceed their FTA useful life benchmarks. These benchmarks are indicators of when an asset should be replaced or rehabilitated. While not an absolute, as assets begin to exceed their useful lives, they begin to fail with greater frequency with failure consequences depending on the asset type. These consequences could include decreased service reliability, increased operations and maintenance costs, a deterioration in the customer experience, and reduced safety performance;
- Do not increase current debt limits of Propositions A and C because these sales taxes are currently used to fund operations;
- Ensure the funding plan protects Metro's debt covenants to avoid impairing or adversely affecting the rights of bondholders. Issuing large sums of debt significantly increases repayment risk to bondholders. Investors' assessment of our ability to repay debt is critical to accessing capital in the financial markets.
- Unfunded Ancillary Efforts – ensure that the funding/financing plan does not defer funding for the following projects as they are needed to support implementation of Twenty-Eight by '28 and the integrity of existing Metro transportation assets:
 - Division 20 (\$699 M) – without Division 20 expansion, the subway cars being acquired for the Purple Line extension will have no overnight storage yard or maintenance space,
 - Combined Rail Operations Center (ROC)/Bus Operations Center (BOC) (\$190 M) – without a new ROC the rail system cannot be safely or effectively operated,
 - Maintenance & Material Management System -M3 (\$50 M) – without a new M3, the state of good repair of the physical system cannot be effectively managed or addressed,
 - Train radio for existing subway system (\$75 M) – without a new train radio for the expanded system, it cannot be safely or effectively operated, and
 - I-210 Barrier Wall (\$200 M) – the intrusion problem on I-210 along the Gold Line must be solved for the long-term safety of the system.

Funding Plan Status for the 20 Projects Scheduled for Completion by 2028

It should be noted that for the 20 projects with schedules aligned with 2028, Measure M has pledged “other funding”; however, in many cases that funding has not been secured. In particular, discretionary funds may be needed to fully fund the projects and that is not solely under the Board’s control. In addition, three of the projects are not Measure R or M and a portion of the funding has yet to be identified.

4. Potential Funding/Financing Tools to Address the Funding Gap

There are various tools that the Board could use to address the funding challenges. The tools below are grouped into two categories: tools within the Board’s control and tools outside of the Board’s control.

Risk Allocation Matrix (RAM)

The RAM identifies options that the Board, under its purview, could act upon to help address the Twenty-Eight by ’28 funding challenges. The RAM assigns a risk level of “High”, “Medium”, or “Low” to each option. The table below summarizes how levels of risk were developed.

H	Financial and legal risks high Violation of sales tax ordinances Significant risk to agency and public
M	Some financial and legal risk to agency Impact to agency and public, but mitigation efforts available
L	Minimal impact to agency and public

The RAM list identified an estimated \$4.1 billion in low, \$16.5 billion in medium, and range of \$65.3 billion - \$129.1 billion in high risk options for the Board to consider. A selection from the menu of options (*See Attachment C*) could help bridge the financial challenges faced while assuming some level of risk.

Debt Policy/Debt Affordability Overview

The Metro Board approved Debt Policy restricts borrowing primarily to ***capital allocation categories of ordinances***.

Figure 4 Summary of Current Debt Policy

Sales Tax Ordinances	Categories Available for Bonding	Maximum Revenue used for Debt Service per Debt Policy
Proposition A	35% Rail Capital Revenues	87% of 35%
Proposition C	40% Discretionary; 25% Highway; 10% Commuter Rail	40% of 40%; 60% of 25%; 40% of 10%
Measure R	35% Transit Capital; 20% Highway Capital; 3% Metrolink Capital; 2% Metro Rail Transit Capital	87% of 35%; 60% of 20%; 87% of 3%; 87% of 2%
Measure M	35% Transit Construction; 17% Highway Construction; 2% Metro Active Transportation; 2% State of Good Repair; 1% of Regional Rail	87% of 35%; 87% of 17%; 87% of 2%; 87% of 2%; 87% of 1%

Metro has debt outstanding for all of the sales taxes except for Measure M. Most of the debt is long term – outstanding for a 25-30 year period. A summary of the current debt outstanding is provided below:

Figure 5 Current Debt Outstanding

Long-term Debt (as of 11-1-2018)					
Issue Type	Principal Outstanding	Moody's	S&P	Fitch	KR
Proposition A Bonds	\$1,187,295,000	Aa1	AAA	NR	A- (Series Or
Proposition C Bonds	\$1,326,345,000	Aa2	AA+	AA+	N
Measure R Bonds	\$1,113,825,000	Aa1	AAA	NR	N
Measure R TIFIA Loans (Drawn to Date)	\$1,211,303,044	NR	Private	Private	N
General Revenue	<u>\$88,910,000</u>	Aa2	AA	NR	N
Total Long-term Debt	\$4,927,678,044				
Short-term Debt					
Issue Type	Principal Outstanding	Moody's	S&P	Fitch	KR
Proposition A CP (ST Ratings for LOC Providers, MUFG Union Bank, SMBC, and Citibank)	\$105,000,000	P-1	A-1	NR	N
Proposition C CP (ST Ratings for LOC Provider, Bank of America N.A.)	\$68,885,000	P-1	A-1	NR	N
Proposition C Revolving Credit	\$75,000,000	NR	NR	NR	N
Measure R Short-term Obligations	<u>\$65,422,743</u>	NR	NR	NR	N
Total Short-Term Debt	\$314,307,743				
Total Debt Outstanding	\$5,241,985,788				

All Measure R and Measure M debt issuance must be reviewed by their respective Independent Taxpayer Oversight Committee for a finding of benefit, prior to Board approval.

Under the current Debt Policy, the debt capacity is \$14 billion. Issuing to our legal limits could yield an additional \$4.1 billion without changing our Debt Policy.

NOTE: The maximum leverage leaves Metro without the ability to respond to unforeseen cost increases.

Figure 6 Debt Capacity Analysis

Capacity Analysis Table		
Issue Type	Additional Capacity under Debt Policy ⁽¹⁾	Additional Bonds Test (ABT) Capacity (Measure M 1.5x ABT)
Proposition C Highway (25%)	\$1.8 billion	\$3.8 billion
Measure R (35%) – Transit Capital	\$1.3 billion	\$1.4 billion
Measure R (20%) – Highway	\$1.8 billion	\$2.4 billion
Measure M (35%) – Transit Construction	\$6.0 billion	\$7.0 billion
Measure M (17%) – Highway	\$3.0 billion	\$3.5 billion
Total Capacity	\$14.0 billion	\$18.1 billion
Debt needed for Capital Base plan for 10 yrs.	\$7.3 billion	\$7.3 billion
Available Debt Capacity	\$6.7 billion	\$10.8 billion

- Increases annual debt service to \$1.4 billion⁽²⁾, 21% of FY19 budget.
- May trigger ratings downgrades.
- Decline in sales tax revenue may result in paying debt service with funds intended for operating the system.

- Increases annual debt service to \$1.7 billion⁽²⁾, 26% of FY19 budget.
- May trigger ratings downgrades.
- Maximum leverage removes Metro's ability to borrow to respond to any unforeseen events.
- Decline in sales tax revenue may result in paying debt service with funds intended for operating the system.

The potential impacts of increasing the debt capacity by \$4.1 billion (from \$6.7 billion to \$10.8 billion) include a spectrum of:

- Rating downgrades from leveraging to the “additional bonds test” (ABT)*;
- Debt service payments that exceed 20% of our annual budget;
- A decline in sales tax receipts may require using revenue intended for operating the system to pay debt service;
- Eliminates reserve of debt capacity that may be needed to meet emergencies; and
- Reduction in current agency services, programs and projects.

*NOTE: The ABT is a computation of the maximum annual debt service in comparison to current sales tax receipts that secure the Metro debt. In a press release on November 19, 2018, the Fitch Rating Agency announced that it

upgraded Metro’s Issuer Default Rating from AA to AA+. Fitch noted that it “does not expect the Authority to leverage to the ABT. Rather, Fitch expects the Authority to comply with voter approved spending allocations and Board policies that require much of the pledged sales tax revenue to be spent on operations and uses other than debt service, limiting leveraging of the revenue stream.”

Measure M Guidelines for Local Return & Multi-Year Sub-regional Programs (MSP)

As part of the “bottom up” approach to the development of the Measure M Expenditure Plan, each sub-region submitted a list of priority major capital projects for their area. The eight projects on the Twenty-Eight by ’28 list with planned completion dates post-2028 were submitted as priority projects by a sub-region. As a result, the effort to develop a funding/financing plan for these projects also includes a review of the sub-regional funding that may be available to help accelerate these projects.

The eight accelerated projects are located within 27 jurisdictions that have the potential flexibility to direct investments towards these projects through their Local Return funding and MSP. In addition, local communities will receive a benefit due to the acceleration of the transit/highway project. The Institute for Applied Economics of the Los Angeles Economic Development Corporation estimated the economic impact of these construction projects as follows:

Project	Economic Impact				
	Net Spending (\$ millions)	Output (\$ millions)	Jobs	Labor Income (\$ millions)	Tax Revenue (\$ millions)
<i>South Bay Sub-region</i>					
South Bay LRT Ext	489	941	5,820	323	117
I-405 SB Curve	381	768	4,070	234	85
<i>South Bay, Central, & Gateway Sub-regions</i>					
I-105 Express Lane	166	335	1,780	102	37
<i>Central & Gateway Sub-regions</i>					
West Santa Ana	3,361	6,465	40,010	2,218	801
<i>Gateway & San Gabriel Sub-regions</i>					
Gold Line Eastside Extension (one alignment)	1,425	2,740	16,960	940	340
<i>San Gabriel Sub-region</i>					
SR 57/60	732	1,476	7,810	449	163
<i>San Fernando Valley & Westside Sub-regions</i>					
Sepulveda Pass Transit Corridor (Phase 2)	3,857	7,417	45,890	2,546	920

(excludes 710 South (Early Action) Project)

Local Return

Jurisdictions receive Local Return funding from Prop A, Prop C, Measure R and Measure M. The 10 year forecast of Local Return funding from all these sources for the 27 jurisdictions totals \$2.7 billion.

Figure 7 Local Return Forecast for Cities that Benefit from Acceleration

	I-105 Express Lanes	I-710 South Corridor Early Action Ph 1 only	South Bay Light Rail Extension	SR-57/60 Interchange Improvements	Sepulveda Transit Corridor	Gold Line Eastside Extension to Whittier or South El Monte	West Santa Ana Branch	I-405 South Bay Curve Improvements	PROP A/C MEASURE R/M LOCAL RETURN
LOCAL JURISDICTION	18	19	20	23	25	26	27	28	10yr Allocations
1 ARTESIA							1		\$ 12,184,139.57
2 BELL		1					1		26,379,648
3 BELLFLOWER							1		55,542,316
4 CERRITOS							1		36,256,075
5 COMPTON		1							72,491,863
6 DIAMOND BAR				1					41,347,533
7 DOWNEY	1						1		82,477,698
8 GARDENA								1	43,995,786
9 HAWTHORNE	1		1						63,516,059
10 HUNTINGTON PARK							1		43,026,330
11 INGLEWOOD	1								83,251,525
12 LAWDALE			1					1	24,174,823
13 LONG BEACH		1							347,912,396
14 LYNWOOD	1	1							52,165,883
15 MONTEBELLO						1			46,311,468
16 MONTEREY PARK						1			44,637,018
17 NORWALK	1								76,459,533
18 PARAMOUNT	1	1					1		40,519,365
19 PICO RIVERA						1			46,404,936
20 REDONDO BEACH			1					1	49,927,004
21 ROSEMEAD						1			39,839,006
22 SOUTH EL MONTE						1			15,115,695
23 SOUTH GATE	1	1					1		71,465,166
24 TORRANCE			1					1	106,582,964
25 WALNUT				1					21,833,781
26 WHITTIER						1			63,549,388
27 LOS ANGELES CITY*	1	1			1	1	1		1,082,060,231
Total Local Return - Affected Jurisdictions									\$ 2,689,427,629
* Includes Central Cities and Sherman Oaks estimated allocations									

MSP

Another consideration would be to work with the impacted sub-regions to allocate all, or a portion of their \$864 million from the MM MSP to mitigate these funding challenges.

The tables below show amounts to be programmed to sub-regions as part of the MSPs. Only sub-regions that have Twenty-Eight by '28 projects are included. (No revenue is shown for MSPs that do not receive funding by FY2028 per the Expenditure Plan.)

Figure 8 below shows cash-flows through FY2028. The cash flow could potentially be used on Twenty-Eight by '28 projects. However, a portion will likely be programmed on other projects during FY2019. The South Bay sub-region has \$464.1 million available for highway-eligible uses through FY2028 that could include Twenty-Eight by '28 projects.

Figure 8 MSP Forecast for Next 10 Years

Measure M Multi-Year Subregional Program Cashflows (FY 2018 - FY 2028)												
\$ in millions (Year of Expenditure) dollars												
Program	Sub-region	Ground-breaking Start Date	Unallocated Balance from FY 2017/2018	FY 2018 FY 2019	FY 2019 FY 2020	FY 2020 FY 2021	FY 2021 FY 2022	FY 2022 FY 2023	FY 2023 FY 2024	FY 2024 FY 2028	10-Year Total Plus Unallocated Balance	
Active Transportation, 1st/Last Mile, & Mobility Hubs	cc	FY 2018	\$ 2.2	\$ 2.2	\$ 2.3	\$ 2.3	\$ 2.4	\$ 2.4	\$ 18.7	\$ 32.5		
Los Angeles Safe Routes to School Initiative	cc	FY 2033										
BRT and 1st/Last Mile Solutions e.g. DASH	cc	FY 2048										
Freeway Interchange and Operational Improvements	cc	FY 2048										
LA Streetscape Enhancements & Great Streets Prog.	cc	FY 2048										
Public Transit State of Good Repair Program	cc	FY 2048										
Traffic Congestion Relief-Signal Synchronization	cc	FY 2048										
Central City Area Subregion Total											\$ 32.5	
Active Transportation Program	gc	FY 2018				TBD					\$ -	
I-605 Corridor 'Hot Spot' Interchange Improvements [a]	gc	FY 2018	\$ 12.4	\$ 12.7	\$ 13.1	\$ 13.4	\$ 13.7	\$ 14.1	\$ 107.9	\$ 187.3		
Gateway Cities Subregion Total											\$ 187.3	
South Bay Highway Operational Improvements [a]	sb	FY 2018	\$ 11.0	\$ 11.3	\$ 11.6	\$ 11.9	\$ 12.2	\$ 12.5	\$ 95.8	\$ 166.1		
Transportation System and Mobility Improve. Prog.	sb	FY 2018	\$ 3.5	\$ 3.6	\$ 3.7	\$ 3.8	\$ 3.9	\$ 4.0	\$ 119.9	\$ 142.3		
Transportation System and Mobility Improve. Prog.	sb	FY 2018	\$ 19.6	\$ 20.1	\$ 20.6	\$ 21.1	\$ 21.6	\$ 22.2	\$ 30.5	\$ 155.7		
South Bay Subregion Total											\$ 464.1	
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018	\$ 2.3	\$ 2.4	\$ 2.4	\$ 2.5	\$ 2.6	\$ 2.6	\$ 20.1	\$ 34.9		
Bus System Improvement Program	sg	FY 2018	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.6	\$ 4.8	\$ 8.3		
First/Last Mile and Complete Streets	sg	FY 2018	\$ 2.0	\$ 2.0	\$ 2.1	\$ 2.1	\$ 2.2	\$ 2.2	\$ 17.2	\$ 29.9		
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018	\$ 2.3	\$ 2.4	\$ 2.4	\$ 2.5	\$ 2.6	\$ 2.6	\$ 20.1	\$ 34.9		
Goods Movement (Improvements & RR Xing Elim.)	sg	FY 2048										
Highway Efficiency Program	sg	FY 2048										
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048										
San Gabriel Valley Subregion Total											\$ 108.0	
Active Transportation 1st/Last Mile Connections Prog.	w	FY 2018	\$ 3.6	\$ 3.7	\$ 3.8	\$ 3.9	\$ 4.0	\$ 4.1	\$ 31.4	\$ 54.5		
Westside Subregion Total											\$ 54.5	

Notes:

[a] - Includes all funding sources programmed in the Expenditure Plan (page 3 of Attachment A) to subregional program.

Forecasts assume inflation. Revenue only for programs that receive funding by FY 2028 per the Expenditure Plan.

Figure 9 below shows cash flows through FY2057, which could be used on Twenty-Eight by '28 projects by borrowing against the funds. The South Bay sub-

region has \$2.7 billion available for highway–eligible uses from FY 2029 to 2057 that could include Twenty-Eight by '28 projects. The San Gabriel sub-region has \$1.3 billion available for highway & transit-eligible uses from FY2029 to 2057 that could include Twenty-Eight by '28 projects. NOTE: The eligibility of any individual MSP program would have to align with the Twenty-Eight by '28 project.

Figure 9 MSP Forecast Post 2028

Measure M Multi-Year Subregional Program Cashflows (FY 2029 - FY 2057)									
\$ in millions (Year of Expenditure) dollars									
Program	Sub-region	Ground-breaking Start Date	FY 2029	FY 2034	FY 2039	FY 2044	FY 2049	FY 2054	Total
			FY 2033	FY 2038	FY 2043	FY 2048	FY 2053	FY 2057	
Active Transportation, 1st/Last Mile, & Mobility Hubs	cc	FY 2018	\$ 45.5	\$ 52.7	\$ 61.1	\$ 70.8	\$ 82.1	\$ 75.0	\$ 387.1
Los Angeles Safe Routes to School Initiative	cc	FY 2033							
BRT and 1st/Last Mile Solutions e.g. DASH	cc	FY 2048							
Freeway Interchange and Operational Improvements	cc	FY 2048							
LA Streetscape Enhancements & Great Streets Prog.	cc	FY 2048							
Public Transit State of Good Repair Program	cc	FY 2048							
Traffic Congestion Relief-Signal Synchronization	cc	FY 2048							
Central City Area Subregion Total									\$ 387.1
Active Transportation Program	gc	FY 2018							\$ -
I-605 Corridor 'Hot Spot' Interchange Improvements [a]	gc	FY 2018	\$ 262.2	\$ 303.9	\$ 352.3	\$ 408.4	\$ 473.5	\$ 432.5	\$ 2,232.8
Gateway Cities Subregion Total									\$ 2,232.8
South Bay Highway Operational Improvements [a]	sb	FY 2018	\$ 232.6	\$ 269.6	\$ 312.5	\$ 362.3	\$ 420.0	\$ 383.7	\$ 1,980.8
Transportation System and Mobility Improve. Prog.	sb	FY 2018	\$ 108.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108.7
Transportation System and Mobility Improve. Prog.	sb	FY 2018	\$ 74.0	\$ 85.8	\$ 99.4	\$ 115.3	\$ 133.6	\$ 122.1	\$ 630.2
South Bay Subregion Total									\$ 2,719.6
Active Transportation Prog. (Including Greenway Proj.)	sg	FY 2018	\$ 48.8	\$ 56.6	\$ 65.6	\$ 76.1	\$ 88.2	\$ 80.6	\$ 416.0
Bus System Improvement Program	sg	FY 2018	\$ 11.6	\$ 13.5	\$ 15.6	\$ 18.1	\$ 21.0	\$ 19.2	\$ 99.0
First/Last Mile and Complete Streets	sg	FY 2018	\$ 41.9	\$ 48.5	\$ 56.3	\$ 65.2	\$ 75.6	\$ 69.1	\$ 356.5
Highway Demand Based Prog. (HOV Ext. & Connect.)	sg	FY 2018	\$ 48.8	\$ 56.6	\$ 65.6	\$ 76.1	\$ 88.2	\$ 80.6	\$ 416.0
Goods Movement (Improvements & RR Xing Elim.)	sg	FY 2048							
Highway Efficiency Program	sg	FY 2048							
ITS-Technology Program (Advanced Signal Tech.)	sg	FY 2048							
San Gabriel Valley Subregion Total									\$ 1,287.5
Active Transportation 1st/Last Mile Connections Prog.	w	FY 2018	\$ 76.3	\$ 88.5	\$ 102.6	\$ 118.9	\$ 137.8	\$ 125.9	\$ 650.0
Westside Subregion Total									\$ 650.0

Notes:

[a] - Includes all funding sources programmed in the Expenditure Plan (page 3 of Attachment A) to subregional program.

Forecasts assume inflation. Revenue only for programs that receive funding by FY 2028 per the Expenditure Plan.

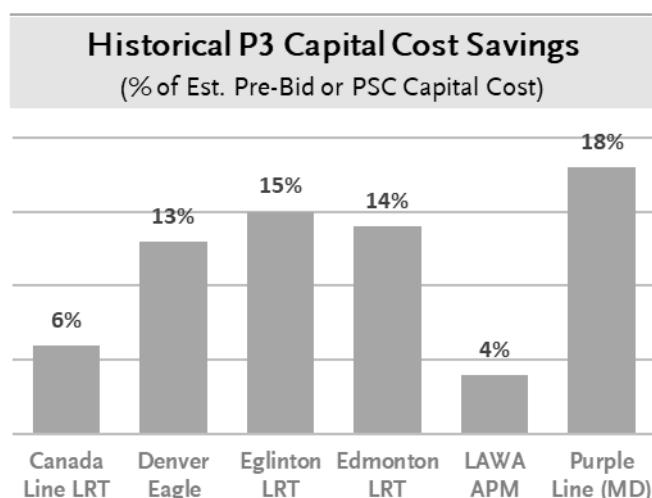
Public Private Partnership (P3) Project Assumptions & Benefits

P3 is a delivery and financing strategy – it is not a funding strategy. The market determines the viability of a P3 based on a range of project and agency characteristics related to approach, cost, schedule, and risk. Not all projects are suited to P3 delivery.

Over the last 18 months, Metro has received a number of Unsolicited Proposals from the private sector indicating a potential interest in delivery of certain projects as P3s. Metro is currently performing additional study and diligence to determine the optimal structure for such P3s, including commercial approach, risk allocation,

and pricing, to support procurement when an sufficient level of project design is complete.

P3 project delivery has been shown to provide project cost and schedule certainty, and potential savings on capital, operations and maintenance (O&M), and state-of-good-repair costs. Design-Build-Finance-Operate-Maintain (DBFOM) procurements in the U.S. have achieved construction cost savings through competitive pricing, design innovation, and avoided cost inflation. The chart below shows some of the construction cost savings realized through P3 delivery for recent transportation projects in North America.



Benchmarked P3 projects also generally have lower O&M costs and lower escalation rates, reducing cumulative costs during operations. Finally, P3 developers have generally acted to perform state of good repair (SOGR) work earlier and more frequently, optimizing lifecycle investments.

The table below illustrates the possible P3 savings for three potential Metro projects based on assumed cost efficiencies in construction, O&M, and long-term capital replacement/SOGR over a projected 30-year operating period following construction. These efficiency assumptions are based on cost information across a range of projects and markets.

Project	Estimated Capital Cost (\$ millions)	Potential Capital P3 Savings	Estimated O&M/SOGR Cost	Potential O&M/SOGR P3 Savings	Total Estimated Project Cost	Total Potential P3 Savings
West Santa Ana Branch	\$ 6,312	(\$ 505)	\$ 7,761	(\$ 1,269)	\$ 14,073	(\$ 1,592)
Sepulveda Transit Corridor	\$ 8,591	(\$ 687)	\$ 10,569	(\$ 1,727)	\$ 19,160	(\$ 2,167)
East San Fernando Valley	\$ 1,563	(\$ 125)	\$ 4,991	(\$ 816)	\$ 6,554	(\$ 824)
Totals	\$ 16,466	(\$ 1,317)	\$ 23,321	(\$ 3,265)	\$ 39,787	(\$ 4,582)

It's important to note that every 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.

State and Federal Funding Assumptions

State and federal funds are limited by funding availability each year and award cycles. The awards are based on eligibility and estimated future availability of funds. The state and federal funding for Measure M projects is programmed, and is projected to be awarded over time, as funding is available and open for application. The total funding is assumed limited and Metro expects to receive a proportional amount.

The advancing of state and federal funding would require that either more total funding is available, or Metro receives an increasing share throughout the State or US. In summary, Metro's committed and secured programming of funding for the Twenty-Eight by '28 projects is comprised of 15.4% in Federal funds and 11.8% in State funds; the remaining 72.85% is funded locally. In a Medium-Risk environment, we anticipate the funding shares to increase to 19.2% Federal and 14.5% State with 66.3% funded locally. In a High-Risk environment, the anticipated ratio would change to 22.1% Federal and 17.9% State with a 60.1% Local contribution.

L RTP Financial Projections
(Twenty-Eight by 2028 Projects) in \$ million

All 28 Projects						
Total Funding by Fund Source (millions \$)						
Funding Sources	Today		Medium		High	
	FY18-'27	% of Total		% of Total		% of Total
Federal Funds						
FASTLANE/INFRA Grants	40.5		44.6		TBD	
Congestion Mitigation & Air Quality Program (CMAQ)	406.6		447.3		TBD	
Section 5309 New Starts*	2,176.9		3,076.9		TBD	
Surface Transportation Block Grant Program (STBGP) formerly RSTP	34.8		38.3		TBD	
Expedited Project Delivery (EPD) Grant Program			25.0		TBD	
BUILD (formerly TIGER)			10.0		TBD	
Federal Total	2,658.8	15.4%	3,642.0	19.2%	4,624.5	22.1%
State Funds						
SB1 - Active Transportation Program	67.3		87.4		TBD	
SB1 - Solutions for Congested Corridors Program	149.8		249.8		TBD	
SB1 - Trade Corridors Program	269.0		336.3		TBD	
Regional Improvement Program Funds (RIP)	410.4		492.4		TBD	
Traffic Congestion Relief Program Funds (TCRP)			85.5		TBD	
Transit and Intercity Rail Capital Program (TIRCP)	1,151.5		1,496.9		TBD	
State Total	2,048.0	11.8%	2,748.4	14.5%	3,743.5	17.9%
Local Total	12,585.5	72.8%	12,585.5	66.3%	12,585.5	60.1%
TOTAL	17,292.3		18,975.9		20,953.5	

***New Starts Projects:**

Today, we currently have three FFGA in place for WPLE 1,2, Regional Connector. Medium Risk includes \$1.3B FFGA for WPLE3

High Risk assumes \$400m annual drawdowns maxed out through 2027 for WSAB and Sepulveda projects

EPD Grant Program - still in conceptual stage at the Federal level; slated to be funded by the General Fund. Projects with New Starts awards will not be considered for additional EPD funding.

Federal Funding Assumptions

Metro currently has three Section 5309 New Starts Full Funding Grant Agreements (FFGA) within the Capital Investment Grant (CIG) Program, which is the federal government's primary method of funding new rail transit projects. The multi-year funding agreement through which the CIG Program funds transit projects is achieved through a FFGA - which outlines the terms and flow of dollars (year over year) that will be committed to a transit project through the annual congressional appropriations process.

All three New Starts grant awards are Twenty-Eight by '28 projects – Regional Connector, and Westside Purple Line Extension Sections 1 and 2. Metro recently received a Letter of No Prejudice (LONP) from the Federal Transit Administration (FTA) for tunnel construction for another Twenty-Eight by '28 project, the Westside Purple Line Extension Section 3, in the amount of \$491m. Metro is working closely with the FTA to secure federal funding for this project, as we are seeking an FFGA in the amount of \$1.3 billion of New Starts funds.

If Metro is awarded this FFGA, the annual Federal drawdowns within the CIG Program will reach a total of \$400m for all four projects, in 2019 and 2020. Assuming we maximize the \$400m annual drawdown amount through 2027, this leaves us with limited additional capacity to draw upon for future Federal grant opportunities.

Whilst we will actively pursue any and all future grant opportunities, the amount and timing of these additional funds should not be assumed. (For example, our original LONP request was \$786m, \$294m more than the actual FTA approval amount of \$491m.) Our high risk projections assume we will seek New Starts funds for two additional Twenty-Eight by '28 projects – West Santa Ana Branch and Sepulveda Pass Transit Corridor, bringing our total Federal contribution up to 22.1% for the Twenty-Eight by '28 projects (inclusive of Federal funds from programs such as Congestion Mitigation & Air Quality (CMAQ), FASTLANE/INFRA Grant and Surface Transportation Block Grant (STBG)). If the total Federal share of the CIG Program does not increase, the risk of obtaining the required funds for these two projects, prior to 2028, will be high.

Future additional funds may be available via the Pilot Program for Expedited Project Delivery (EPD), which is still in the conceptual stage at the FTA and only \$25m has been identified for projects nation-wide. If the total EPD funding pool amount increases with future Federal appropriations, Metro could potentially apply for a grant opportunity that is favorable and in line with the Twenty-Eight by '28 initiative.

State Funding Assumptions

The State-approved increase in fuel and other transportation taxes is expected to direct around \$4 billion of SB1 funding to Metro over the next 10 years (based on State forecasts). The SB1 funds provide for both operating and capital costs, and are allocated to Metro by formula and through competitive, discretionary programs. Metro's capture of State discretionary programs includes grant awards announced in spring 2018 of \$1.7 billion, including \$700 million from SB1 and \$1.0 billion from the "Cap and Trade" Transit and Intercity Rail Capital Program (TIRCP).

We are assuming a total of roughly \$2.0B in State funds for the Twenty-Eight by '28 initiative, over the next nine years; 11.8% of the total required funding share. If we assume an additional \$700m of potential future funds across SB1 and TIRCP, this would pose a Medium-Risk and would increase the total state funding contribution to 14.5%. Since an increase in State funding capacity is unknown, any assumption above 12% presents a risk, unless there is an increase to the overall State's base fund.

New Revenue Primer: New Mobility Fees & Congestion Pricing

As we explore development of a funding/financing plan for Twenty-Eight by '28, the identification of potential new revenue sources is appropriate for consideration by the Metro Board.

New Mobility Fees

Background and Justification

Technological innovation is changing the ways that consumers access goods and services. Most dramatic has been the rise of transportation network companies (TNCs), such as Uber and Lyft, enabling new and better demand-responsive travel options for many people. But these private companies are in the business of profiting from public investments in roads and infrastructure that enable their success, putting out shared bicycles, scooters, and cars on the streets with the expectation of using public rights of way to generate private benefit.

In response to these new services, 7 major cities and 12 states have started levying fees or taxes on TNC trips to serve a variety of purposes, including revenue generation, congestion management, parity of compliance, and transportation equity.¹ Other cities have put in specific regulations to cap or regulate new mobility providers.

¹ See "Taxing New Mobility Services: What's Right? What's Next," by So Jung Kim and Robert Puentes. Eno Center for Transportation. July 23, 2018

New Mobility Fees Today

Several urban areas have instituted fees on TNCs. The most common ways to tax TNCs are to charge a flat per-ride fee or to collect a percentage of the total fare revenue of a TNC on a regular basis. Another approach could be to utilize a tiered tax approach to encourage preferred travel behaviors, such as lower fees for shared rides or fuel-efficient vehicles, higher fees for rides that originate or end in congested areas, or fee waivers to encourage services to underserved areas of the County, such as low-income neighborhoods.

Potential Policy Objectives

1. Generate revenue for investment in transit and infrastructure

Taxes and fees are common tools used to raise revenue for public goods and services. Levying a fee on TNC or other new mobility trips originating in Los Angeles County serves as a potential revenue opportunity for Metro to then reinvest in its own transit and infrastructure.

2. Manage congestion through influencing supply and demand

Fees for TNC trips is one form of pricing that can be utilized to manage demand in the most traffic-clogged areas of the County, ensure that customers prioritize shared rides over single passenger rides, or even to incentivize a substitution to transit use instead.

3. Bring the new mobility industry into regulation

Instituting fees on TNCs can serve as the beginning of a more comprehensive regulatory plan to set the rules of engagement for private new mobility providers, for known (i.e scooters) or future options yet to manifest.

4. Support programs that improve transportation equity

Taxes or fees on TNC trips can help improve transportation equity by either influencing behavior directly or by putting revenues towards supporting programs with similar goals such as the recently signed SB1376, requiring the CPUC to assess at least \$.05 per TNC ride to help pay for wheelchair accessible vehicles (WAVs).

Estimated Revenue Potential from New Mobility Fees

The exact number of rides provided by all ridehailing services in Los Angeles County is unknown because these private companies are very protective of their data. However, we know that in 2016 Lyft averaged 70,000 rides a day in Los Angeles County, with about 20% market share.² These trips cost \$9.66 on average.³ We can therefore estimate that the entire ridehailing market provided roughly 350,000 rides a day in LA County in 2016 numbers, and know that both Lyft and Uber have continued to increase in popularity since then. Using our estimate that amounts to revenues between \$70,000 to \$962,500 per day, or

² Brown, Anne Elizabeth. "Ridehail revolution: Ridehail Travel and Equity in Los Angeles," Institute for Transportation Studies, UCLA, Jan. 2018.

³ Ibid.

between approximately \$25M to \$350M annually. The shared devices are projected to generate up to \$552M annually.

In summary, new mobility services have both positive and negative impacts. Any decision to enact a tax or fee should consider how it will affect travel behaviors, and should be made with consideration towards the goals outlined in Vision 2028. Taxes on new mobility services can go beyond raising revenue and can work towards improving the quality of life for LA County residents. Any mechanism for taxing these new mobility trips should be used in carefully targeted ways designed to reduce single-occupancy vehicle use and improve metropolitan mobility.

The complete Primer on New Mobility Fees is provided in *Attachment D*.

Congestion Pricing

Background and Justification

The concept of congestion pricing has been around for decades and dates back at least to Nobel Prize winning economist William Vickrey. Simple supply and demand will tell you that when you provide something for free, people use more of it than they would otherwise. This means charging higher fees for roadway use when demand is high and lower or zero fees when demand is low, a concept known as congestion pricing.

The price of a road (usually zero) bears no relationship to demand for that road at that time. For example, it costs the same to use a road at 3am as it does in the peak of rush hour traffic, even though demand for roads is much lower at 3am. The net effect is that instead of paying for roadway space with money, we all pay with our time.

We waste our time sitting in traffic, essentially waiting in line, to use roads. This vastly inefficient method of allocating roadway space may seem very democratic, in the sense that all must pay with their time. However, it actually discriminates against the poorest and most vulnerable members of society. Transit riders, who have far lower incomes than non-riders in Los Angeles County, use buses that sit in that same slow traffic. Moreover, low-income people typically have less flexible work schedules with hourly wages and face severe penalties for lateness. Whereas higher-income individuals may be able to shift their travel times or work from home to avoid congested periods, lower-income people often cannot.

Congestion Pricing Today

Congestion pricing has proven challenging to implement for reasons such as lack of political viability, technical and privacy concerns, and equity concerns. Despite these challenges, several metropolitan areas have implemented various forms of congestion pricing. Once implemented, these schemes have had various degrees of success but, notably, none have ever been repealed. This includes the only

congestion pricing pilot of any kind implemented to date in Los Angeles County, Metro's Express Lanes program.

More comprehensive congestion pricing schemes are currently in place in London, Stockholm, Singapore, and Milan. Each of these experiences offers lessons learned, but perhaps most notable is Stockholm. In this city, the congestion pricing scheme was widely opposed and was put in place on a pilot basis. After the trial period, the scheme proved so popular that it was accepted permanently. This demonstrates the value of a pilot period to test such a product, and to demonstrate its value, before casting judgment.

Congestion Pricing Models and Revenue Forecasts

In Los Angeles, there are three conceivable ways congestion pricing could be implemented. These are the following:

- 1) *Cordon Pricing*. It involves creating a boundary around a central district and then charging vehicles to cross that boundary. The fee can be variable, meaning it can go up or down based on demand. Alternatively it could be set at a specific rate for peak versus off-peak times. Either way, the idea is to reduce the number of vehicles entering a central area when demand is higher. This is the most common method of congestion pricing employed around the world.

Cordon pricing is most effective when there is a strong Central Business District (CBD) with high quality mass transit options as alternatives to driving. Los Angeles County does not have a typical CBD, as job centers are dispersed throughout the region. Preliminary average revenues from cordon pricing of all trips entering downtown LA have been estimated to be as high as \$1.2 billion per year (in year of expenditure dollars). This form of pricing is among the easiest to implement and has the most history to learn from.

- 2) *VMT Pricing*. Charging drivers based on Vehicle Miles Traveled (VMT) has been floated for many years as a potential substitute for a gas tax. However, a VMT fee platform can potentially be used to charge variable prices based on location and time of day. There have been VMT-fee experiments in California, Oregon, and Iowa. While none of these pilots have attempted to include additional fees for congestion, the Oregon pilot tested the idea by calculating the number of miles driven in the "congestion zone". In short, the technology exists to use VMT as a method of alleviating congestion but it has not yet been attempted due to political challenges.

Preliminary average annual revenues from implementing VMT pricing have been estimated at \$10.35 billion per year (in year of expenditure dollars) for the larger metropolitan area. While net revenues from Los Angeles County

alone would be less, Los Angeles County is the most populous part of the region and accounts for more VMT than the rest of the region. This estimate provides a sense of the strong revenue potential of such a scheme.

- 3) *Corridor Pricing*. Corridor pricing is a new kind of congestion pricing that has not been implemented anywhere. The idea is to price all lanes on all roads within a specific corridor with high traffic congestion but a viable public transit alternative. Functioning similar to cordon pricing, anyone traveling within a designated corridor during peak times would pay a fee based on how many miles they travel within the corridor. The price for travel within the corridor would be set high enough to ensure free flow traffic within that entire corridor.

Absolute revenues vary greatly, largely because the tolled areas vary considerably in their size and the demand for the road space they allocate.

In summary, Congestion pricing offers a powerful mobility solution that faces substantial barriers to implementation, but once implemented, tends to prove highly popular while generating substantial revenues that can be used for transit. In addition, congestion pricing can represent a significant improvement in equity.

The complete Primer on Congestion Pricing is provided in *Attachment E*.

5. Board Call to Action

The Metro Board is in a unique position to aid in the development of a funding/financing plan for Twenty-Eight by '28. The Board Call to Action items are recommended as follows:

- Approve the Baseline Assumptions/"Stakes in the Ground" recommended by staff;
- Include in the 2019 Federal Legislative Plan a Request for the Establishment of a White House Task Force re: Transportation Infrastructure Support for the 2028 Games;
 - The federal government has provided significant funding and support for the Olympic Games when held in the US (i.e. 1984, 1996, 2002). 74% of the past federal support has been for projects related to preparing the host cities' infrastructure.
- Continue to support and explore the use of innovative project delivery approaches, such as P3s, along with supportive changes to state and federal law and policy;
- Advocate for additional State and Federal Funding to support acceleration of projects;
- Minimize scope increases for Twenty-Eight by '28 projects;

- The “triple constraints” rule for major projects states that any increase in scope can impact budget and schedule. As a result, it is important that Board decisions are made on schedule with the forecast milestones. In addition, increases in scope should be minimized in order to increase the likelihood of completing the Twenty-Eight by '28 Initiative.
- Direct the Executive Management Committee to agendize and further frame the debt policy issues; and
- Direct Metro staff to conduct Feasibility Studies for a Congestion Pricing Pilot and a New Mobility Policy Strategy

APPENDICES

Attachment A – The Dashboard



















Attachment B – The Policy for Early Project Delivery







Attachment C - RAM Listing











Attachment D – Primer on New Mobility Fees







Attachment E – Primer on Congestion Pricing





TWENTY-EIGHT BY '28 PROJECT LIST DELIVERY STATUS (updated November 2018)

Project	Measure M Completion Date ¹	Schedule (Measure M)	Phase	Target 28x28 Completion Date	Accomplishments	Status
1. Crenshaw/LAX Line	2019			2019	<ul style="list-style-type: none"> Progressing with construction 	<ul style="list-style-type: none"> In construction; Over 85% complete; Forecast revenue service date is under review
2. MicroTransit **	2019			2019	<ul style="list-style-type: none"> Awarded design contracts in April 2018 Completed Interim Report in August-September 2018 	<ul style="list-style-type: none"> In design phase; Final Report/Proposal to be completed in January 2019; Anticipate launch of MicroTransit pilot in late 2019.
3. Regional Connector	2021			2021	<ul style="list-style-type: none"> Completed Tunneling operations in January 2018 Completed excavation of Broadway station Completed decking of Flower Street Zero Lost Time Incidents 	<ul style="list-style-type: none"> In construction; 52% complete; Forecast revenue service date is winter 2022
4. New Bus Rapid Transit Corridors (Phase 1)	2022			2022	<ul style="list-style-type: none"> RFP for BRT Vision and Principles Study released on May 10, 2018 	<ul style="list-style-type: none"> Corridor will be identified and analyzed through the BRT Vision and Principles Study. Anticipated Notice to Proceed in October 2018.
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)	2022			2022	<ul style="list-style-type: none"> Technical and Outreach contracts awarded in May/June 2018, respectively. 	<ul style="list-style-type: none"> Alternatives Analysis (AA) underway as of July 2018 Five community (pre-scoping) meetings scheduled between 9/29/18-10/13/18; other public outreach activities ongoing in fall 2018 Complete AA, Board action to select alternatives for EIR, Public Scoping expected in spring 2019
6. Airport Metro Connector Station	2023			2023	<ul style="list-style-type: none"> 60% package for site work completed Begun coordination with LAWA's APM design team in integrating the AMC Station with the Automated People Mover project. 	<ul style="list-style-type: none"> Progressing towards 60% design completion, anticipated for November 2018 60% package for temporary shoofly scheduled for mid-October
7. I-5 North County Capacity Enhancements	2023			2023	<ul style="list-style-type: none"> Design on schedule and within budget 	<ul style="list-style-type: none"> In final design; 95% plans submitted to Caltrans for review; Target date for start of construction is 2019
8. North San Fernando Valley	2023			2023	<ul style="list-style-type: none"> Technical and Outreach contracts awarded Five community meetings held September 2018 across the study area 	<ul style="list-style-type: none"> Alternatives Analysis began July 2018 and is expected to be completed in spring 2019 Public Participation activities ongoing fall 2018 Board Action anticipated in April 2019 to receive the Alternatives Analysis and to select alternatives for Environmental Review Anticipate scoping to begin late spring 2019
9. Purple Line Extension Section 1	2023			2023	<ul style="list-style-type: none"> Excavation and waler/strut installation completed July 2018 TBM components lowered into the station box for assembly in August 2018 Tunneling to start September 2018 	<ul style="list-style-type: none"> In construction; Over 41% complete; Forecast revenue service date is fall 2023

Project	Measure M Completion Date ¹	Schedule (Measure M)	Phase	Target 28x28 Completion Date	Accomplishments	Status
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)	2025	ON SCHEDULE		2025	<ul style="list-style-type: none"> Released Request for Proposals for the Phase 2B Alignment Design-Build Project (C2002) in May 2018; First contract (utility relocation) for Foothill Gold Line Light Rail Project completed under budget and ahead of schedule 	<ul style="list-style-type: none"> Anticipate Design-Build Contract award by January 2019; Major construction expected to start in 2020; Construction anticipated to be completed in 2026
11. LA River Path	2025	ON SCHEDULE		2025	<ul style="list-style-type: none"> Technical and Outreach contracts awarded 	<ul style="list-style-type: none"> Conceptual Design Report under review 5% Conceptual Drawings under review Pre-environmental outreach underway Anticipate scoping to begin late spring to early summer 2019
12. LA River Way (plus Mobility Hub**) – San Fernando Valley	2025	ON SCHEDULE		2025	<ul style="list-style-type: none"> City of LA nearing completion of environmental document 	<ul style="list-style-type: none"> CEQA document anticipated to be certified spring 2019; Pursuing NEPA clearance in separate document; Working on 30% design for Van Alden to Balboa segment in anticipation of award of ATP Cycle 4 grant.
13. Orange Line Travel Time and Safety Improvements	2025	ON SCHEDULE		2025	<ul style="list-style-type: none"> Board approved project description and Statutory Exemption at the July 2018 meeting; NOE circulation period ended Aug. 29, 2018 	<ul style="list-style-type: none"> Construction Groundbreaking to be held on Oct. 12, 2018; Continuing work on gating traffic impact analysis and coordination with LADOT; Preliminary Engineering and Community Outreach are ongoing; Coordination with other SFV transit projects underway
14. Purple Line Extension Section 2	2025	ON SCHEDULE		2025	<ul style="list-style-type: none"> Groundbreaking ceremony held on February 23, 2018; Bureau of Engineering approved a nine-month street closure of a small part of Constellation in May 2018; Demolition of the 1940 Century Park East building and 1950 CPE parking structure have been completed; 130c Tech Memo for N. Canon completed in Sept 2018 	<ul style="list-style-type: none"> In Engineering; 11% complete; Forecast revenue service date is Summer 2025
15. Purple Line Extension Section 3	2026	ON SCHEDULE		2026	<ul style="list-style-type: none"> Addendum approved by Metro Board in May 2018; FTA approved Entry into FTA New Starts Engineering Phase in August 21, 2018; FTA LONP approved on Sept 19, 2018 	<ul style="list-style-type: none"> Construction contracts expected to be awarded late 2018 and early 2019; Forecast revenue service date is winter 2026

Project	Measure M Completion Date ¹	Schedule (Measure M)	Phase	Target 28x28 Completion Date	Accomplishments	Status
16. Sepulveda Pass ExpressLanes	2026			2026	<ul style="list-style-type: none"> Finalizing Level 2 Traffic and Revenue Study Preparing scope of work for technical studies Coordinating with Planning on the Sepulveda Transit Corridor Study 	<ul style="list-style-type: none"> Currently working on the Tier 1 ExpressLanes Network Project Study Report/Project Development Support (PSR/PDS) which includes this project slated for completion in the summer/fall of 2019; Upon completion of PSR/PDS, an application will be submitted to the CTC in fall 2019 to obtain tolling authority; Staff is coordinating efforts with transit studies underway
17. East San Fernando Valley	2027			2027	<ul style="list-style-type: none"> Metro Board selected an LPA in July 2018 and authorized staff to execute scope modifications to complete: Grade Crossing Safety Study; Metro Orange Line Connectivity Study; ACE; and a First Last Mile Plan. Work on Final EIS/EIR initiated along with work on Board approved scope modifications. 	<ul style="list-style-type: none"> Work being conducted on Final EIS/EIR; Anticipate Board certification of Final EIS/EIR in early 2019
18. I-105 ExpressLanes	2029			2027**	<ul style="list-style-type: none"> Continuing to work with Caltrans to prepare PAED. Investment Grade Traffic and Revenue Study and Concept of Operations underway Scoping meetings held in March 2018 Coordinating with West Santa Ana Branch (WSAB) team on potential new I-105 WSAB/Green Line station 	<ul style="list-style-type: none"> The development of a Project Approval Environmental Document (PAED) is underway and slated for completion in early 2020; Concept of Operations and Traffic and Revenue studies are currently underway; An INFRA grant was submitted for this project in an effort to expedite project delivery to commence operations in 2025; Staff anticipates submitting an application to the CTC to obtain tolling authority in the summer/fall of 2018; If funds are advanced, the project can be completed before the target completion date
19. I-710 South Corridor Early Action	2032			2027**	<ul style="list-style-type: none"> Metro Board adopted Alternative 5C as the Locally Preferred Alternative for addition of one lane and upgrading the freeway 	<ul style="list-style-type: none"> In environmental phase; anticipated completion date of the final environmental document is early 2019; Discussions with Caltrans in progress to expedite; Potential lawsuit(s); Once the environmental document is final/approved, contracts for final design of “early action” projects will commence
20. Green Line Light Rail Extension to Torrance	2030			2027**	<ul style="list-style-type: none"> Presented Supplemental Alternatives Analysis (SAA) including incorporation of stakeholder/city feedback and refinement/updates to alternatives to the Board at September 2018 meeting Board approved carrying forward Alternative 1 and Alternative 3 for environmental review 	<ul style="list-style-type: none"> Re-initiation of environmental review is next phase of project


Project	Measure M Completion Date ¹	Schedule (Measure M)	Phase	Target 28x28 Completion Date	Accomplishments	Status
21. Blue Line Signal and Washington/Flower Junction Improvements*	2028	ON SCHEDULE		2028	<ul style="list-style-type: none"> RFP released, and proposals were due on April 13, 2018 	<ul style="list-style-type: none"> Notice to Proceed received June 2018, with construction (on entire Blue Line) starting in January 2019; Construction on Washington/Flower junction anticipated to occur in spring/summer 2019
22. I-10 ExpressLanes I-605 to San Bernardino Line*	2027	ON SCHEDULE		2027	<ul style="list-style-type: none"> Coordinating with San Bernardino County Transportation Authority Coordinating with Caltrans District 7 regarding Network Project Study Report and related technical studies 	<ul style="list-style-type: none"> Project is in construction being built as HOV lanes; conversion to ExpressLanes upon completion of construction; No funding has as yet been identified for ExpressLanes implementation; however, the ExpressLanes Tier 1 Network Project Study Report/Project Development Support (PSR/PDS) currently underway will complete the initial study for this effort
23. SR-57/60 Interchange Improvements	2031	AHEAD OF SCHEDULE		2028**	<ul style="list-style-type: none"> Final design contract award approved by the Metro Board in September 2018 for a three-year or faster period of performance; 	<ul style="list-style-type: none"> Construction start by 2022
24. Vermont Transit Corridor	2028	ON SCHEDULE		2028	<ul style="list-style-type: none"> Key stakeholder meetings to discuss initial six preliminary rail concepts and potential refinement of BRT concepts took place in April/May 2018; Identified six preliminary rail concepts for the corridor; Based on an initial set of criteria, identified the three most promising rail concepts to move forward into the next level of detailed analysis 	<ul style="list-style-type: none"> BRT Technical Study was completed in February 2017; Rail Conversion/ Feasibility Study, which will explore the feasibility of converting proposed BRT concepts to rail, began in December 2017; October 2018 – Currently conducting key stakeholder meetings to discuss the results from the more detailed analysis of the three most promising BRT concepts
25. Sepulveda Transit Corridor	2033	AHEAD OF SCHEDULE		2028**	<ul style="list-style-type: none"> Elected officials roundtable meetings, as well as outreach to major study area stakeholders held in April 2018 Developed initial concepts for the Valley to Westside portion of the study area Completed first round of community outreach in June 2018 	<ul style="list-style-type: none"> Feasibility Study/Technical Compendium began December 2017 and is expected to be completed by fall 2019, with findings presented at the November 2019 Metro Board meeting; Evaluating Valley to Westside initial concepts and developing Westside to LAX initial concepts
26. Gold Line Eastside Extension to Whittier or South El Monte	2035	AHEAD OF SCHEDULE		2028**	<ul style="list-style-type: none"> Executed the new outreach contract with consultant in July 2018 Completed the contract amendment negotiation process for the reinitiated environmental study in August 2018. Released RFP for the advanced conceptual engineering work in March 2018, completed the consultant selection process and contract negotiation process as of September 2018 Conducted one round of briefings with corridor cities 	<ul style="list-style-type: none"> Anticipate award of new contracts in October 2018 to reinitiate the environmental study, including the negotiated Contract Modification No. 18 to CDM Smith/AECOM for the EIS/EIR work and the new advanced conceptual engineering (ACE) design services contract in support of the environmental study.


Project	Measure M Completion Date ¹	Schedule (Measure M)	Phase	Target 28x28 Completion Date	Accomplishments	Status
27. West Santa Ana Branch	2041			2028**	<ul style="list-style-type: none"> Received Board approval in March 2018 for further study to expand northern study options; Conducted community meetings in March 2018 to share new northern alignment concepts and solicit feedback; Completed an Updated Northern Alignment Screening Report in May 2018. Received Board approval on May 24, 2018 to carry forward Alternatives E and G into the Draft EIS/EIR; Held updated Scoping Meetings in July 2018. Scoping comment period ended August 24, 2018. 	<ul style="list-style-type: none"> Draft EIS/EIR work continuing; Significant resources are currently devoted to preparing for P3 procurement; Project planning, design, environmental clearance, engineering and P3 delivery procurement work are actively being accelerated with multiple standing Metro interdisciplinary teams in place
28. I-405 South Bay Curve Improvements	2047			2028**	<ul style="list-style-type: none"> Two task orders for widening and auxiliary lanes were awarded to consultant in March 2018 via the Highway Program on-call services contract with a seven-month period of performance; 	<ul style="list-style-type: none"> Upon completion of PSRs (expected in October 2018), the two projects will be advanced to environmental and final design; Discussions with South Bay Cities COG in progress to fund the projects by their Measure R/M subregional highway allocations.


* non-Measure R nor Measure M project


** These accelerated completion dates can only be accomplished with Board approved actions pertaining to the Twenty-Eight by '28 Motion (Motion #4.1)

1 – Expected completion date has a 3-year range. First year of expected opening date shown.


AA/Technical Report


Environmental


Design/Engineering


Construction

Adopted Metro Board Policy: Early Project Delivery Strategy

EFFECTIVE DATE:

November 30, 2017

TITLE

- This Policy shall be referred to as the **Early Project Delivery Strategy**.

PURPOSE

- This Policy establishes clear, uniformly applied criteria to determine if a Measure M Project can be delivered faster than scheduled in the Measure M Expenditure Plan. A comprehensive policy allows for rigorous and expeditious analyses and determinations. It provides for transparency and financial accountability. Projects can be accelerated as long as others are not negatively impacted, pursuant to the Measure M Ordinance.

PROCESS

1. Identify multiple inputs that suggest a potential for acceleration. A screening tool will then be utilized to assist in identifying the inputs that potentially have occurred and whether an initial assessment of the propensity for acceleration is warranted.
2. If warranted, staff will then conduct an analysis to confirm the ability to accelerate a project schedule, determine the extent to which a project could be accelerated and what would be the impacts of that action.
3. The Board of Directors will review the staff analysis and may: (a) give direction to subsequently provide notice and take action pursuant to controlling law; (b) decline to find for early project delivery; or (c) direct staff to undertake further analysis.

GENERALLY

- Multiple acceleration inputs are typically needed to result in accelerating a project schedule.
- A project's funding, schedule, scope or legal/regulatory environment are integral to the acceleration inputs.
- Acceleration inputs considered may also indirectly relate to the project if they are demonstrated to substantially advance system performance or adopted policies of the Board.
- Acceleration inputs are intended to be transportation mode-neutral, unless otherwise indicated (e.g., mode-specific funding revenues or fees).
- Funding considerations must be consistent with all applicable local, state, and/or federal rules and regulations; and Board-adopted debt policy.

DEFINITION

- **Accelerator:** a single strategic input that could partially support facilitating early delivery of a Measure M project.

STRATEGIC INPUTS FOR EARLY PROJECT DELIVERY

	Accelerator	Points
Funding (30 points)	1. New Revenue. Has new, committed funding become available at an amount greater than 25% of the total project construction cost?	15
	A. Is this funding discretionary?	2
	B. Is this funding somehow conditional to the project or time-sensitive?	5
	C. Is funding cash flow available sooner as a result of a delayed project?	3
	D. Are confirmed surplus funds available from another project in the same subregion, based on a final Life of Project budget?	2
	E. Would there be cost savings of at least 25% based on the time value of money resulting from this funding accelerator?	3
Partnerships (30 points)	2. Regional Responsibility. Have one or more of the local jurisdictions within which the project is located substantially advanced or committed to advancing the implementation of one or more Metro Board adopted goals and policies that support the integration of transportation and land use for which Metro is reliant upon its local partners to achieve?	6
	3. Process Streamlining. Have all responsible local agencies streamlined permitting processes and executed or committed to executing necessary memoranda of agreements prior to awarding of the project construction contract?	5
	4. Additional Support. Is the local jurisdiction and/or other local partner contributing at least 10% more than the required 3% contribution or 5% of the project cost within that jurisdiction from other sources?	5
	5. Value Capture. Is a local improvement, financing district or other value capture financing tool existing or will be established within three years of the groundbreaking date for the purpose of funding at least 10% of the project cost within the jurisdiction in which the financing tool is established?	5
	6. Advance Funding. Is there a proposal by a local jurisdiction or other party to advance funding, which would deliver all or a functional segment of the project 10% earlier?	5
	7. Impact Fees. Is there a program to collect a fee in-lieu of providing required parking and/or local traffic improvements, with revenues allocated to transportation demand management (TDM) strategies that are directly dependent on and in support of Metro's project, or a goods movement impact fee program to fund improvements, in conformance with California and federal laws?	4

	Accelerator	Points
Process (25 points)	8. Streamlined Review. Is this project currently undergoing or can commit to a streamlined planning and environmental review process that does not exceed three years in duration?	5
	9. Clearance Complete. Has this project concluded the planning and environmental review process, needing no more than a refresh of the environmental document(s), not exceeding one year in duration to complete (Operation Shovel Ready)?	10
	10. Phased Completion. Can this project be designed to phase improvements to achieve early action, incremental benefits?	8
	11. Property Availability. Has at least 75% of the required right-of-way and site acquisitions been completed or is anticipated to be completed within one year?	2
Innovations (15 points)	12. Alternative Solutions. Is there an equal or superior, less costly improvement to accomplish the capacity and performance intended by the transportation project?	3
	13. Technological Innovations. Are there technological innovations that will reduce the planned capital and/or operating cost of the project?	3
	14. Consolidated Delivery. Is there an opportunity to combine two or more projects/segments to achieve economy of scale and minimize impacts of multiple back-to-back construction over a long period of time such that the combined project construction cost is reduced by at least 25%?	3
	15. Delivery Method. Is this project the subject of a public-private partnership proposal or other unsolicited proposal that can reduce the estimated construction cost by a minimum of 10% or accelerate the delivery date by at least 5 years?	6

PROPENSITY FOR EARLY PROJECT DELIVERY

High:	67-100	Automatically advances to staff analysis and Board consideration
Medium:	34-66	Advances to staff review, which determines whether Board consideration is warranted
Low:	0-33	Does not advance to staff review nor Board consideration
Exception:	N/A	Project acceleration can unambiguously be demonstrated by an exceptional condition regardless of scoring (e.g., unexpected full funding from outside source)

MEASURE M PROJECT EVALUATION READINESS TOOL (M-PERT)

- M-PERT is an evaluation tool only—not a determinative decision tool.
- Required initial screening step (unless exceptional condition, per above).
- All Measure M projects ordered as listed in the Expenditure Plan are included.
- The above acceleration strategic inputs are set forth as “yes” or “no” questions to answer.
- A score given to each input to measure its relative strength in impacting project timing; a “yes” answer returns the possible score for that input, as listed above.
- An overall score given as a low, medium and high indicator for acceleration.
- An accounting of evaluations conducted is logged and reported.
- The M-PERT tool is for use by Metro staff, Board Directors and their deputy staff.

MAINTAINING PROJECT SCHEDULES: HOW TO HELP METRO DELIVER PROJECTS

	Responsibilities
Funding	• Protect all funding sources allocated to the project, per Metro's financial plan.
	• Keep the project within the budgeted cost identified in the Measure M Expenditure Plan.
Partnerships	• Request design features that have a rational nexus to potential project impacts.
	• Minimize permitting requirements and ensure that ministerial actions are a staff-level decision, done timely.
	• Establish and maintain an effective, genuine public and stakeholder engagement process.
Process	• Select a Locally Preferred Alternative that can be constructed within budget or augmented with reasonably expected, new outside funding sources that are needed to achieve desired community goals and compatibility.
	• Pursue constructive conflict resolution, creativity and solutions that are in rough proportionality to the problem to avoid litigation delays.
	• Thoroughly address environmental issues and avoid project design features that trigger costly mitigation measures.
Innovations	• Rely upon current, proven technology for the project design, rather than await speculative innovations.
	• Seek any necessary regulatory reform and streamlining to allow the rapid deployment of any available state-of-the-art, proven technologies that can increase capacity, reduce travel times or improve safety, which can help keep the project on time and at or below budget.

DISCLOSURE AND RECOVERY PLAN

- A disclosure and recovery plan shall be prepared for a project at risk for delay.

ANNUAL REPORTING AND EVALUATION

- The CEO shall report annually on activities and actions pertaining to this Policy, including projects being considered for early project delivery, the number of screening inquiries conducted for each project using M-PERT and projects under or being considered for a Disclosure and Recovery Plan.

28 x 2028 Strategy Listing			
Summary Description	Risk	Comments	10-Yr Estimate
DEBT			
Issue additional debt within current policy for capital categories only.	M	<ul style="list-style-type: none"> - Issue an additional \$6.7B on top of current \$7.3B base planned debt, totaling \$14B in new debt over 10 years. This equates to \$1.4B in debt service annually or 21% of the FY19 annual budget. Current debt service makes up 6.5% of the annual budget. - Potential rating downgrade resulting in higher borrowing costs (est. \$2M to \$6M aggregate cost for every \$100M issued) - Drop in sales tax revenue may require paying debt service with funds intended for operating the system 	\$6,700,000,000
Issue additional debt by bonding for capital categories only to the maximum permitted by the Additional Bonds Test (ABT) and assume an ABT of 1.5x for Measure M	H	<ul style="list-style-type: none"> - Issue an additional \$10.8B on top of current \$7.3B base planned debt, totaling \$18.1B - Estimated \$1.7B a year in debt service (26% of FY19 annual budget) or \$17B over 10 years - Potential rating downgrade resulting in higher borrowing costs (est. \$2M to \$6M for every \$100M issued) - Maximum leverage removes Metro's ability to borrow to respond to any unforeseen financial event - Decline in sales tax revenue may require paying debt service with funds intended for operating the system 	\$10,800,000,000
INCREASE REVENUES FROM EXISTING SOURCES			
Fare Revenues			
Increase fares by 10%	L	Low impact to riders; requires public hearing and Board adoption	\$302,614,000
Increase fares by 15%	M	Medium impact to riders; requires public hearing and Board adoption	\$453,921,000
Increase fares by 20%	H	High impact to riders; requires public hearing and Board adoption	\$605,228,000
Increase fares by 25%	H	High impact to riders; requires public hearing and Board adoption	\$756,535,000
Advertising			
Expanded Advertising and Corporate Sponsorship	L	<ul style="list-style-type: none"> - Metro Board to reconsider - Expand advertising (Digital Bus stops/Billboards) - Corporate Sponsorship (rail lines, stations, Special Event Service) 	\$1,000,000,000
Toll Revenues			
Toll revenue from new ExpressLanes (EL) Conservative projected revenues	L	Projected toll revenues, including debt financing, in excess of new EL capital and operating cost. Funding will be used for other projects in the EL network corridor. Projected toll revenues (conservative estimates) are based on increased occupancy requirements and dual lanes. Requires Board approval of Interfund Loan Policy.	\$399,000,000
Toll revenue from new ExpressLanes (EL) High projected revenues	H	Projected toll revenues, including debt financing, in excess of new EL capital and operating cost. Funding will be used for other projects in the EL network corridor. Projected toll revenues are based on increased occupancy requirements and dual lanes. Requires Board approval of Interfund Loan Policy.	\$798,000,000
Funding			
Multi-Year Subregional Funds by impacted subregions on 8 accelerated projects	M	Total of \$846.4M in MM MSP funding over 10 years for the following subregions: Central City, Gateway Cities, South Bay, San Gabriel Valley and Westside (only subregions that have 28 by 2028 projects)	\$846,400,000
Local Return funds by impacted cities on 8 accelerated projects	H	<ul style="list-style-type: none"> - Represents all Local Return (PA, PC, MR, MM); requires agreements with cities - Impacts 27 cities 	\$2,689,427,629
Require 3% of accelerated costs to be funded by cities' Local Return	H	Seek cooperative agreement with cities to contribute (3% of the Accelerated capital costs of \$23.7B) to be funded by cities' impacted. May impact cities' planned projects.	\$711,000,000
Increase Federal funding share from 15.4% to 19.2% (FFGA for WPLE3)	M	Assumes federal contribution for WPLE3 increases by \$1.3B. Timing and amount of grant award is medium to high risk	\$983,200,000
Increase Federal funding share from 15.4% to 22.1% (Expands total New Starts Drawdown across WPLE, WSAB, and Sepulveda)	H	There is limited additional capacity to draw upon for future Federal grant opportunities. Assumes applying for New Starts Grants for WSAB & Sepulveda in addition to WPLE3, maximizing the \$400M annual drawdown amount through 2027. If the total CIG Program appropriation nationally does not increase, the risk of obtaining the required funds for these two projects, prior to 2028, will be high.	\$1,965,700,000
Increase State funding share from 11.8% to 14.5% - across various 2028 projects	M	Since an increase in State funding capacity is unknown, any assumption above 12% State funding contribution presents a risk, unless there is an increase to the overall State's base fund.	\$700,400,000
Increase State funding share from 11.8% to 17.9% - across various 2028 projects	H	Additional SB 1 funds - Probability is high risk due to state's future rounds of eligible funds, competitive process, timing and programming	\$1,695,500,000
Legislative Strategies			
Increase the percentage of Cap and Trade Funds allocated to public transit	M	Two cap and trade categories allocate funds to transit. Doubling the percentages of those funds and attaching allocation formulas beneficial to Los Angeles would increase funding for capital and operations purposes.	\$600,000,000
Reconfigure existing SB 1 programs to generate more funds for Los Angeles County	H	Many of the SB 1 programs are discretionary. Attaching formulas beneficial to Los Angeles would ensure a larger proportion of funds to Los Angeles.	\$1,000,000,000

28 x 2028 Strategy Listing

Summary Description	Risk	Comments	10-Yr Estimate
REDUCE EXPENDITURES			
Transit Operations			
Electric bus - conform with state mandate of 2040 rather than 2030	L	The CARB plan requires that all vehicles purchased after January 2029 be electric thereby converting all fleets to electric by 2040. Staggering procurements according to the CARB plan will save \$350M.	\$350,000,000
Bikeshare Program			
Bikeshare Program	M	Transition/Sell to City of LA The Bikeshare program annual budget for Metro operating costs is \$25M. About 65% of that cost is reimbursed by participating cities, resulting in a net savings of \$8.75M annually if the program were to be transitioned/sold to City of LA.	\$87,500,000
P3 Opportunities			
Explore P3 opportunities	M	Covers possible savings on three potential Metro projects through P3 delivery, from cost efficiencies across construction, O&M, and long-term capital replacement (SGR) West Santa Ana, Sepulveda Transit Corridor, East San Fernando Valley Estimate based on utilizing discount rates of 8% for the construction costs and 14% over the construction/operating period.	\$5,100,000,000
GENERATE REVENUES FROM NEW SOURCES			
Legislative Strategies			
Seek to back the creation of a White House Task Force on the 2028 Olympic and Paralympic Summer Games	L	We recommend the creation of a White House Task Force on the 2028 Olympic and Paralympic Games. Similar efforts in the past resulted in the federal government providing \$1.4 billion for highway and transit infrastructure projects to support the Olympic Games – 1984 Summer Olympics in Los Angeles, 1996 Summer Olympics in Atlanta, and the 2002 Winter Olympics in Salt Lake City. We recommend that Metro prepare an infrastructure package in the range of \$1.5-2 billion that would enhance our highway and transit systems to serve the region during the 2028 Games. When indexing for inflation, this request is consistent with the funds granted to Salt Lake City when it hosted the 2002 Winter Games.	\$2,000,000,000
Value Capture			
Value Capture financings (Variety of locations)	M	Taxing districts formed at key location of new LRT lines. Funding used for project costs. Estimated funding amount based on historical value capture financings at a variety of locations.	\$93,000,000
Value Capture financings (Desirable locations)	H	Taxing districts formed at key location of new LRT lines. Funding used for project costs. Estimated funding amount based on historical value capture financings at desirable locations.	\$370,000,000
Congestion Pricing			
Congestion Pricing - Cordon Pricing	H	Common method of congestion pricing - Creating a boundary around central district and charging vehicles to cross that boundary. Estimates based on downtown LA, \$1.2B annually.	\$12,000,000,000
Congestion Pricing - VMT Pricing	H	Charging drivers based on Vehicle Miles Traveled (VMT). Most challenging to implement, but most comprehensive and has highest upside in terms of mobility benefits. Estimates based on \$10.4B annually.	\$103,500,000,000
Congestion Pricing - Corridor Pricing (10 corridors)	H	Price all lanes on all roads within a specific corridor with high traffic congestion but a viable public transit alternative. Travelling within a designated corridor during peak times would pay a fee based on how many miles they travel within the corridor. Estimates based on implementing corridor pricing at 10 corridors at \$520M per corridor per year.	\$52,000,000,000
New Mobility Fees			
Shared Devices - Fee at \$1 per device per day	M	Levy a fee on shared mobility devices (i.e. scooters)	\$580,000,000
Levy a fee on TNC - Fee of \$0.20	M	Levy a fee on TNC or other new mobility trips originating in Los Angeles County (Fee of \$0.20)	\$401,000,000
Levy a fee on TNC - Fee at \$2.75	H	Levy a fee on TNC or other new mobility trips originating in Los Angeles County (Fee of \$2.75)	\$5,500,000,000

LOW	\$4,051,614,000
MED	\$16,545,421,000
HIGH	\$65,316,228,000 - \$129,075,162,629

Primer on Congestion Pricing

Background and Rationale

The concept of congestion pricing has been around for decades and dates back at least to Nobel Prize winning economist William Vickrey. In the 1940s Dr. Vickrey was among the first economists to note that roads are one of the few goods in society which are provided for free. Simple supply and demand will tell you that when you provide something for free, people use more of it than they would otherwise. Dr. Vickrey theorized that this concept explains why roads are often congested. He and many others since have suggested charging fees for roadway congestion. This means charging higher fees for roadway use when demand is high and lower or zero fees when demand is low, a concept known as congestion pricing.

Admittedly, roads are not actually provided free of charge. We all pay taxes that are used to build and maintain the roads. However, with the exception of toll roads (which represent a very small percentage of miles driven in the U.S.) people pay zero out-of-pocket costs for their direct road usage. More critically, the price of a road (usually zero) bears no relationship to demand for that road at that time. For example, it costs the same to use a road at 3am as it does in the peak of rush hour traffic, even though demand for roads is much lower at 3am.

This type of pricing structure is rarely applied to other goods. For example, you would not expect to pay the same price for the same seat at Dodger Stadium during the World Series as you would during pre-season. If these two items were priced the same, either they would be too expensive and few people would go to a regular game, or they would be too cheap and the World Series tickets would be given to whoever could get in line to buy them first. Yet this is how we allocate roadway space every day – it is vastly underpriced, demand exceeds supply, and whoever gets there first gets the space. This is why people will leave their houses earlier and earlier in the morning to avoid traffic.

The net effect is that instead of paying for roadway space with money, we all pay with our time. We waste our time sitting in traffic, essentially waiting in line, to use roads. This vastly inefficient method of allocating roadway space may seem very democratic, in the sense that all must pay with their time. However, it actually discriminates against the poorest and most vulnerable members of society. Transit riders, who have far lower incomes than non-riders in Los Angeles County, use buses that sit in that same slow traffic. Moreover, low-income people typically have less flexible work schedules with hourly wages and face severe penalties for lateness. Whereas higher-income individuals may be able to shift their travel times or work from home to avoid congested periods, lower-income people often cannot. Low-income people typically cannot afford the most fuel-efficient vehicles, so they spend a greater proportion of their income on gas when stuck in traffic. And finally, this unnecessary traffic creates greater emissions and pollution, and low-income individuals typically inhabit the areas with the poorest air quality.

When implemented effectively, congestion pricing can represent a significant improvement in equity. If the proceeds from roadway pricing are used to subsidize increased or improved transit service, or low

income fare programs, congestion pricing becomes a massive wealth transfer from rich to poor wherein both groups benefit from travel times improvements.

Implementation

Congestion pricing has proven challenging to implement for a number of reasons. First, charging people for something that has previously been given away for free is never a politically popular idea. Second, there are technical and privacy challenges with respect to charging people based on where and when they drive. Third, there is the perception that charging for roads is inequitable and discriminates against lower-income individuals who will not be able to afford to pay the charge. Despite these challenges, several metropolitan areas have implemented various forms of congestion pricing. Once implemented, these schemes have had various degrees of success but, notably, none have ever been repealed. This includes the only congestion pricing pilot of any kind implemented to date in Los Angeles County, Metro's Express Lanes program.

Congestion Pricing Models and Revenue Forecasts

More comprehensive congestion pricing schemes are currently in place in London, Stockholm, Singapore, and Milan. Each of these experiences offers lessons learned, but perhaps most notable is Stockholm. In this city, the congestion pricing scheme was widely opposed and was put in place on a pilot basis. After the trial period, the scheme proved so popular that it was accepted permanently. This demonstrates the value of a pilot period to test such a product, and to demonstrate its value, before casting judgment.

In Los Angeles, there are three conceivable ways congestion pricing could be implemented. These are the following:

- 1) *Cordon Pricing*. This is the type of scheme often proposed for New York City, and implemented in all four cities above. It involves creating a boundary around a central district and then charging vehicles to cross that boundary. The fee can be variable, meaning it can go up or down based on demand. Alternatively it could be set at a specific rate for peak versus off-peak times. Either way, the idea is to reduce the number of vehicles entering a central area when demand is higher. This is the most common method of congestion pricing employed around the world.

Cordon pricing is most effective when there is a strong Central Business District (CBD) with high quality mass transit options as alternatives to driving. Los Angeles County does not have a typical CBD, as job centers are dispersed throughout the region. This makes cordon pricing more of a challenge here. However, previous studies have been conducted that looks at cordon pricing in downtown Los Angeles and the Westside. Preliminary average revenues from cordon pricing of all trips entering downtown LA have been estimated to be as high as \$1.2 billion per year (in year of expenditure dollars). In theory, cordon pricing could be piloted in one area of Los Angeles County and then expanded to other job centers if it proves popular. State legislation is pending that would allow such a pilot. This form of pricing is among the easiest to implement and has the most history to learn from.

- 2) *VTM Pricing.* Charging drivers based on Vehicle Miles Traveled (VTM) has been floated for many years as a potential substitute for a gas tax. However, a VTM fee platform can potentially be used to charge variable prices based on location and time of day. There have been VTM-fee experiments in California, Oregon, and Iowa. While none of these pilots have attempted to include additional fees for congestion, the Oregon pilot tested the idea by calculating the number of miles driven in the “congestion zone”. In short, the technology exists to use VTM as a method of alleviating congestion but it has not yet been attempted due to political challenges.

VTM pricing would be easier to implement in LA County if it were first put in place at the state level. With a state level program charging based on VTM in place, LA Metro could layer on a fee based on congestion by time of day. In theory variable rates could be put in place to also encourage fuel-efficiency and vehicle occupancy. Without a state program in place, Metro would need to at least seek state authorization to pilot a VTM program. This form of pricing is the most challenging to implement, but also the most comprehensive and has the highest upside in terms of mobility benefits. Preliminary average annual revenues from implementing VTM pricing have been estimated at \$10.35 billion per year (in year of expenditure dollars) for the larger metropolitan area. While net revenues from Los Angeles County alone would be less, Los Angeles County is the most populous part of the region and accounts for more VTM than the rest of the region. This estimate provides a sense of the strong revenue potential of such a scheme.

- 3) *Corridor Pricing.* Corridor pricing is a new kind of congestion pricing that has not been implemented anywhere. The idea is to price all lanes on all roads within a specific corridor with high traffic congestion but a viable public transit alternative. Functioning similar to cordon pricing, anyone traveling within a designated corridor during peak times would pay a fee based on how many miles they travel within the corridor. The price for travel within the corridor would be set high enough to ensure free flow traffic within that entire corridor.

This idea would be more feasible and appropriate for Los Angeles because the County has a series of congested corridors. Metro could select a specific corridor, such as a 1-2 mile area surrounding the 101 near the Red Line or the 10 corridor near the Expo Line, as a pilot program. We could offer the Red or Expo Line as transit alternatives but also run frequent express and local buses within the corridor and provide discounts for higher occupancy vehicles in order to offer numerous alternatives to driving alone. Drivers within the corridor would enjoy faster trips as would transit users. If successful, such a pilot could generate enthusiasm for further implementation elsewhere in the County.

Review of Finances and Performance of Existing Congestion Charging Programs

Congestion Pricing Programs: Cost and Revenue Estimates

City/Program	Status	Initial Investment	Annual Operating Costs	Annual Net Revenue	Efficiency (Costs/Revenue)
Oslo, Norway	<i>active</i>	USD \$30M	USD \$11M	USD \$70M	16%
Singapore	<i>active</i>	USD \$145M	USD \$25M	USD \$110M	23%
London, UK	<i>active</i>	USD \$211M	USD \$170M	USD \$179M	95%
Stockholm, Sweden	<i>active</i>	USD \$222M	USD \$12M	USD \$144M	8%
Dubai, UAE	<i>active</i>	n/a	n/a	USD \$217M	n/a
Milan, Italy	<i>active</i>	€7M	€7M	€29.4M	24%
Göteborg, Sweden	<i>active</i>	USD \$84M	USD \$12M	USD \$89M	13%
San Francisco, USA	<i>active</i>	\$56.3M	\$944M	\$1.3B	72%
Singapore	<i>active</i>	S \$6.6M	S \$5M	S \$47M	11%
Manchester, UK	<i>proposed</i>	\$195M	\$55M	\$140M	39%
Netherlands	<i>proposed</i>	n/a	n/a	n/a	n/a
New York City, USA - Variable Price	<i>proposed</i>	\$265M	\$150M		9%
New York City, USA - Variable Tolls	<i>proposed</i>	\$282M	\$110M	\$2.2B	5%

Sources available upon request

UCLA quickly analyzed eight active congestion programs. In each case, the program examined runs in the black and generates surplus revenue. Across the eight programs, the operating cost-to-revenue ratio averaged 36 percent, suggesting that program revenues substantially exceed costs.

Two proposed programs that are not yet in operation also show favorable cost-to-revenue ratios. Manchester, England's proposal has an estimated cost-to-revenue ratio of 39 percent, while the proposed New York cordon tolling scheme is estimated to have costs that are only 9 percent of revenues.

Absolute revenues vary greatly, largely because the tolled areas vary considerably in their size and the demand for the road space they allocate. The London Congestion Charge, despite having very low revenue margins, nevertheless raises tremendous net revenue absolutely (about US \$179 million annually) because access to central London is so valuable. Stockholm, conversely, is remarkably efficient compared to London (with costs being only 8 percent of revenues) but nevertheless brings in less net revenue absolutely (about US \$144 million). Keep in mind that both of these charges are for central areas that are very small relative to the size of the entire metropolitan area. In Los Angeles, where there are many more drivers and a much larger area to cover, revenues could be much higher.

Case Studies

Singapore

Singapore has the longest established and perhaps most fully realized road pricing system. In 1974, the government conducted a year-long assessment and education program prior to launching a cordon price scheme known as Area Licensing Scheme (ALS) in 1975. Drivers entering a cordon in the downtown area of Singapore were required to purchase a license in advance and display it on the windshield. Singapore also simultaneously doubled parking fees in the downtown area and implemented parking cordon license enforcement. This resulted in an approximately 20% reduction in congestion levels. The annual

growth rates of vehicles entering the inner city per day dropped from 6% to 4%. Further, the program earned widespread citizen support.

In 1998, due to advancement in technology, Singapore replaced ALS with Electronic Road Pricing (ERP) scheme. Vehicles were required to have an In-Vehicle Unit (IU) on the dashboard and a smart card with fare stored in it. ERP gateways and gantries detected the type of vehicle and the real time congestion of the route and charged the vehicle based on road conditions. Charges were between \$0-\$3 USD. Larger vehicles are priced higher because they take up more space.

The goal of the ERP scheme is to keep the roads moving at desired speeds set by the Land Transportation Authority (LTA). Singapore simultaneously increased parking fees inside the restriction zone, increased the number and frequency of bus service, allowed for HOV+4 lanes, and created 15,000 park and ride spaces. The results of this program were significant. In 1998 when ERP was launched, Singapore's population was 3.9 million, with 235,000 vehicles entering the inner city daily. While the population grew by 44% in 2016 to 5.6 million, only 300,400 vehicles entered the inner city daily. Further, traffic was reduced in the inner city by 24% and average speeds increased from 18-22mph to 24-28 mph. Bus and train ridership increased by 15%. CO2 and other greenhouse gas emissions were reduced by 10-15% within the inner city. Singapore has an annual net revenue of \$110M from the program. Revenues from the ERP program are earmarked for public transit, street safety, and transit oriented development.

In 2020, Singapore's LTA is moving from the ERP system to a Global Navigation Satellite System (GNSS), which is considered the next generation in technology. Due to the prohibitive costs required to upgrade and install new gantries, Singapore chose a technology that doesn't rely on overhead gantries. In-Vehicle Units will be replaced with On-Board Units (OBU) to support value-added services like automatic payment for off-peak usage, electronic payment for roadside parking, and electronic payment for checkpoint tolls. Singapore's goals with GNSS are to make the system even more targeted, flexible, and equitable.¹

London

Since the 1960s, London had experienced decades of congestion due to increasing population and its complexity of streets. Led by the newly elected mayor, Ken Livingstone, who had made congestion pricing one of his main campaign promises, Transport for London (TfL) launched a cordon pricing scheme in 2003. The zone included the area inside London's Inner Ring Road, a route comprising main roads encircling the inner city. The system is a fully automatic fee payment system that utilizes number plate recognition. Vehicles are registered automatically by cameras that take pictures of the license plates. This is achieved by utilizing overhead gantries, cameras at all entrance points of the zone,

¹ See "Road Pricing In London, Stockholm and Singapore: A Way Forward For New York City," *Tri-State Transportation Campaign*. Jan. 2018; "Electronic Road Pricing: Experience & Lessons from Singapore," *Prof. Gopinath Menon, Dr. Sarath Guttikunda*. 2010; "Lessons Learned from International Experience in Congestion Pricing," Federal Highway Administration. 2008.

pavement markings, and street signage. Drivers can make payments via telephone, text message, online, mail, or auto-pay. Drivers are fined if they do not submit payment.

The goals of the program are to reduce congestion, improve bus service, and improve trip reliability. In addition to congestion pricing scheme, TfL simultaneously made public transit improvements, increased enforcement of parking and traffic regulations, increased bus service and frequency, and provided more than 8,500 park and ride spaces.

Since launch in 2003, London has seen a 30% reduction in traffic congestion, an increase in average speed by 30%, and significant increase in travel time reliability. Bus service increased by 23% and reliability and journey time improved. Bus ridership increased by 38%. Of the thousands of car trips once made to the cordon zone, 50% shifted to public transit, roughly 25% were diverted to outside the cordon area, and the rest attributed to carpooling, walking, or biking. Further, CO2 emissions declined by 16%. London has annual net revenue of \$179M; however, TfL faces extremely high operating costs.²

Stockholm

In 2003, in response to growing traffic congestion in the inner city, Stockholm's City Council voted to test congestion charge trials. In 2004, the Swedish Parliament approved a congestion pricing pilot program. This is despite incredibly low public support for the pilot—roughly 80% of residences opposed the program. Stockholm launched congestion pricing with a phased approach. The first phase saw an expansion of public transit, including 197 new buses and 16 new bus routes, as well as an expansion of existing service hours. The second phase consisted of 2,800 new park and ride facilities to allow for customers to drive to the edge of the cordon and then take transit into the center. The third phase was the actual implementation of the congestion charge, in which vehicle owners were required to pay USD \$3 for driving into or out of the Stockholm inner city.

The Stockholm Transport Administration, together with the Transportation Board, manages the program. The overhead gantry technology and cameras at all cordon entrance points allow for a fully automatic fee payment system. Owners are sent monthly invoices for the total tax incurred from the month of driving. This can be paid via mail, direct debit, or electronically.

After only a few weeks of operation, traffic around the cordon decreased to 22%, down from 30-50%. Travel time reliability increased, and transit use increased by 4-5%. Public opinion on the congestion program changed, and the media characterized the service more positively. In fact, Stockholm constituent's voted to make the congestion pricing trial permanent through a referendum. In 2007, Stockholm launched the permanent pricing system. In 2016, variable pricing was added by time of day. This led to an additional 5% decrease in traffic congestion. Updates to the pricing scheme have been made over time to keep up with the changes in traffic patterns. Currently, travel across the cordon during peak periods cost as much as USD \$4.14. In addition to reduction in traffic, the area has seen a

² See "Road Pricing In London, Stockholm and Singapore: A Way Forward For New York City," *Tri-State Transportation Campaign*. Jan. 2018; "Congestion Pricing Impacts Monitoring: Sixth Annual Report," Transport for London. 2008; and "Lessons Learned from International Experience in Congestion Pricing," Federal Highway Administration. 2008.

reduction of 14% in CO₂, and GHG is down by 2.5%. Net revenues from the program are USD \$144M annually.

Conclusions

Congestion pricing offers a powerful mobility solution that faces substantial barriers to implementation, but once implemented, tends to prove highly popular while generating substantial revenues that can be used for transit. This suggests that testing one or more congestion pricing ideas in Los Angeles County will be required in order to demonstrate the benefits and win over the public. This is why the Board agreed to look into the feasibility on Congestion Pricing in the Metro Strategic Plan, Vision 2028. It will take substantial political courage to even get a pilot program in place. But if successful, and if the revenues are used effectively, there is substantial evidence that this would be a better mobility initiative than anything else we could possibly undertake. Benefits of these programs are not limited to only revenue generation, but also in their proven ability to reduce delay, crashes and air pollution--consequences not easily monetized but unique and by most estimates very large.

Primer on New Mobility Fees

Background and Justification

Technological innovation is changing the ways that consumers access goods and services. Most dramatic has been the rise of transportation network companies (TNCs), such as Uber and Lyft, which has enabled new and better demand-responsive travel options for many people. But these private companies are in the business of profiting from public investments in roads and infrastructure that enable their success. Moreover, recent research has also shown that these on-demand transportation services, often known as ridehailing services, exacerbate congestion and pollution, and typically operate under different rules than other similar providers such as taxi services.¹

Meanwhile, other new “shared” services have appeared with similar business models. Private companies have put shared bicycles, scooters, and cars on the streets with the expectation of using public rights of way to generate private benefit. In response to these new services, 7 major cities and 12 states have started levying fees or taxes on TNC trips to serve a variety of purposes, including revenue generation, congestion management, parity of compliance, and transportation equity.² Other cities have put in specific regulations to cap or regulate new mobility providers.

New Mobility Fees

While no city or region has yet to attempt to charge all private new mobility providers collectively, several have instituted fees on TNCs. The most common ways to tax TNCs are to charge a flat per-ride fee or to collect a percentage of the total fare revenue of a TNC on a regular basis. While these are the basic approaches, there are many innovative ways to leverage these approaches to support the policy goals of Metro. For example, utilizing a tiered tax approach can encourage preferred travel behaviors, such as lower fees for shared rides or fuel-efficient vehicles, and higher fees for rides that originate or end in congested areas. This type of pricing could extend to other new mobility services. For example, reduced or waived fees could be used as a mechanism to encourage services to underserved areas of the County, such as low-income neighborhoods that often do not receive services such as shared scooters or bicycles.

¹ See “Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States,” by Regina R. Clewlow and Gouri Shankar Mishra, Institute of Transportation Studies, UC Davis, Oct. 2017.

² See “Taxing New Mobility Services: What’s Right? What’s Next,” by So Jung Kim and Robert Puentes. Eno Center for Transportation. July 23, 2018

Potential Policy Objectives

1) Generate revenue for investment in transit and infrastructure

Taxes and fees are common tools used to raise revenue for public goods and services. Levying a fee on TNC or other new mobility trips originating in Los Angeles County serves as a potential revenue opportunity for Metro to then reinvest in public transit and infrastructure. For example, Chicago requires a per-ride charge from TNC passengers. As of Nov. 2017, the fee was \$0.67 per ride. Fees were expected to raise \$16 million for CTA in 2018, and \$30 million in 2019 due to an increase by \$.05. The revenue has been earmarked for specific, long-deferred maintenance on the rail system including upgrades to the track, structure, signal, and power systems, providing total trip time savings of 2-6 minutes.³

2) Manage congestion through influencing supply and demand

Congestion in LA County is prevalent throughout the day and occurs on arterial streets, as well as on regional highways. Research findings have shown that TNCs contribute to increases in vehicle miles traveled (VMT).⁴ Fees for TNC trips are a form of pricing that could effectively manage demand in the most traffic-clogged areas of the County, to ensure that customers prioritize shared rides over single passenger rides, or even to incentivize a substitution to transit use instead. For example, New York City (which has a roughly similar population to Los Angeles County) taxes the total fare revenue of large TNCs (defined as high-volume for-hire services dispatching more than 10k a day in the city) at 8.875%. Additionally, beginning in 2019, New York City will impose a \$2.75 flat surcharge for each trip beginning, ending, or entering a congestion zone by a for-hire vehicle. For the purposes of the surcharge, the congestion zone is the area of New York City, in the borough of Manhattan, south of and excluding 96th street. For pooled vehicles, the surcharge is imposed at a lower rate of \$.75 per each person that enters and exits. New York City estimates this will bring \$400 million per year to the Metropolitan Transportation Authority (MTA), and earmarked the funding for MTA's Subway Action Plan that addresses deferred maintenance on the subway.

3) Bring the new mobility industry into regulation

Instituting fees on TNCs can serve as the beginning of a more comprehensive regulatory plan to set the rules of engagement for private new mobility providers. Most of the new fee requirements instituted by cities and states have been included with other regulatory requirements, such as insurance minimums and data reporting. Additionally, proponents of

³ So Jung Kim and Robert Puentes, "Taxing New Mobility Services: What's Right? What's Next," Eno Center for Transportation. July 23, 2018

⁴ Regina R. Clewlow and Gouri Shankar Mishra, "Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States," Institute of Transportation Studies, UC Davis, Oct. 2017.

taxing new mobility services argue that it creates parity with existing taxi regulations and levels the playing field for competition.

The City of Santa Monica established an electric scooter pilot program in 2018. In addition to capping the total number of devices to 3,500, the city also charges an annual base operator fee of \$20,000, plus an annual device charge of \$130 per device.⁵ Additionally, the City Council voted to enact a public land use fee for the right to use public land for commercial activities. Scooter companies are charged a \$1.00 per device, per day fee, and Santa Monica estimates monthly revenues of \$89,000, earmarked for improvements such as expanding sidewalks, green lanes, making walking, biking, scooter riding, and moving around Santa Monica easier and safer.⁶

4) Support programs that improve transportation equity

Taxes or fees on TNC trips can help improve transportation equity by either influencing behavior directly or by putting revenues towards supporting programs with similar goals. For example, the California Public Utilities Commission (CPUC) regulates TNCs in the state of California. CPUC collects a .33% tax on total fare revenue, and earmarks this towards the administrative costs of regulating TNCs. Governor Brown recently signed SB1376 into law, requiring the CPUC to assess at least \$.05 per TNC ride to help pay for wheelchair accessible vehicles (WAVs) and for groups to advance the deployment of WAVs.

Estimated Revenue Potential from TNCs

The exact number of rides provided by all ridehailing services in Los Angeles County is unknown because these private companies are very protective of their data. However, we know that in 2016 Lyft averaged 70,000 rides a day in Los Angeles County, with about 20% market share.⁷ These trips cost \$9.66 on average.⁸ We can therefore estimate that the entire ridehailing market provided roughly 350,000 rides a day in LA County in 2016 numbers, and know that both Lyft and Uber have continued to increase in popularity since then. This estimate is supported by TNC ridership from other cities/regions. The city of Boston had 96,000 TNC rides

⁵ "Scooter and Bike Share Services" by City of Santa Monica Planning & Community Development. <https://www.smgov.net/Departments/PCD/Transportation/Shared-Mobility-Services/>. Access on Nov. 20, 2018

⁶ "Santa Monica City Council Clarifies Rules for Electric Devices on the Beach Bike Path and Approves Public Right of Way," City of Santa Monica. August 29, 2018.

⁷ Brown, Anne Elizabeth. "Ridehail revolution: Ridehail Travel and Equity in Los Angeles," Institute for Transportation Studies, UCLA, Jan. 2018.

⁸ Ibid.

per day in 2017.⁹ King County Metro, with a population of 2.1M people, had 91,000 rides a day from Uber and Lyft in 2018.¹⁰

Flat per-ride charge.

To estimate what kind of revenue can be generated utilizing a flat per-ride charge, we looked at the range of per-ride fees. Massachusetts charges the lowest per-ride fee per trip at \$0.20 and NYC charges the highest at \$2.75 per trip. Using our estimate of 350,000 daily ridehailing trips in 2016, that amounts to revenues between \$70,000 to \$962,500 per day, or between approximately \$25M to \$350M annually. If we assume increasing numbers of TNC rides since 2016, the range increases considerably. See table below for estimates.

TNC Rides	Fee of \$0.20	Fee of \$2.75	Low Range Annual Revenue	High Range Annual Revenue
350000	\$ 70,000	\$ 962,500	\$ 25,550,000	\$ 351,312,500
450000	\$ 90,000	\$ 1,237,500	\$ 32,850,000	\$ 451,687,500
550000	\$ 110,000	\$ 1,512,500	\$ 40,150,000	\$ 552,062,500

A flat per-ride charge is not the optimal way to charge TNCs. A more flexible charge that helps to achieve the mobility and equity goals of Metro and the County is preferred. However, such a charge would not necessarily change the revenue range estimates.

Estimated Revenue from Shared Devices

The exact number of shared mobility devices in LA County, such as e-scooters and e-bikes, is even more challenging to estimate than number of TNCs due to the relatively recent emergence of these devices. However, based on the City of Santa Monica's new pilot programs, we can make some rough estimates.

Santa Monica's City Council approved a public land use fee for bike and scooter companies. The City will charge scooter companies a fee of \$1.00 per device, per day for the right to use public land for commercial activities. Santa Monica estimates revenue of \$1.07M/annually.¹¹ The rest of Los Angeles County is not as conducive to bicycles and scooters as Santa Monica. However, even if we estimate only half as much demand for scooters and bikes in the rest of Los Angeles County, annual revenues could still be as high as **\$58M** annually from scooters and bikes. This is a very rough estimate based on very little data.

⁹ "Rideshare in Massachusetts: 2017 Data Report." By Department of Public Utilities. Accessed Nov. 2018.

¹⁰ Gutman, David. "How popular are Uber and Lyft in Seattle? Ridership numbers kept secret until recently give us a clue," The Seattle Times. Nov. 5, 2018.

¹¹ Catanzaro, Sam. "City Council to Consider Public Right of Way Fee For Scooter Companies," Santa Monica Daily Mirror. August 24, 2018.

Conclusions

New mobility services have both positive and negative impacts. Any decision to enact a tax or fee should consider how it will affect travel behaviors, and should be made with consideration towards the goals outlined in Vision 2028. This is an opportunity to strategically shape and influence travel behavior in the public interest. New Mobility fees should be considered one component of a comprehensive pricing strategy around managing travel demand, in concert with congestion pricing.

A tiered tax allows for Metro to reward pooled riders or bicycle/scooter trips and includes policy safeguards for equity provision of service, congestion-like pricing, and a market-based approach. Taxes on new mobility services can go beyond raising revenue and can work towards improving the quality of life for LA County residents. Any mechanism for taxing these new mobility trips should be used in carefully targeted ways to designed to reduce single-occupancy vehicle use while improving equity and mobility.



28 by 2028 Financial Plan

– Laying the Groundwork

December 6, 2018



Metro

Presentation Contents

- Background
- Challenge Statement
- Status of 28 x 2028 Projects
- Measure M Parameters
- 28 x 2028 Funding Challenges
- Potential Funding/Financing Tools
- Call to Action Recommendations
- Next Steps
- Final Thoughts

Background

- The Metro Board approved the 28 x 2028 Initiative in January 2018, which includes 28 highway and transit projects totaling \$42.9 billion (YOE) with the goal of completion in time for the 2028 Olympic and Paralympic Games
- 20 of those projects are already slated for completion by 2028
- Per Motion 4.1 (Solis, Garcetti, Hahn, Butts) in September 2018, the Board directed the CEO to develop a 28 x 2028 funding plan
- \$26.2 billion is the funding that would need to be advanced to accelerate delivery of the other 8 projects by 2028

Challenge Statement

- Design a funding/financing plan to advance \$26.2 billion for the planning, design, construction, operation and maintenance of the 8 projects in the 28 x 2028 Initiative that are currently outside of the 2028 schedule

Report Card on Voter-Approved Measure M

- As stewards of taxpayer dollars, Metro has a responsibility and accountability to the voters
- We are meeting or exceeding the Measure M schedule on all projects
- In addition, we are moving forward on additional projects beyond Measure M
 - Link US (only partially funded)
 - Micro Transit
 - Aerial tram to Dodger Stadium
 - Arts District Station Environmental (on behalf of City of LA)

28 x 2028 Report Card

- The 28 projects are in various stages of development:
 - 7 in the Planning stage
 - 8 in the Environmental stage
 - 7 in the Final Design stage
 - 6 in the Construction stage
 - 0 in the Operations and Maintenance stage
- The life of a project takes many years with some key stages of project development:

Life of a Project



Measure M Parameters

- 8 projects have original Measure M delivery dates post 2028

I-105 ExpressLanes	Sepulveda Transit Corridor
I-710 South (Early Action)	Gold Line Eastside Extension
SR57/60 Interchange	West Santa Ana Branch
I-405 South Bay Curve	South Bay Light Rail Extension

- All 8 projects are in development, despite having completion dates beyond 2028
- Any schedule acceleration is currently governed by the Measure M Ordinance

Measure M Ordinance Parameters

- The Measure M Ordinance does allow for acceleration
 - An amendment to the “Schedule of Funds Available” is required (when Measure R and M funds become available for projects)
 - Acceleration of projects is allowed by a 2/3 vote of the Board if no funding reductions or schedule delays to other major or multi-year subregional projects
 - Metro is required to hold a public meeting on proposed amendments and provide notice at least 30 days prior to the meeting and a copy of proposed amendments to the County and all 88 cities
- Prior to a Board vote, any proposal to accelerate a project must be reviewed by the Measure M Independent



Taxpayer Oversight Committee
Metro

Measure M Early Project Delivery

- Board approved an Early Project Delivery Policy in November 2017
- Policy evaluates when projects can be accelerated in order to comply with the Ordinance
- Four categories of strategic inputs evaluate whether a project is a good candidate for acceleration

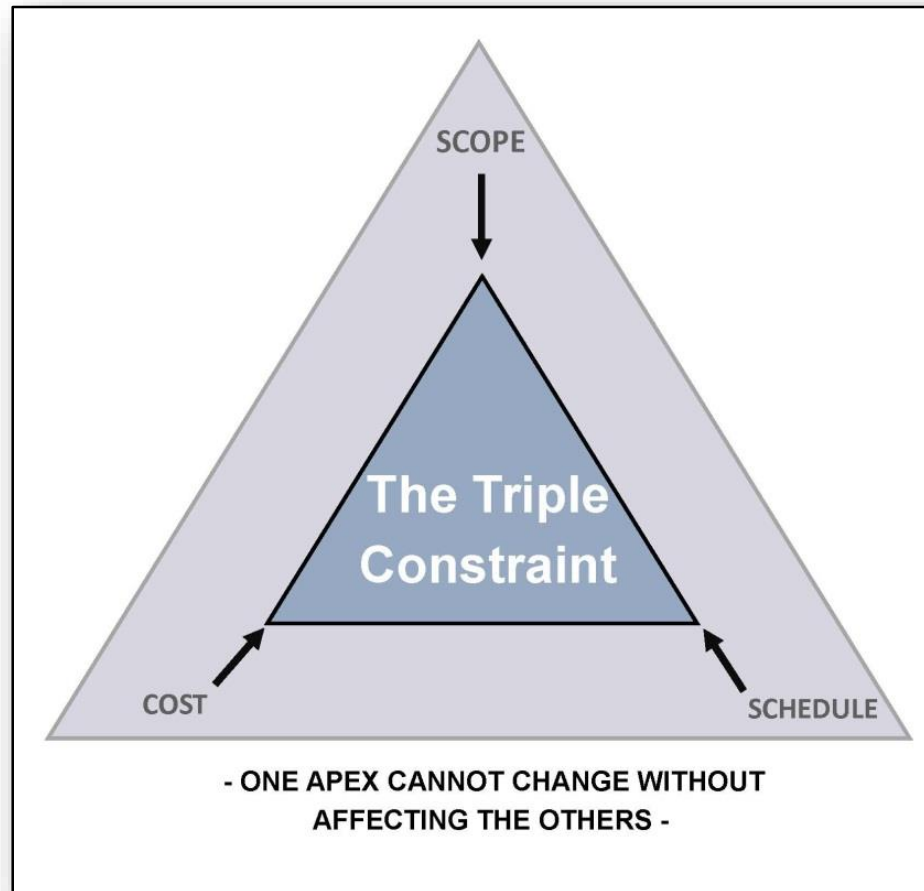
Accelerator Category	Points
Funding	30
Partnerships	30
Process	25
Innovations	15

Measure M Cost Management Policy

- Board approved a Cost Management Policy in July 2018 to establish cost controls to successfully deliver projects
- If there are increases to a project cost estimate, the Board must approve a plan of action to address the issue prior to the project moving forward using the following methods:
 1. Scope Reductions
 2. New local agency funding resources
 3. Value engineering
 4. Other cost reductions within the same transit/highway corridor
 5. Other cost reductions within the same subregion
 6. Countywide transit/highway cost reductions or other funds using pre-established priorities



Measure M Cost Management Policy



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28 x 2028 Funding Challenges

- To accelerate all 8 projects that have original delivery dates after 2028 Metro must advance \$26.2 billion

Funding Gap Discussion	Amount in Billions (YOE)
Total Project Cost for 28 by 2028	\$ 42.9
-) 20 Projects in Progress with Funding Plans Identified	19.2
Remaining 8 Project Construction Cost to be advanced	23.7
O&M Expense for Earlier Revenue Operations	2.2
Pre Revenue Service Cost	0.1
SGR Accrual	0.2
Total Non Construction Cost to Advance the 8 Remaining Projects	2.5
Total Planned Funding Gap to Advance 28 by 2028	\$ 26.2

Staff Recommended Baseline Assumptions

- There are items that staff believes are sacred and should not be deferred in order to accelerate the 8 projects
 - **NextGen Bus Plan** – allow the results of NextGen to be implemented
 - **State of Good Repair** – maintain \$475 million/year to accommodate the 10% backlog
 - **Props A & C** – maintain current debt limits to ensure funds are reserved for operations
 - **Bondholder Agreements** – honor covenants with bondholders
 - **Ancillary Projects** – ensure funding is in place for these current unfunded projects (Division 20, combined rail/bus operations center, M3 system, train radio for existing subway system, I-210 barrier)
- The majority of these are necessary to operate the expanded system

Potential Tools to Advance Funding

- Staff has identified four major areas that can contribute to advancing the \$26.2 billion necessary to complete 28 x 2028:

1. Debt

2. Increase Revenue from Existing Sources

- Fares
- Toll (Express Lanes)
- Advertising
- Funding (Local, State and Federal)
- Legislative Strategies

3. Reduce Expenditures

- Extend Electrification of Bus Fleet to Match State Mandate
- P3 Opportunities
- Bikeshare Program (Transition to City of LA)

4. Generate Revenue from New Sources

- Value Capture
- New Mobility Fees



Metro Congestion Pricing

Risk Allocation Matrix (RAM)

- The Risk Allocation Matrix (RAM) is a list of strategies that have each been assigned a risk level of high, medium or low
- The table below summarizes the risk levels and total value identified for each level:

H	Financial and legal risks high Violation of sales tax ordinances Significant risk to agency and public	\$65.3 billion – 129.1 billion
M	Some financial and legal risk to agency Impact to agency and public, but mitigation efforts available	\$16.5 billion
L	Minimal impact to agency and public	\$4.1 billion

28 x 2028 Risk Allocation Matrix

DEBT		
Issue additional debt within current policy for capital categories only	M	\$6,700,000,000
Issue additional debt by bonding for capital categories only to the maximum permitted by the Additional Bonds Test (ABT) and assume an ABT of 1.5x for Measure M	H	\$10,800,000,000
INCREASE REVENUES FROM EXISTING SOURCES		
Fare Revenues		
Increase fares by 10%	L	\$302,614,000
Increase fares by 15%	M	\$453,921,000
Increase fares by 20%	H	\$605,228,000
Increase fares by 25%	H	\$756,535,000
Advertising		
Expanded Advertising and Corporate Sponsorship	L	\$1,000,000,000
Toll Revenues		
Toll revenue from new ExpressLanes (EL) Conservative projected revenues	L	\$399,000,000
Toll revenue from new ExpressLanes (EL) High projected revenues	H	\$798,000,000



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28 x 2028 Risk Allocation Matrix – Cont'd

INCREASE REVENUES FROM EXISTING SOURCES		
Funding		
Multi-Year Subregional Funds by impacted subregions on 8 accelerated projects	M	\$846,400,000
Local Return funds by impacted cities on 8 accelerated projects	H	\$2,689,427,629
Require 3% of accelerated costs to be funded by cities' Local Return	H	\$711,000,000
Increase Federal funding share from 15.4% to 19.2% (FFGA for WPLE3)	M	\$983,200,000
Increase Federal funding share from 15.4% to 22.1% (Expands total New Starts Drawdown across WPLE, WSAB, and Sepulveda)	H	\$1,965,700,000
Increase State funding share from 11.8% to 14.5% - across various 2028 projects	M	\$700,400,000
Increase State funding share from 11.8% to 17.9% - across various 2028 projects	H	\$1,695,500,000
Legislative Strategies		
Increase the percentage of Cap and Trade Funds allocated to public transit	M	\$600,000,000
Reconfigure existing SB 1 programs to generate more funds for Los Angeles County	H	\$1,000,000,000

28 x 2028 Risk Allocation Matrix – Cont'd

REDUCE EXPENDITURES		
Extend Electrification of Bus Fleet		
Electric bus - conform with state mandate of 2040 rather than 2030	L	\$350,000,000
Bikeshare Program		
Bikeshare Program	M	\$87,500,000
P3 Opportunities		
Explore P3 opportunities	M	\$5,100,000,000

28 x 2028 Risk Allocation Matrix – Cont'd

GENERATE REVENUES FROM NEW SOURCES		
Legislative Strategies		
Seek to back the creation of a White House Task Force on the 2028 Olympic and Paralympic Summer Games	L	\$2,000,000,000
Value Capture		
Value Capture financings - (Variety of locations)	M	\$93,000,000
Value Capture financings - (Desirable locations)	H	\$370,000,000
Congestion Pricing		
Congestion Pricing - Cordon Pricing	H	\$12,000,000,000
Congestion Pricing - VMT Pricing	H	\$103,500,000,000
Congestion Pricing - Corridor Pricing (10 corridors)	H	\$52,000,000,000
New Mobility Fees		
Shared Devices - Fee at \$1 per device per day	M	\$580,000,000
Levy a fee on TNC - Fee of \$0.20	M	\$401,000,000
Levy a fee on TNC - Fee at \$2.75	H	\$5,500,000,000



Metro

Debt Capacity Analysis

For Capital Funds only

Capacity Analysis Table		
Issue Type	Additional Capacity under Debt Policy ⁽¹⁾	Additional Bonds Test (ABT) Capacity (Measure M 1.5x ABT)
Proposition C Highway (25%)	\$1.8 billion	\$3.8 billion
Measure R (35%) – Transit Capital	\$1.3 billion	\$1.4 billion
Measure R (20%) – Highway	\$1.8 billion	\$2.4 billion
Measure M (35%) – Transit Construction	\$6.0 billion	\$7.0 billion
Measure M (17%) – Highway	<u>\$3.0 billion</u>	<u>\$3.5 billion</u>
Total Capacity	\$14.0 billion	\$18.1 billion
Debt needed for Capital Base plan for 10 yrs.	\$7.3 billion	\$7.3 billion
Available Debt Capacity	\$6.7 billion	\$10.8 billion

All Measure R and Measure M debt issuance must go to their respective oversight committees for a finding of benefit.

- (1) Represents the project fund proceeds generated by leveraging up to the full amount of revenues currently allowed under LACMTA's Debt Policy for each bondable category.
 (2) Debt service assumes the full amount issued in year one, 5% par bonds and a 30 year amortization.

- Increases annual debt service to \$1.4 billion⁽²⁾, 21% of FY19 budget.
- May trigger ratings downgrades.
- Decline in sales tax revenue may result in paying debt service with funds intended for operating the system.

- Increases annual debt service to \$1.7 billion⁽²⁾, 26% of FY19 budget.
- May trigger ratings downgrades.
- Maximum leverage removes Metro's ability to borrow to respond to any unforeseen events.
- Decline in sales tax revenue may result in paying debt service with funds intended for operating the system.



Metro

Debt Assumptions for Capacity Analysis Table

Dated Date of new money issuances July 1 of each year beginning 7/1/2019 through 7/1/2028

New money issuances under capacity analyses structured as 30-year level debt service

Issuance expenses for new money issuances assumed at \$500,000 costs of issuance and \$2.50/bond for underwriter's discount.

No debt service reserve fund funded in connection with new money issuances.

New money issuances assume 5% coupon and yield equal to the 25-year historical average of 30-year AAA GO MMD.

Sales tax revenues for FY2019 based on 2019 budget (\$844 million). Sales tax revenues assumed to grow annually at 3.5%

Debt Policy/Debt Affordability

- Potential impacts of increasing the debt capacity by \$4.1 billion include:
 - Rating downgrades
 - Debt service payments that exceed 20% of annual budget
 - Declining sales tax receipts may require using revenue intended for operating the system to pay debt service
 - Eliminates reserve of debt capacity that may be needed to meet emergencies
 - Reductions in current agency services, programs and projects

Prudent Financial Policy

- On November 19, 2018, Fitch Rating Agency announced that it upgraded Metro Issuer Default Rating from AA to AA+.
- In their report, Fitch noted that it does not expect the Authority to leverage to the Additional Bonds Test.
- Rather, Fitch expects the Authority to comply with voter-approved spending allocations and Board policies that require much of the sales tax revenues to be spent on operations and uses other than debt service, limiting leveraging of the revenue stream.

Local Return & Multi-Year Subregional Guidelines

- 27 local jurisdictions directly benefit from the 8 accelerated projects
- These cities have the flexibility to direct funds to these projects from the Local Return and Multi-Year Subregional Programs
- The 10-year forecast for Local Return Funding for these 27 cities is \$2.7 billion
- Local Return investments to deliver projects earlier translates into earlier and longer term economic benefits for those communities

Public-Private Partnership (P3) Assumptions

- Public-private partnerships can provide project cost and schedule certainty and potential savings on capital, operations and maintenance and state of good repair
 - Capital Cost Savings
 - DBFOM procurements in the U.S. have achieved cost savings through competitive pricing, design innovation and avoided cost inflation
 - Operations & Maintenance/State of Good Repair Cost Savings
 - Lower O&M costs and lower escalation rates reduce cumulative costs during operations
 - P3 developers generally perform SOGR work earlier and more frequently, optimizing lifecycle investments

Potential Metro P3s

- Metro has two ways to consider public-private partnership opportunities:
 - Through evaluation of Unsolicited Proposals
 - By assessing potential P3 value through internal analysis
- So far, Metro is considering P3s on three projects:
 - West Santa Ana Branch Light Rail Corridor (unsolicited proposal)
 - Sepulveda Transit Corridor (unsolicited proposal)
 - East San Fernando Valley Light Rail Corridor (internal analysis)
- All three projects have the potential to save \$5.1 billion

State and Federal Funding Assumptions

- State and federal funds are limited by funding availability each year
- Awards are based on eligibility and estimated future availability of funds
- State and federal funding is programmed into Measure M projects and projected to be awarded as funds are available
- Advancing of funding would require that either more total funds are available, or Metro receives an increasing share

State and Federal Funding Comparisons

- The below table shows how the total percentage and amount of state and federal funding could increase for the 28 x 2028 program with different assumptions:

Funding Type	Current Assumptions		Medium-Risk Assumptions		High-Risk Assumptions	
Federal	15.4%	\$2.658B	19.2%	\$3.642B	22.1%	\$4.624B
State	11.8%	\$2.048B	14.5%	\$2.748B	17.9%	\$3.743B
Local	72.8%	\$12.585B	66.3%	\$12.585B	60.1%	\$12.585B
TOTAL		\$17.292B		\$18.975B		\$20.953B

New Revenue Primer – Mobility Fees

- Transportation Network Companies (TNCs) utilize demand-responsive travel options and profit from public investments in roads and infrastructure
- Some cities and states have started levying fees or taxes on TNC trips to generate revenue, manage congestion, regulate the industry and provide more transportation equity
- Ride-hailing companies are protective of their data, but based on general estimates of the number of rides, fees could generate \$25-350 million annually
- Taxing new mobility trips should be used in carefully targeted ways designed to reduce single-occupancy travel



New Revenue Primer – Congestion Pricing

- Congestion Pricing charges higher fees for roadway use when demand is high and lower or zero fees when demand is low
- Congestion Pricing can be a challenge to implement due to political viability, technical issues and privacy and equity concerns
- Several areas have implemented various forms of congestion pricing with varying degrees of success
- Metro's ExpressLanes program is the only congestion pricing pilot implemented to date in LA County

New Revenue Primer – Congestion Pricing

- There are three conceivable ways congestion pricing could be implemented in LA County:
 - **Cordon Pricing (\$12B)**– Creates a boundary around a central district and charges vehicles to cross that boundary. The fee can go up or down based on demand, or be set at a specific rate for peak versus off-peak times.
 - **VMT Pricing (\$103.5B)** – Charges drivers based on Vehicle Miles Traveled (VMT) and can charge variable prices based on location and time of day.
 - **Corridor Pricing (\$52B)** – New concept yet to be implemented, prices all lanes on roads within a specific high-traffic congestion corridor that has a viable public transit alternative. Fees would be based on miles traveled within the corridor.
- While congestion pricing faces barriers, it can prove to be highly popular while generating substantial revenues for transit and make a significant improvement in equity and added transit improvements for riders, especially on the bus system.



Board Call to Action

- The Board is in a unique position to aid in the development of a 28 x 2028 funding plan
- Call to Action recommendations:
 - Approve staff recommended “stakes in the ground”
 - Minimize scope increases for 28 x 2028 projects
 - Include in the 2019 Federal Legislative Plan a request for the establishment of a White House Task Force on Transportation Infrastructure Support for the 2028 Games
 - Continue to support and explore the use of innovative project delivery approaches, such as P3’s
 - Advocate for additional state and federal funding to support acceleration of projects
 - Direct staff to move forward on programs for TNC Regulation and Congestion Pricing
 - Propose special legislation to streamline local permitting processes



Final Thoughts

- These bold actions, especially our congestion pricing initiative, could position the agency to lead the way in a number of regional benefits and outcomes:
 - Drastically reducing the region's carbon footprint and combatting climate change
 - Eradicating congestion
 - First major city in the world that could offer free transit services and in time for the 2028 Games
 - Completing all 28 x 2028 projects
 - Increasing transit frequency and capacity
 - Realizing equity
 - Beware of contractor capacity pressures



Next Steps

- **January 2019**

- Staff will provide timelines for each strategy after receiving feedback
- Board will provide direction on the funding/financing tools to proceed with a 28 x 2028 funding plan

- **February 2019**

- Staff will present a 28 x 2028 funding plan that incorporates Board-directed policy and financing strategies



Questions?



Metro®



Board Report

File #: 2018-0429, **File Type:** Budget

Agenda Number: 39.

REGULAR BOARD MEETING DECEMBER 6, 2018

SUBJECT: CESAR CHAVEZ BUS STOP IMPROVEMENT PROJECT

ACTION: AUTHORIZE INCREASE IN LIFE OF PROJECT BUDGET

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING an increase in the life of project (LOP) budget by \$1,430,000 for the Cesar Chavez Bus Stop Improvements Project from \$2,100,000 to \$3,530,000; and
- B. AMENDING the FY19 budget to increase Project 210041 funding by \$1,850,000.

ISSUE

In the fall of 2014, Metro secured a \$1,668,557 Federal Transit Administration (FTA) Ladders of Opportunity Grant, with a \$431,443 Metro local match for the Cesar Chavez Bus Stop Improvement Project ("Project"). The Project will make improvements along Cesar Chavez Avenue a very active bus stop in the Union Station campus on the southeast corner of Cesar Chavez Avenue and Vignes Street. The Project will improve safety and the customer experience adjacent to Los Angeles Union Station (LAUS) by replacing city bus shelters, building a new transit pavilion, and implementing innovative sustainability features that will showcase environmental stewardship.

Staff is recommending an increase of the LOP from \$2,100,000 to \$3,530,000 to fund costs that were not accounted for in the grant application. The increase in LOP will require amending Cost Center 8510 in the FY19 budget by \$1,850,000 to align funding with the anticipated fiscal year expenditures.

BACKGROUND

Metro purchased LAUS in 2011 and shortly thereafter initiated the preparation of a master plan to improve LAUS and its connectivity to surrounding neighborhoods. In October 2014, staff presented the final Master Plan to the Metro Board, and the Board adopted a series of short to long term recommendations for LAUS, including the Cesar Chavez Bus Stop Improvements Project. Additionally, concurrent with the LAUS master planning effort, Metro, in partnership with the City of Los Angeles, developed the Connect US Action Plan (Connect US). Connect US is a public improvement plan that prioritizes pedestrian and bicyclist connections to and from Union Station, the

1st/Central Regional Connector Station and the surrounding historic and culturally significant communities. The plan includes a cycletrack along Vignes Street, adjacent to the project site, which is currently unfunded. The Project aligns with the broader planned active transportation improvements in the area.

Scope

The Project includes replacing existing, deteriorating bus shelters on Cesar Chavez Avenue at Alameda and Vignes Streets and constructing a new transit pavilion on Metro-owned property on the southeast corner of Cesar Chavez Avenue and Vignes Street. The Project will connect low-income commuters to employment opportunities. It brings high quality design and functionality to heavily trafficked but less visible bus stops adjacent to Union Station, which, combined, accommodate even more Metro riders than Patsaouras Transit Plaza, nearly 6,000 boardings and alightings daily.

Funding

The Board approved an LOP of \$2,100,000 in September of 2014 (\$1,668,557 from a Federal Transit Authority (FTA) ladders of opportunity grant and \$431,443 in matching funds from Metro).

Outreach

On-site community engagement meetings were held with transit riders in November 2016 (Meeting #1) and in February 2018 (Meeting #2).

Meeting #1 sought feedback on transit-riders' current experience at the site and what would most improve the facility. Approximately 50 Riders were interviewed and weighed in on their preferences in multiple formats. Staff discovered that riders were interested in real time information, additional seating, innovative shelters, bike share, and enhanced lighting.

Meeting #2 was aimed at updating patrons on the results of the feedback collected at Meeting #1 and how the conceptual design incorporated the recommendations. Renderings were shared showing the real time signage placement, the bike share kiosk, innovative shelter design, additional seating and lighting, and proposed landscaping. Patrons were also polled on how the new transit pavilions should be named. The options "Union Station," "Union Station East," and "Chavez/Vignes," were suggested. The stakeholders polled preferred "Chavez/Vignes," which staff agreed would be the clearest moniker.

Design

The transit pavilion was designed by Gensler Architects between October 2016 and June 2018. The final design is included as Attachment A and includes solar panels on shade structures, kinetic powered paving, storm water catchment infrastructure, enhanced lighting, security cameras, increased seating for patrons, a ticket vending machine, real time signage display, drought-tolerant native landscaping, and a bike share kiosk.

The Project design is the result of careful, cross-departmental coordination that accommodates the needs of Metro Operations, General Services, Engineering, Third Party, Systemwide Design, Creative Services and Transit Oriented Communities. It was completed in concert with the authors of the award-winning Metro Transfers Design Guide.

Construction

Contingent on Board approval of the LOP increase, construction is anticipated to begin in spring 2019.

DISCUSSION

Additional Project Costs

The additional costs causing an increase in the LOP include projected City of Los Angeles third party costs, forecasted Metro administrative costs, archeological, paleontological, Native American monitoring costs, higher than estimated construction costs, and the cost of innovative sustainability features.

Metro's Environmental Compliance and Sustainability department administers a Sustainability Program by which they provide supplemental funding to active Metro projects that incorporate innovative sustainability features advancing Metro's broader sustainability goals. Planning and Engineering staff have partnered with Metro's Environmental Compliance and Sustainability staff to include solar panels built into shade structures, kinetic paving that generates energy when walked on, and the integration of native, drought-tolerant landscaping and stormwater capture infrastructure. The kinetic energy harvesting paving will pilot new technology and showcase Metro's leadership in innovation and sustainability.

To support the innovative sustainability project elements in this project, the Environmental Compliance and Sustainability Department have identified funds in the amount of \$688,000 to supplement the proposed budget (\$350,000 in FY19 and \$338,000 in FY20). The revised project budget and associated sources is included in Attachment B (Funding and Expenditure Plan).

Consistency with Metro's Equity Platform Framework

The Project is consistent with the recently-adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and low-income populations. The Ladders of Opportunity Grant was awarded to this project as an investment that will connect low income riders to employment and education opportunities. It makes a priority investment in bus riders and riders who transfer. The Project will expand economic opportunities and enhance the quality of life for residents served by the Project.

DETERMINATION OF SAFETY IMPACT

This Board action will increase patron safety by providing additional lighting, security cameras, and visibility to a highly active bus stop adjacent to Union Station.

FINANCIAL IMPACT

If all actions are approved, the LOP for Project 210041, Cesar Chavez Bus Stop Improvements Project, would increase from \$2,100,000 to \$3,530,000. The FY19 budget, Cost Center 8510, will be

amended by \$1,850,000 to advance funds to align with anticipated expenditures within this fiscal year. Since this is a multi-year project, the Project Manager, Cost Center manager, and Executive Director, Program Management, will be responsible for budgeting the cost in future fiscal years.

Impact to Budget

Funding will be expended within the FY19 and FY20 fiscal years. In addition to the \$2,100,000 in FTA grant funding and corresponding Metro local match, additional LOP funding has been identified in the Proposition C 25% funds (\$742,000) that will be fully expended in FY19 and from the Green Fund (\$688,000) that will be expended within FY19 (\$350,000) and FY20 (\$338,000). None of the identified funds will impact the budgets of any other projects. These funds are eligible for operating and capital project use.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the following goals of the Metro Strategic Plan.

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The Project will vastly improve the rider experience for thousands of riders each day. The majority of these riders are low-income riders of color who are transferring at least once in their trip to work or school. It will also soften the edges of the Union Station campus, creating a more welcoming gateway into the Metro system and attracting new riders through increased visibility and attention.

Goal 3: Enhance communities and lives through mobility and transit.

The Project will showcase innovative sustainability features which will educate riders and the community as a whole. The piloted features will be a showcase of technology and environmental stewardship.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the increase in LOP. This is not recommended as there would then be insufficient funds to deliver the project. The project would have to be rescoped to reduce the cost by approximately \$1.4M. This would cause a significant delay that would not fall within the FTA grant agreement and put the \$1,688,557 in FTA grant funding at risk. In addition, this is not recommended because this bus stop has significant ridership and was approved by the Board in the short term implementation plan for the Union Station Master Plan.

NEXT STEPS

Should the Board approve the LOP, staff anticipates that construction will start in spring 2019.

ATTACHMENTS

Attachment A - Project Design

Attachment B - Funding and Expenditure Plan

Prepared by: Holly Rockwell, Senior Executive Officer, Real Property Management and

Development (213) 928-5585

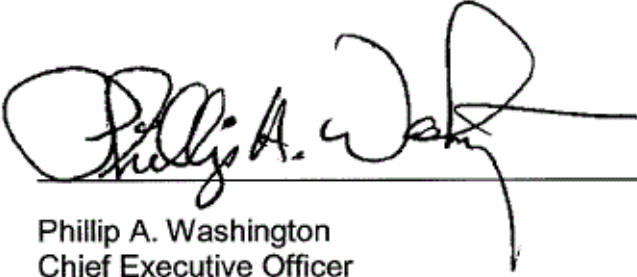
Jenna Hornstock, Executive Officer, Transit Oriented Communities, (213) 922-7437

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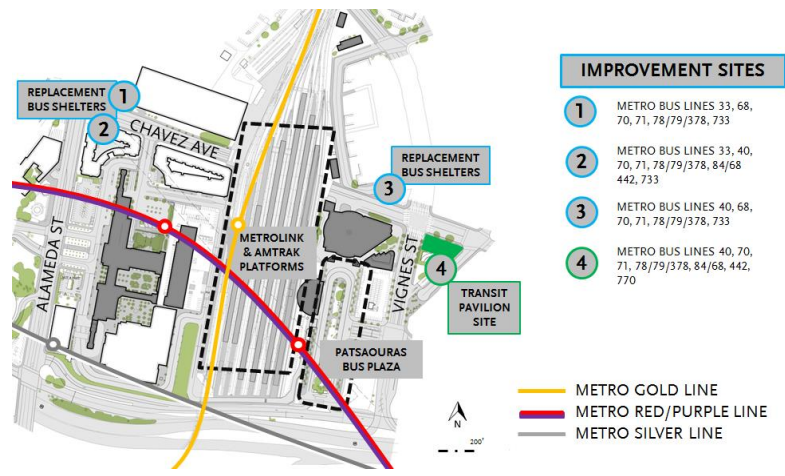
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A – Site Map and Project Design

CESAR CHAVEZ BUS STOP IMPROVEMENTS PROJECT



Site 4-southeast corner of Cesar E. Chavez Avenue and Vignes Street



Existing Conditions



Proposed Improvements

Site 4-southwest corner of Cesar E. Chavez Avenue and Lyons Street



Existing Conditions



Proposed Improvements

FUNDING/EXPENDITURE PLAN

Project No. 210041-Chavez Bus Stop Improvements Project

Use of Funds	Inception-August 2018	Remaining FY19	FY20	Capital Cost Total
Construction Contract		\$1,406,250	\$468,750	\$1,875,000
City Shelters		\$65,854	\$21,951	\$87,805
Kinetic Pavers		\$148,000		\$148,000
Special Conditions (3rd Party)	\$1,984	\$114,140	\$38,047	\$154,171
Metro Labor	\$57,351	\$195,009	\$47,640	\$300,000
Contingency		\$0	\$400,364	\$400,364
Professional Services				\$0
Design	\$274,324	\$20,000	\$6,842	\$301,166
Construction Management		\$52,500	\$17,500	\$70,000
Archeo/Paleo Monitoring		\$112,500	\$37,500	\$150,000
DEOD		\$26,250	\$8,750	\$35,000
Advertising	\$2,234	\$0		\$2,234
Waste	\$6,259	\$1	\$0	\$6,260
Total Project Costs	\$342,152	\$2,140,504	\$1,047,344	\$3,530,000

Source of Funds	Inception-August 2018	Remaining FY19	FY20	Totals
FTA Ladders of Opportunity Grant	\$260,263	\$1,000,000	\$408,294	\$1,668,557
Committed Metro Match	\$81,889	\$48,504	\$301,050	\$431,443
Environmental Sustainability	\$0	\$350,000	\$338,000	\$688,000
Proposition C 25%	\$0	\$742,000		\$742,000
Total Project Funding	\$342,152	\$2,140,504	\$1,047,344	\$3,530,000



Next Stop: clean air.

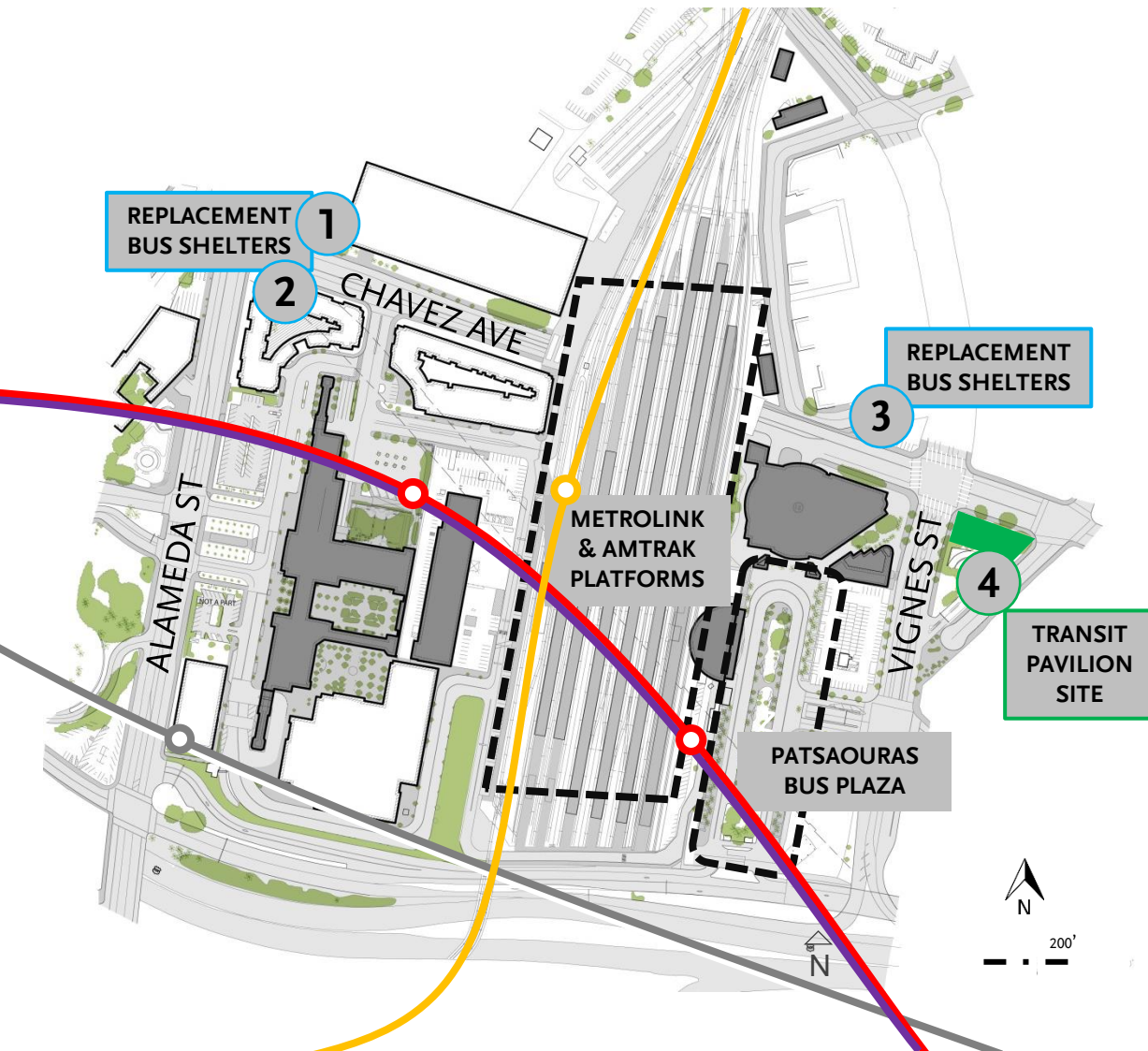
Cesar Chavez Bus Stop Improvement Project



Metro



Background



IMPROVEMENT SITES

- 1 METRO BUS LINES 33, 68, 70, 71, 78/79/378, 733
- 2 METRO BUS LINES 33, 40, 70, 71, 78/79/378, 84/68, 442, 733
- 3 METRO BUS LINES 40, 68, 70, 71, 78/79/378, 733
- 4 METRO BUS LINES 40, 70, 71, 78/79/378, 84/68, 442, 770

-  METRO GOLD LINE
-  METRO RED/PURPLE LINE
-  METRO SILVER LINE

Background



- 2014:
 - Metro Secured FTA Grant based on a project concept
 - Board approved LOP of \$2,085,697 (20% local match)
- 2015-2017:
 - Environmental cleared
 - Outreach conducted
 - Sustainability elements incorporated
- 2018:
 - Design completed
 - Construction solicitation
 - Construction bids received

Recommended Action



CONSIDER:

- A. AUTHORIZING an increase in the life of project (LOP) budget by \$1,430,000 for the Cesar Chavez Bus Stop Improvements Project from \$2,100,000 to \$3,530,000; and
- B. AMENDING the FY19 budget to increase Project 210041 funding by \$1,850,000.

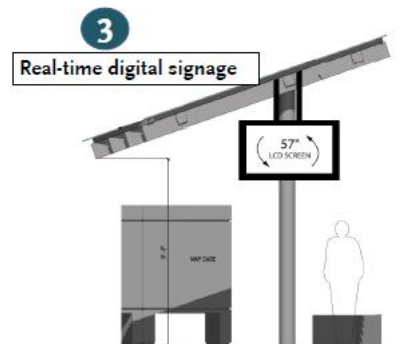
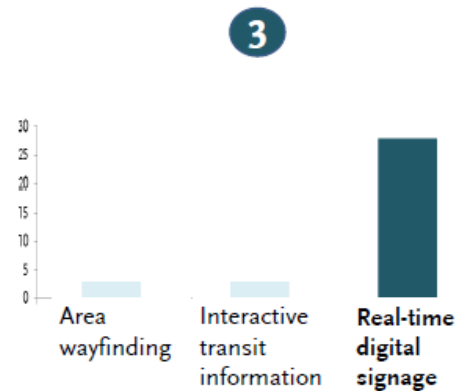
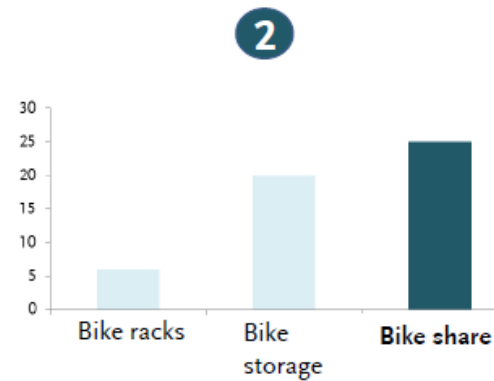
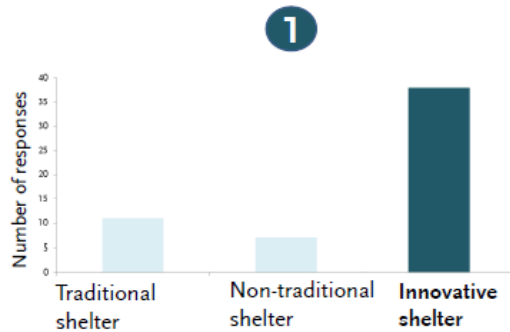
Outreach



On-site outreach meetings targeted the users of the bus stops

- Meeting 1:
 - November 2016
 - Gathered input from patrons on priorities for the site
- Meeting 2:
 - February 2018
 - Shared the design of the site with patrons
 - Gathered input on station name

Outreach

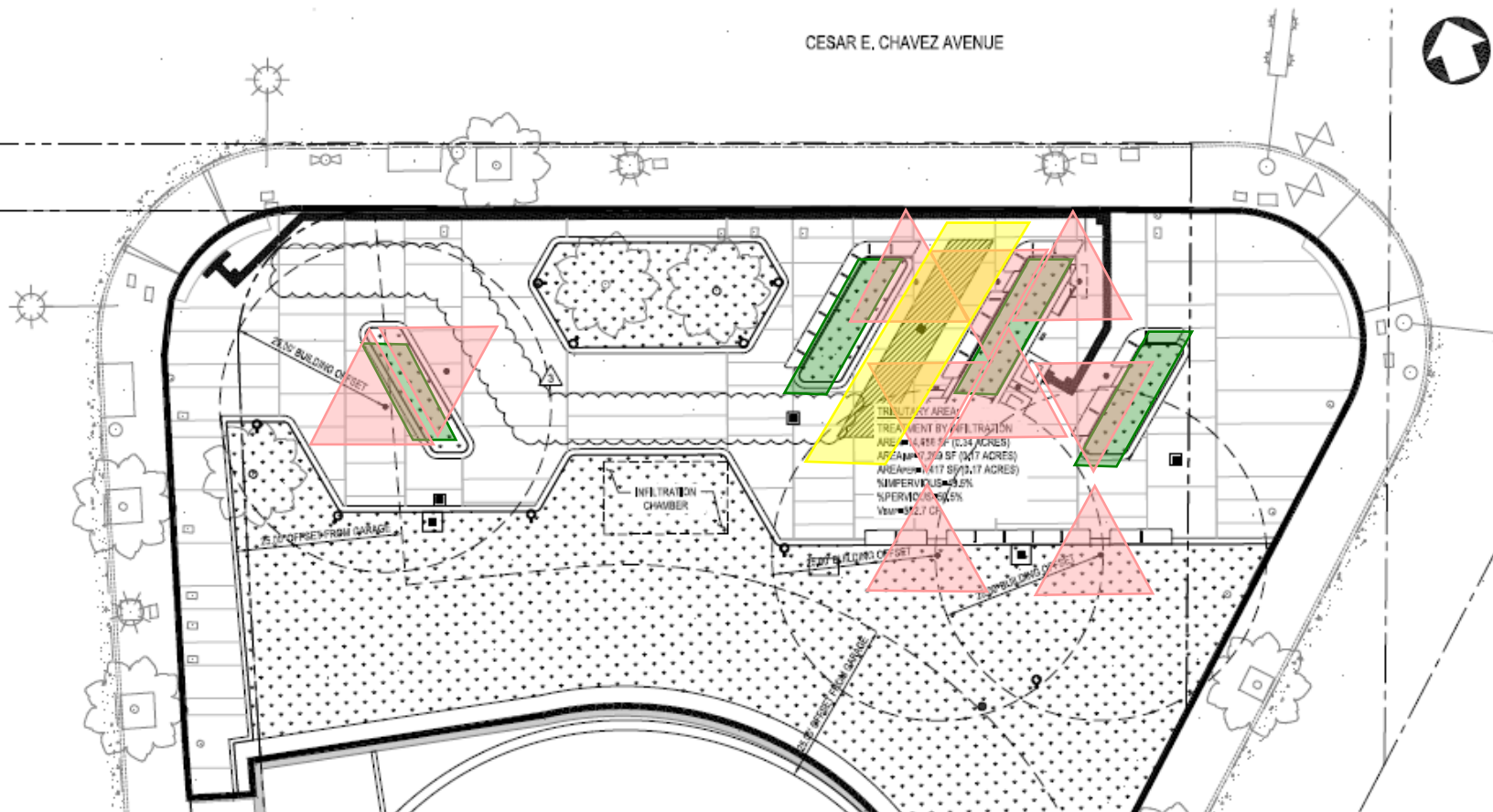


Proposed Design





Rainwater catchment



Schedule / Next Steps



- Early 2019:
 - Award construction contract
 - Begin construction
- Late 2019:
 - Complete construction
- Early 2020:
 - Close out grant