

Metro

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



Agenda - Final

Thursday, July 25, 2019

10:00 AM

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

Board of Directors - Regular Board Meeting

*James Butts, Chair
Eric Garcetti, Vice Chair
Hilda Solis, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Sheila Kuehl
Ara Najarian
Mark Ridley-Thomas
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 must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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

LIMITED ENGLISH PROFICIENCY

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



323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

ភាសាជប៉ុន

HELPFUL PHONE NUMBERS

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

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

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 11, 12, 13, 14, 15*, 18, 22, 23, 24, 25, 33, 34, 40, 41, 42, 43 and 44

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

*Item requires 2/3 vote

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2019-0535](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held June 27, 2019.

Attachments: [Regular Board Meeting MINUTES -June 27, 2019](#)

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

11. **SUBJECT: ADOPTION OF MICRO MOBILITY VEHICLES PILOT PROGRAM AT METRO STATIONS** [2019-0085](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the 2-year Micro Mobility Vehicles Pilot Program at Metro stations; and
- B. AMENDING Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B) in support of the implementation of the Micro Mobility Vehicles Pilot Program.

Attachments: [Attachment A - Metro Parking Ordinance](#)
[Attachment B - Metro Parking Rates and Permit Fee Resolution](#)
[Attachment C - Micro Mobility Vehicle Feasible Location List Presentation](#)

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

- 12. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT**

[2019-0218](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of \$6,476,982, increasing the total contract value from \$21,529,734 to \$28,006,716; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$647,698, increasing the total authorized CMA amount from \$1,828,422 to \$2,476,120 to support additional environmental assessment work.

Attachments: [Attachment A - WSAB Alignment Map](#)
[Attachment B - WSAB Freight Interface](#)
[Attachment C - Procurement Summary](#)
[Attachment D - Contract Modification Log](#)
[Attachment E - DEOD Summary](#)
[Presentation](#)

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

- 13. SUBJECT: COUNTYWIDE CALL FOR PROJECTS**

[2019-0461](#)

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING \$11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining \$1.3 million in RESERVE;
- C. AUTHORIZING the CEO to:

1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
1. City of Burbank - San Fernando Bikeway (#F1502);
 2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
 3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
 4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
 5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and
- E. RECEIVING AND FILING:
1. Time extensions for 63 projects shown in Attachment D;
 2. Reprogramming for eight projects shown in Attachment E; and
 3. Update on future countywide Call considerations

Attachments: [Attachment A - FY 2019-20 Countywide Call Recertification](#)
[Attachment B - FY 2018-19 Countywide Call Deobligation](#)
[Attachment C - Background Discussion of Each Recommendation](#)
[Attachment D - FY 2018-19 CFP Extension List](#)
[Attachment E - FY 2018-19 Countywide Call Reprogram](#)
[Attachment F - Result of TAC Appeals Process](#)

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

14. SUBJECT: PROGRAM ADDITIONAL FUNDS FOR I-10 HOV LANES PROJECT [2019-0466](#)

RECOMMENDATION

APPROVE:

- A. \$10,910,051 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds savings in the I-10 High Occupancy Vehicle (HOV) Lanes Project from I-605 to Puente Avenue (Segment 1) to be programmed to pay for the cost increase in the I-10 HOV Lanes Project from Puente Avenue to Citrus Avenue (Segment 2); and
- B. an additional \$836,000 in CMAQ Funds for the cost increase in Segment 2.

Attachments: [Attachment A - I-10 Express Lanes Extension Board Reprot File # 2019-0129](#)

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

15. SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT

[2019-0490](#)

RECOMMENDATION

CONSIDER:

A. FINDING that use of a Pre-Development Agreement (PDA) approach pursuant to Public Utilities Code Section 130242 will achieve certain private sector efficiencies in the integration of the planning, design, and construction of the Sepulveda Transit Corridor Project (Project); and

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

B. APPROVING the solicitation of PDA contract(s) with up to two responsible proposer(s), pursuant to Public Utilities Code Section 130242(e), with the proposer(s) chosen by utilizing a competitive process that employs objective selection criteria (in addition to price).

Attachments: [Presentation](#)

FINANCE, BUDGET AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

18. SUBJECT: CUSTODIAL BANKING SERVICES

[2019-0172](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed-unit rate Contract No. PS133590000 to US Bank N.A. for custodial banking services in an amount not to exceed \$1,003,370 inclusive of two, one year options, effective October 1, 2019, subject to resolution of protest(s), if any.

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

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

22. SUBJECT: NEXTGEN REGIONAL SERVICE CONCEPT

[2019-0460](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Regional Service Concept, which is the framework for restructuring Metro's bus routes and schedules for NextGen and includes:
1. Goals and objectives of the new bus network;
 2. Measures of success;
 3. Route and network design concepts based on public input and data analysis;
 4. Framework for balancing tradeoffs that consider Metro's Equity Platform; and
- B. FOLLOWING approval by all five Regional Service Councils, the Board shall then approve the final NextGen Service Plan.

Attachments: [Attachment A - Existing Service Evaluation](#)
[Attachment B - NextGen Public Engagement Summary](#)
[Attachment C - NextGen Working Group - Equity Platform in Action](#)
[Attachment D - Transit Propensity Score](#)
[Attachment E - Route and Segment Performance](#)
[Attachment F - Service Design Concepts](#)
[Presentation](#)

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

23. SUBJECT: MEMBERSHIP ON METRO'S SERVICE COUNCILS

[2019-0442](#)

RECOMMENDATION

APPROVE Diane Velez for membership on Metro's San Gabriel Valley Service Council.

Attachments: [Attachment A - Listing of Qualifications 7-18-2019](#)
[Attachment B - Nomination Letter 7-18-2019](#)

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

- 24. SUBJECT: A650 HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM** [2019-0151](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE the Life-of-Project (LOP) budget to Contract No. A650-2015, for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), by \$6,047,723 increasing the total Life-of-Project (LOP) budget from \$99,061,908 to \$105,109,632;
- B. EXECUTE Contract Modification No. 4 to Contract No. A650-2015, with Talgo Inc., for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), for the truck frame inspection and repair services in the firm-fixed price amount of \$5,054,030; and
- C. EXECUTE Contract Modifications under this Contract for up to \$1,000,000 per Contract Modification.

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

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

- 25. SUBJECT: ENTERPRISE ASSET MANAGEMENT SYSTEM** [2019-0373](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life of Project (LOP) Budget for the Enterprise Asset Management (EAM) Project, capital project number 207155, in the amount of \$45,800,000;
- B. AUTHORIZING the Chief Executive Officer to award a 37-month, firm fixed price Contract No. PS51755000 to 21Tech LLC, in the amount of \$10,205,207 for the Enterprise Asset Management System Software Acquisition and Software Support Services, subject to the resolution of any properly submitted protest(s), if any; and

-
- C. APPROVING Contract Modification Authority specific to Contract No. PS51755000 in the amount of \$2,041,041 or 20% of the total contract value, to cover the costs of any unforeseen services or license fees that may be necessary to complete this phase of the project.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary EAM](#)
 [Attachment C - Capital Project 207155](#)

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

- 33. SUBJECT: I-5 SOUTH CAPACITY ENHANCEMENTS FROM ORANGE COUNTY LINE TO I-605** [2019-0376](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 106 (CCO 106) by the California Department of Transportation (Caltrans) for the construction contract of Segment 2 (Valley View) of the I-5 South Capacity Enhancements Project from I-605 to Orange County Line (Project) under Funding Agreement No. MOU.P0004292, Amendment No. 3, in the amount of up to \$983,655 within the overall corridor Life of Project (LOP) budget.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0-1):

- 34. SUBJECT: AIRPORT METRO CONNECTOR** [2019-0480](#)

RECOMMENDATION

AUTHORIZE:

- A. The Chief Executive Officer to execute a 5-year cost-plus fixed fee Contract No. PS58330MC075 with KDG+DE Construction Support Services to provide Construction Support Services for the Airport Metro Connector (AMC) 96th Street Transit Station Project, in an amount not-to-exceed \$25,943,154.86 and exercise 2 one-year options, when deemed appropriate; and
- B. Contract Modification Authority in the amount of \$5,188,630.97 or 20% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(3-0):

- 40. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL [2019-0500](#)**
APPOINTMENTS

RECOMMENDATION

APPOINT the Conference Of Minority Transportation Officials (COMTO) SoCal to the Transportation Business Advisory Council.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(3-0):

- 41. SUBJECT: FEDERAL LEGISLATION [2019-0511](#)**

RECOMMENDATION

ADOPT staff recommended position:

- A. House Resolution 2723 (Lowenthal) - Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act **SUPPORT**

Attachments: [Attachment A - H R 2723 \(Lowenthal\)](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(3-0):

- 42. SUBJECT: METRO CLIMATE ACTION AND ADAPTATION PLAN [2019-0489](#)**

RECOMMENDATION

ADOPT the Metro Climate Action and Adaptation Plan.

Attachments: [Attachment A - Draft Final 2019 CAAP](#)
[Attachment B - Sustainability Council Comments and Responses Log](#)
[Presentation](#)

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

43. SUBJECT: METRO FREEWAY SERVICE PATROL

[2019-0208](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS58039000 for Metro Freeway Service Patrol (FSP) Regional light duty towing services Region 1 to Kenny's Auto Service, in an amount not to exceed \$20,936,369 for 52 months, subject to resolution of protest(s), if any; and,
- B. AWARD a firm fixed unit rate Contract No. FS58039001 for Metro Freeway Service Patrol (FSP) regional light duty towing services Region 2 to Platinum Tow and Transport in an amount not to exceed \$24,006,823 for 52 months, subject to resolution of protest(s), if any; and,
- C. INCREASE Contract Modification Authority (CMA) to 29 existing Freeway Service Patrol contracts as delineated below for a total amount of \$14,521,000 thereby increasing the CMA amount from \$11,161,294 to \$25,682,294 and extend the periods of performance as follows:
 - Beat no. 1: All City Tow Contract No. FSP2828200FSP141, for \$219,000 for 8 months
 - Beat no. 2: Citywide Towing Contract No. FSP2785600FSP142, for \$258,000 for 9 months
 - Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$849,000 for 9 months
 - Beat no. 4: Frank Scotto Towing Contract No. FSP2788200FSP144, for \$237,000 for 9 months
 - Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$320,000 for 11 months
 - Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$338,000 for 11 months
 - Beat no. 8: Citywide Towing Contract No. FSP2825800FSP148, for \$293,000 for 9 months
 - Beat no. 9: Frank Scotto Towing Contract No. FSP3470000B9, for \$394,000 for 11 months
 - Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for \$365,000 for 12 months
 - Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for \$796,000 for 12 months
 - Beat no. 13: Reliable Delivery Service Contract No. FSP2831500FSP1413, for \$440,000 for 7 months
 - Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$241,000 for 9.5 months

-
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$695,000 for 14.5 months
 - Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$211,000 for 12 months
 - Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for \$153,000 for 12 months
 - Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$275,000 for 11 months
 - Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for \$99,000 for 11 months
 - Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$266,000 for 9 months
 - Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for \$292,000 for 11 months
 - Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for \$288,000 for 11 months
 - Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$690,000 for 11 months
 - Beat no. 38: Steve's Towing Contract No. FSP38468001438, for \$106,000 for 11 months
 - Beat no. 39: Jon's Towing Contract No. FSP3470400B27/39, for \$253,000 for 9.5 months
 - Beat no. 41: T.G. Towing, Inc. Contract No. FSP2760200144, for \$322,000 for 8 months
 - Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$290,000 for 11 months
 - Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$828,000 for 9.5 months
 - Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for \$920,000 for 7 months
 - Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for \$932,000 for 6 months
 - Region 1: Kenny's Auto Service Contract No. FSP13-R1, for \$3,151,000 for 9 months

Attachments: [Attachment A - Procurement Summary \(Regions 1 & 2\)](#)
[Attachment B - Procurement Summary \(Various Beats\)](#)
[Attachment C - Contract Modification Authority Summary](#)
[Attachment D - Contract Modification Log](#)
[Attachment E - DEOD Summary](#)
[Attachment F - FSP Region 1 & 2 Beat Map](#)

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

- 44. SUBJECT: GOLD LINE P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS OVERHAUL** [2019-0483](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA62488000 to AmeTrade, Inc., DBA AmePower, Inc., for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS). This award is a not-to-exceed amount of \$2,509,943, subject to resolution of protest(s), if any.

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

NON-CONSENT

- 3. SUBJECT: REMARKS BY THE CHAIR** [2019-0565](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

- 4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2019-0566](#)

RECOMMENDATION

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

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

- 5. SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY** [2019-0429](#)

RECOMMENDATION

RECEIVE AND FILE status report on Motion 47 from the July 2017 Board of Director's meeting regarding the Metrolink Antelope Valley Line study (Refer to Attachment A).

Attachments: [Attachment A - July 2017 Board Motion 47](#)
[Attachment B - Antelope Valley Line Study Presentation](#)
[Presentation](#)

5.1 SUBJECT: ANTELOPE VALLEY LINE MOTION

[2019-0571](#)

APPROVE Motion by Directors Barger, Najarian, Krekorian and Solis that the Board:

- A. Support implementation of Scenarios 1 through 3, as detailed in the Antelope Valley Line Study, and prioritize the Balboa Siding Project so as to open up the expedited delivery of hourly commuter rail service between North Los Angeles County and Los Angeles Union Station;
- B. Direct the CEO and staff to coordinate with Metrolink on the implementation of Scenarios 1 through 3 and the inclusion and prioritization of the capital projects detailed therein as part of Metrolink's SCORE program;
- C. Authorize the programming of \$6.6 million in unprogrammed FY18-22 Multi-year Subregional Programming (MSP) Transit Program funds and \$6.15 million in FY23 MSP Transit Program funds from the North County Subregion, in order to bring the capital projects included in Scenarios 1 through 3 to "shovel-ready" status, and direct the CEO to report back to the Board in October with project development plans, cash flow considerations, and associated operating costs;
- D. Direct the CEO to coordinate with Metrolink on a discretionary grant strategy, and with the North County Subregion on additional local funding options that could be leveraged, to fully fund the remaining construction costs of the capital projects included in Scenarios 1 through 3, and include an update in the October report back to the Board;
- E. Support the implementation of a diesel, electric, battery electric, or hybrid multiple unit train pilot program on the Antelope Valley Line and direct the CEO to coordinate with Metrolink in the pursuit of grant funding opportunities that focus on the offsetting of mobile source pollution in order to implement the pilot program, and;
- F. Direct the CEO to work in partnership with Metrolink to engage appropriate state agencies and the private sector on additional strategies in order to implement the above directives and unlock the service potential of the Antelope Valley Line, in support of the integrated service goals laid out in the State Rail Plan.

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

10. SUBJECT: LOS ANGELES - GLENDALE - BURBANK FEASIBILITY STUDY [2019-0509](#)

RECOMMENDATION

RECEIVE AND FILE report on Item #9 at the October 2016 Board Meeting regarding the Los Angeles - Glendale - Burbank Feasibility Study.

Attachments: [Attachment A - Board Report.pdf](#)
[Attachment B - LAGB Corridor Map.pdf](#)
[Attachment C - LAGB Options Results Summary.pdf](#)
[Presentation](#)

22.1 SUBJECT: NEXTGEN BUS SPEED ENGINEERING WORKING GROUP [2019-0572](#)

APPROVE Motion by Directors Bonin, Garcetti, Krekorian, Solis and Garcia that the Board direct the CEO to:

- A. Develop a list of priority bus-supportive infrastructure projects needed to support the NextGen bus service plan, with an emphasis on near-term improvements that can be implemented concurrently with each phase of NextGen;
- B. Form a NextGen Bus Speed Engineering Working Group co-chaired by the Metro CEO and the General Manager of the Los Angeles Department of Transportation, or their designees, and establish a regular meeting schedule, at least monthly;
- C. Assess the need for coordination with additional local jurisdictions and municipal operators where bus delay hotspots exist; and
- D. Report back to the Operations, Safety, and Customer Experience Committee on the above in October 2019, and quarterly thereafter.

22.2 SUBJECT: NEXTGEN REGIONAL SERVICE CONCEPT [2019-0573](#)

APPROVE Motion by Directors Hahn, Solis, Garcetti, Bonin and Krekorian that the Board direct the CEO:

- A. Create an action plan to implement the following improvements in anticipation of NextGen:
 - a. Strategies to accelerate the ongoing initiatives of “All-Door Boarding” and vinyl seat installation;

- b. Improved integration between Metro and Municipal Bus Operators in regards to the TAP wallet and flexibility of loading money;
 - c. Installing real-time arrival electronic displays on high-performing bus routes;
 - d. Incentivizing respective city agencies to expand the number of bus shelters, particularly on high-performing bus lines;
- B. Report back on the potential timeline to completion for each of those initiatives, including a cost/benefit analysis of accelerating those improvements to coincide with the first rollout of the NextGen Bus system changes;
- C. Report back on efforts to ensure network and schedule integration with municipal operators;
- D. Report back to the Board on all of the above at the November/December 2019 Board meeting.

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

32. SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

[2019-0202](#)

RECOMMENDATION

AUTHORIZE:

- A. the Chief Executive Officer to negotiate and execute a cost-plus fixed fee Contract No. AE58083E0129 with Gannett Fleming to perform professional services including design advancement for the design build delivery process, support during the solicitation process, and design support during construction for the East San Fernando Valley Transit Corridor Project in an amount not-to-exceed \$61,974,852, subject to resolution of any protests; and
- B. Contract Modification Authority in the amount of \$12,394,970 (20% of the not-to-exceed contract value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

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

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

- 35. SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) [2019-0502](#)**
CONSULTANT SERVICE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to NEGOTIATE and EXECUTE:

- A. A three-year cost plus fixed fee type contract for AE59600 with HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, plus two one-year options. The amount for the three-year base contract is \$50,000,000 and the amount for the two one-year options is \$20,000,000 for a total contract value not to exceed \$70,000,000; subject to resolution of protest(s), if any; and
- B. Individual Task Orders and modifications within the Board approved contract amount.

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

**CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING WITHOUT
RECOMMENDATION:**

- 36. SUBJECT: METRO GOLD LINE EXTENSION TO CLAREMONT [2019-0528](#)**

RECOMMENDATION

DIRECT the Chief Executive Officer to:

- A. Finalize negotiations with the Gold Line Foothill Extension Construction Authority (Construction Authority) for Metro to commit \$126 million in order to ensure the extension of the Foothill Alignment to Pomona station; and
- B. Apply the San Gabriel Valley Subregional Equity funds to offset the Gold Line to Pomona shortfall.

45. SUBJECT: I-710 SOUNDWALL PACKAGE 3 PROJECT [2019-0477](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) and site improvements within the TCE area from the property identified as 3128 Gale Avenue, Long Beach, CA 90810, CPN-80964 (APN: 7312-021-009).

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

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

46. SUBJECT: I-5 NORTH MANAGED LANES PROJECT [2019-0487](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. ADOPTING Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) from the properties identified as Parcels: CPN 80856-1 (APN: 2861-071-009) and CPN 81196-1 (APN: 2861-071-008).

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

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

47. SUBJECT: SUPPORT OF DESTINATION CRENSHAW PROJECT ON METRO OWNED PROPERTY ALONG THE CRENSHAW/LAX LINE PROJECT [2019-0575](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to enter into a Memorandum of Agreement (MOA) with the City/County of Los Angeles for funding and support of the Destination Crenshaw Project;

- B. APPROVING funding request for the construction of Destination Crenshaw's proposed Sankofa Park in an amount not to exceed \$15,000,000 and related staff support time; and
- C. AMENDING the FY20 Adopted Budget in the amount of \$15,000,000.

Attachments: [Attachment A - Metro-Owned Property Map Overview](#)
[Attachment B - Sankofa Park Site Plan and Renderings:](#)
[Attachment C - IAM Park Site Plan and Renderings](#)
[Attachment D - Slauson Avenue Park Site Plan and Renderings](#)
[Attachment E - Proposed Budget Summary](#)

END OF NON-CONSENT ITEMS

48. **SUBJECT: CLOSED SESSION**

[2019-0567](#)

RECOMMENDATION

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.(d)(1)

- 1. Monica Boen v. LACMTA, LASC Case No. BC653198
- 2. Bing Kun Wei v. LACMTA, LASC Case No. BC690957
- 3. Beverly Hills Unified School District v. Federal Transit Administration, et al.,USDC Case No. CV-18-716-GW(SSx)
- 4. Nathan Flowers v. LACMTA, LASC Case No. BC515136

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

- 1. Property Description: Parcel Nos. RC-469, 470, 472, 477, 486, 488, 489, and 490
Agency Negotiator: Velma C. Marshall
Negotiating Party: City of Los Angeles
Under Negotiation: Price and terms
- 2. Property Description: 9397 Wilshire Boulevard/160 N. Canon Drive, Beverly Hills
Agency Negotiator: Velma C. Marshall
Negotiating Party: New Pacific Canon, LLC
Under Negotiation: Price and terms
- 3. Property Description: 2010 Century Park East, Los Angeles

Agency Negotiator: Velma C. Marshall
Negotiating Party: Pacific Bell Telephone Company (AT&T)
Under Negotiation: Price and terms

4. Property Description: 1940 Century Park East, Los Angeles
Agency Negotiator: Velma C. Marshall
Negotiating Party: Gillis Family Partnership, et al.
Under Negotiation: Price and terms

5. Property Description: 14743 Keswick Street, LLC and Shabtay
Investments, LLC
Agency Negotiator: Craig Justesen
Negotiating Party: Shawn Shabtay
Under Negotiation: Price and terms

C. Public Employee Performance Evaluation - G.C 54957
Title: Chief Executive Officer

SUBJECT: GENERAL PUBLIC COMMENT

[2019-0564](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2019-0535, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JULY 25, 2019**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held June 27, 2019.

Metro

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



MINUTES

Thursday, June 27, 2019

9:30 AM

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

Board of Directors - Regular Board Meeting

Directors Present:

Sheila Kuehl, Chair

James Butts, Vice Chair

Kathryn Barger

Mike Bonin

Jacquelyn Dupont-Walker - Via Telephone*

John Fasana

Robert Garcia

Janice Hahn

Mark Ridley-Thomas

Hilda Solis

Mark Archuleta, non-voting member

Phillip A. Washington, Chief Executive Officer

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

CALLED TO ORDER AT: 10:06 A.M.

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 10, 44, 12, 13, 14, 15, 16, 17, 23, 24, 26, 27, 28, 31, 32, 33, 37, 39, 42.

Consent Calendar items were approved by one motion except Item 11 which failed on the initial vote.

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

2. **SUBJECT: MINUTES** 2019-0454

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held May 23, 2019.

3. **SUBJECT: REMARKS BY THE CHAIR** 2019-0513

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2019-0514

RECEIVED report by the Chief Executive Officer.

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

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

2019-0070

APPROVED ON CONSENT CALENDAR:

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

7. SUBJECT: SOUNDWALL PROGRAM FUNDING, PACKAGE 10

2018-0660

APPROVED ON CONSENT CALENDAR:

- A. PROGRAMMING an additional \$968,356 for Soundwall Package 10 (Project); and
- B. AUTHORIZING the Chief Executive officer to execute a Funding Agreement with Caltrans to add \$968,356 to Soundwall Package 10 to cover the Supplemental NBSSRs, PS&E and Right of Way expenses for the Project to date.

8. SUBJECT: PROGRAM FUNDS FOR SOUNDWALL PACKAGES 12, 13 AND 14

2019-0244

APPROVED ON CONSENT CALENDAR \$3,000,000 in programming for Phase I, Priority 2, Soundwall Packages 12, 13 and 14 Project Initiation/Project Approval Documents.

10. SUBJECT: HIGHLAND PARK BUSINESS IMPROVEMENT DISTRICT 2019-0246

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

11. SUBJECT: INFORMATION TECHNOLOGY SERVICES BENCH 2019-0293

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer to:

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

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

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

12. SUBJECT: FY20 AUDIT PLAN 2019-0254

ADOPTED ON CONSENT CALENDAR the FY20 Proposed Audit Plan.

13. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM 2019-0182

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

14. SUBJECT: FISCAL YEAR 2020 TRANSIT FUND ALLOCATIONS 2019-0243

APPROVED ON CONSENT CALENDAR:

A. \$2.4 billion in FY20 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;

(continued on next page)

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

**15. SUBJECT: LOCAL RETURN PROPOSITION C AND MEASURE R 2019-0366
CAPITAL RESERVE**

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

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

**16. SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 2019-0386
8 FUND PROGRAM**

ADOPTED ON CONSENT CALENDAR:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2019-20 Transportation Development Act (TDA) Article 8 funds estimated at \$28,747,096 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$164,382 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,862,652 and \$6,756,613 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$9,170,814 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$5,792,635 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

17. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2020 BUDGET

2019-0423

APPROVED ON CONSENT CALENDAR:

A. local and federal funding request for Access Services (Access) in an amount not to exceed \$103,425,544 for FY20. This amount includes:

- Local funds for operating and capital expenses in the amount of \$97,870,848;
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,266,696;
- Programming of Federal Surface Transportation Block Grant (STBG) Program funds for operating expenses in the amount of \$3,288,000; and

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

18. SUBJECT: LONG RANGE TRANSPORTATION PLAN UPDATE

2018-0819

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

A. Draft Baseline Understanding Framework; and

B. Draft Values Framework.

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

18.1 SUBJECT: DEFINING EQUITY FOCUS COMMUNITIES

2019-0516

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

- A. Adopt Equity Focus Communities as a working definition under the first pillar of the Equity Platform;
- B. Utilize this definition of Equity Focus Communities to evaluate scenarios in planning efforts currently underway, including NextGen and Congestion Pricing, along with supplemental metrics if necessary and appropriate;

(continued on next page)

(Item 18.1 – continued from previous page)

C. Continue to refine the definition and applicability of Equity Focus Communities through the development of the LRTP and in consultation with the Policy Advisory Council and Chief Equity Officer.

D. Report back to the Board on the status of hiring the Chief Equity Officer.

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

22. SUBJECT: TRANSIT TO PARKS STRATEGIC PLAN

2018-0774

ADOPTED AS AMENDED the Transit to Parks Strategic Plan.

22.1 SUBJECT: TRANSIT TO PARKS AMENDING MOTION

2019-0532

APPROVED Motion by Directors Kuehl, Solis, Fasana, Barger and Garcetti that the Board direct the CEO to:

1. Designate a Metro Transit to Parks liaison responsible for internal and external coordination of Transit to Parks Strategic Plan activities and monitoring.
2. Create marketing and promotional materials for existing and future transit lines serving parks and open space areas including a web based access tool, identifying transit routes to public lands.
3. Perform outreach to Councils of Government (COGs), parks organizations, municipal operators and other partner agencies to promote the Transit to Parks Strategic Plan as a resource and encourage funding and implementation partnerships.
4. Collaborate with the Los Angeles County Open Space District by contributing \$1 million in funding to create a grant program for cities and non-profits to fund transit to parks programs and initiatives.
5. Pursue discretionary funding opportunities for Transit to Parks Strategic Plan activities including providing grant writing assistance to eligible partner agencies and non-profits.
6. Collaborate with County of Los Angeles Department of Parks and Recreation to determine a baseline number of Los Angeles County residents who lack a 10 minute walk or ride to a park. Support County of Los Angeles Parks in updating that data in congruence with the LA County Park Needs Assessment every 5-8 years.
7. Utilize the Transit to Parks Strategic Plan as a guiding document in the development of a Regional Service Concept through the NextGen Bus Study.
8. Utilize the information contained in this board report and accompanying study in the formation of the recommendations to integrate transit-to-parks planning into 28x28 and Measure M project planning.
9. Report back to the Board every 6 months with status updates.

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

23. SUBJECT: DIVISION 6 DEVELOPMENT GUIDELINES

2019-0123

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

**24. SUBJECT: FIRST/LAST MILE PLANS: AVIATION/96TH ST. STATION 2019-0170
AND GOLD LINE FOOTHILL EXTENSION 2B**

APPROVED ON CONSENT CALENDAR:

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

26. SUBJECT: LINK UNION STATION PROJECT

2019-0420

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 the State of California Clearinghouse;
- C. ADOPTING the:
 - 1. Findings of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) and
 - 2. Mitigation Monitoring and Reporting Plan (MMRP).

**27. SUBJECT: FEDERAL FUNDING EXCHANGE WITH COUNTY OF LOS 2019-0424
ANGELES ON STATE ROUTE 126/COMMERCE CENTER
DRIVE INTERCHANGE PROJECT**

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

28. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK **2019-0430**

APPROVED ON CONSENT CALENDAR:

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

30. SUBJECT: ORAL REPORT ON NEW BLUE PHASE 2 SERVICE UPDATE **2019-0147**

RECEIVED oral report on New Blue Phase 2 Service Update.

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

31. SUBJECT: MEMBERSHIP ON METRO SERVICE COUNCILS **2019-0268**

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

32. SUBJECT: ENGINE OIL FOR METRO BUS FLEET **2019-0235**

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

33. SUBJECT: A650-2015, HEAVY RAIL VEHICLE MODERNIZATION AND CRITICAL COMPONENT REPLACEMENT PROGRAM **2019-0152**

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

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

**34. SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION 2019-0262
MAINTENANCE, AND TRASH AND VEGETATION
REMOVAL SERVICES**

AUTHORIZED the Chief Executive Officer to:

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

(continued on next page)

(Item 34 – continued from previous page)

D. EXECUTE Modification No. 8 to Contract No. OP3638300, for Region 4 with Parkwood Landscape Maintenance, Inc., to provide graffiti abatement, landscape and irrigation maintenance, and trash and vegetation removal services throughout Metro Blue Line (MBL), Harbor Transitway (HTW), IROWs and various bus and rail locations within the geographical area specified as Region 4, to exercise option year two in the amount of \$4,688,234.16, increasing the total contract value from \$16,932,886.64 to \$21,621,120.80 and extending the contract term from October 1, 2019 to September 30, 2020.

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

**34.1 SUBJECT: GRAFFITI ABATEMENT, LANDSCAPE AND IRRIGATION 2019-0518
MAINTENANCE AND TRASH AND VEGETATION
REMOVAL SERVICES**

APPROVED Motion by Director Solis that the Board direct the CEO to:

- A. Explore utilizing organizations that employ at-risk youth such as conservation corps as part of the contract modifications being requested; and
- B. Report back in July 2019 on Directive A.

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

37. SUBJECT: INSPECTION OF STRUCTURES CONTRACT 2019-0064

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to execute a seven-year firm fixed price Contract No. AE133246000, with Alta Vista Solutions for the inspection of Metro structures including light rail, roadway, bikeway, and busway bridges, elevated stations, subway tunnels, and retaining walls comprising a base term of five years in the amount of \$6,248,047; two, one-year options in the amount of \$665,174 for option year one and \$1,318,399 for option year two, and \$130,223 for an additional 15 inspections to accommodate additional assets that may be brought on line during the life of the contract, for a combined total of \$8,361,846₃ subject to the resolution of protest(s), if any; and

(continued on next page)

(item 37 – continued from previous page)

- B. contract Modification Authority specific to Contract No. AE133246000 in the amount of \$1,672,369 or 20% of the total contract value, to cover any unforeseen issues that may arise during the course of the contract.

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

**38. SUBJECT: METRO PILOT CRENSHAW/LAX TRANSIT PROJECT 2019-0380
BUSINESS SOLUTION CENTER**

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS2890900 with Del Richardson & Associates, Inc. (DRA) for professional services to support the ongoing implementation of the Metro Pilot Crenshaw/LAX Transit Project Business Solution Center (BSC) in an amount not to exceed \$582,117, increasing the total contract value from \$949,008 to \$1,531,125 and extending the period of performance for up to two years; and
- B. RECEIVE AND FILE the status report of the Crenshaw/LAX BSC.

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

**38.1 SUBJECT: METRO PILOT CRENSHAW/LAX TRANSIT PROJECT 2019-0521
BUSINESS SOLUTIONS CENTER**

APPROVED AS AMENDED Motion by Hahn, Solis, Butts, Garcia, Najarian and Ridley-Thomas to direct the CEO to:

1. Transition the Metro Business Solutions Center from a pilot to a permanent program, and expand the program to all upcoming light rail projects in the Measure M pipeline.
2. Evaluate and measure the impact of the current Metro Business Solutions Center and identify areas of improvement.

(continued on next page)

(Item 38.1 – continued from previous page)

3. Propose a funding formula for the expanded Business Solutions Center, including the following equity criteria:
 - a. The estimated number of small and micro businesses impacted for each respective light rail project.
 - b. Percentage of businesses impacted that serve primarily low-income populations.
 - c. Number of businesses that operate in Disadvantaged Communities.

4. Coordinate with the Vendor/Contract Management to ensure that the expanded Metro Business Solutions Center complimenting Business Interruption Fund Program is properly timed according to each project's construction schedule working with the community based organization which will tailor the needs of the communities on the project corridors.

5. Request staff to report back in 90 days with implementation criteria and how it will be applied.

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

39. SUBJECT: METRO SUSTAINABLE ACQUISITION PROGRAM 2019-0397

AUTHORIZED ON CONSENT CALENDAR the implementation of an enterprise-wide Metro Sustainable Acquisition Program.

40. SUBJECT: STATE AND FEDERAL REPORT 2019-0046

RECEIVED AND FILED State and Federal Legislative Report and;

40.1 APPROVED amending motion by Directors Garcetti, Ridley-Thomas, Kuehl, Bonin and Barger that the Board direct the CEO to:

- A. Amend the 2019 State and Federal Legislative Programs to support legislation, initiatives, and programs for additional funding, services, and resources to address the current homelessness crisis, including any opportunities for direct assistance to Metro and partner agencies; and

- B. Report quarterly on Metro's homelessness efforts beginning in the September 2019 Board cycle.

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

41. SUBJECT: STATE LEGISLATION

2019-0455

ADOPTED revised staff recommended position:

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

OPPOSE UNLESS AMENDED

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

42. SUBJECT: FEDERAL LEGISLATION

2019-0457

ADOPTED ON CONSENT CALENDAR staff recommended position:

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

WORK WITH AUTHOR

45. SUBJECT: BOARD OFFICERS

2019-0476

ELECTED Director Solis as 2nd Vice Chair.

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

46. SUBJECT: DESTINATION CRENSHAW

2019-0517

RECEIVED oral report on Destination Crenshaw.

46.1 SUBJECT: OPPORTUNITIES TO COORDINATE AND SUPPORT IMPLEMENTATION OF DESTINATION CRENSHAW ALONG THE CRENSHAW/LAX LINE

2019-0533

APPROVED Motion by Directors Ridley-Thomas, Garcetti, Kuehl and Dupont-Walker to request that the Chief Executive Officer report back to the Metro Board of Directors during the July 2019 board cycle with a strategy on how best to support implementation of the *Destination Crenshaw* project in a manner that is cohesive with the final stages of construction of the Crenshaw/LAX Line. Specific attention should be given to the feasibility of supporting the development of the improvements located on Metro-owned or adjacent sites, and in partnership with Metro Joint Development projects, consistent with the *Destination Crenshaw* vision.

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

47. SUBJECT: LOS ANGELES COUNTY MICRO-MOBILITY REVIEW

2019-0520

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

1. Program locations, as well as locations no longer being served, including demographics of populations served;
2. Discount programs and percentage of riders using each such program;
3. Methods of payment (credit card, cash, etc.);
4. How these programs are integrated into each other and into TAP;
5. Rider safety statistics (reported minor and severe injuries or fatal crashes);
6. System size (numbers of vehicles and coverage) and characteristics of the sponsoring agency (size of city or value of parent company, etc.);
7. Equipment lifecycle (lifespan of vehicles, rates of equipment loss through theft or vandalism, waste disposal practices, etc.);
8. For public systems: federal, state, and local funding sources available and their utilization;
9. Connectivity to bus and rail transit services; and,
10. Efforts by public agencies and private operators to launch public safety campaigns and encourage safe riding practices as it relates to bike and scooter share.

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

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

2019-0453

AUTHORIZED:

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

(continued on next page)

(Item 48 – continued from previous page)

B. the Chief Executive Officer to exercise the two one-year options in Contract PS26331; and

C. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

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

49. SUBJECT: CLOSED SESSION

2019-0515

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

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

APPROVED settlement in the amount of \$1,250,000.

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

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

1. Property Description: 1119-1137 E. Redondo Boulevard
Inglewood, CA 90302

Agency Negotiator: Craig Justesen

Negotiating Party: Maranatha Community Church, Inc.

Under Negotiation: Terms and Price

APPROVED settlement in the amount of \$1,537,030 for loss of business goodwill and non-movable improvements pertaining to realty (IPTR's) in the property located at 1123 E. Redondo Blvd., Inglewood, CA 90302 ("Property").

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

(continued on next page)

(Item 49 – continued from previous page)

C. Personnel Matters - G.C. 54957

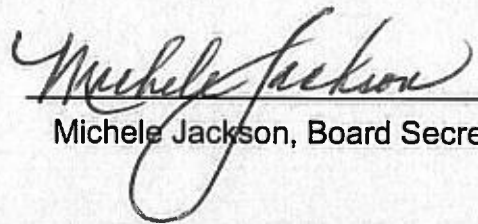
Public Employment
Title: Chief Ethics Officer

SELECTED Cindy Kim as Chief Ethics Officer. Salary and benefits will be negotiated and brought back to the Board in July for final action on the appointment.

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

ADJOURNED at 1:54 p.m.

Prepared by: Eric Chun
Administrative Analyst, Board Administration



Michele Jackson, Board Secretary



Board Report

File #: 2019-0085, File Type: Program

Agenda Number: 11.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019**

SUBJECT: ADOPTION OF MICRO MOBILITY VEHICLES PILOT PROGRAM AT METRO STATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the 2-year Micro Mobility Vehicles Pilot Program at Metro stations; and
- B. AMENDING Metro's Parking Ordinance (Attachment A) and Parking Rates and Permit Fee Resolution (Attachment B) in support of the implementation of the Micro Mobility Vehicles Pilot Program.

ISSUE

In September 2018, staff was directed to develop recommendations for permitting and regulating the operation of Micro Mobility Vehicles ("Vehicles") on Metro property. In order to ensure these Vehicles are parked and operated in a manner that does not impede or restrict pedestrian access while on all Metro properties, parking facilities, and right-of-way (ROW), staff introduced the proposed Vehicles Pilot Program ("Program") at the March 2019 Planning and Programming Committee meeting. The Board carried the item to April so that staff could provide additional outreach to Micro Mobility Operating Companies ("Operators"), provide revised pricing structure recommendation and to obtain further community comments prior to adoption. Accordingly, staff conducted additional outreach and research as directed by the Board.

This Board item brings the 2-year Vehicles Pilot Program to the Board for final adoption. An update to the Board is scheduled in six months.

BACKGROUND

Micro Mobility Vehicles, including e-scooters and dockless bicycles, are a new mode of transportation utilizing GPS-enabled smartphone applications for communication and tracking by operators and users.

Recently, the City of Los Angeles and a few other municipalities in Los Angeles County approved and

implemented pilot programs to regulate approximately 60,000 e-scooters and dockless bikes, the largest number of Micro Mobility vehicles in the country. Metro recognizes the importance and challenge of supporting the efforts of the City of Los Angeles and local jurisdictions throughout LA County to regulate rather than ban these vehicles as a mobility solution that may offer first and last mile connections to Metro stations. Managing these vehicles on Metro properties and ROW focuses on maintaining a clear path of travel for transit patrons, developing an organized parking system, operating safety for users, and providing equitable availability and access. The proposed Program has been developed to address these concerns and to work in tandem with local municipalities who have adopted regulations and caps on the number of permitted Vehicles.

DISCUSSION

The Program will authorize e-scooter and dockless bike share operations on Metro property, parking facilities, and ROW. The Program's concept is for Operators to lease spaces at Metro properties with a license agreement which requires Operators to be approved in the jurisdictions in which they are seeking to operate. This will prevent any conflict with the local jurisdictions' regulations.

Outreach, Surveys and Findings

Staff has engaged with Operators, local jurisdictions throughout Los Angeles County, and internal Metro departments to solicit comments on the development of the proposed Program. Staff performed additional outreach with community-based advocacy groups and presented the Program to all Regional Service Councils. Questionnaires regarding the implementation timeline have been conducted with the Operators. Staff has incorporated all the final comments and feedback from the aforementioned groups in the final version of the Program.

Amendment of Metro Parking Ordinance and Parking Rates and Permit Fee Resolution

As stated in the March and April 2019 Board items, e-scooters and dockless bike share bicycles are considered 'vehicles', thereby permitting Metro the right to regulate and enforce Operators. California Vehicle Code (CVC) 21113 gives Metro the authority to adopt its own parking ordinance to regulate Metro's ROW and parking facilities. Therefore, the regulation of the Program will reside in the non-automobile chapter of Metro Admin Code 8 (see Attachment A). Approving the amendment of the Metro Parking Ordinance will support the implementation of the Program.

The amendments recommended for the Parking Ordinance and Parking Rates include regulations covering the operations and parking of Micro Mobility Vehicles at Metro facilities and ROW. Regulations include, but are not limited to the following:

- Vehicles are prohibited from parking in ADA parking spaces and must maintain clearance of ADA access.
- Operators have two (2) hours to rectify incorrectly parked vehicles, with the exception of ADA violations.
- Vehicles parked in undesignated spaces or areas will not be considered lost and found but will be subject to terms of the license agreement for relocation or removal.
- All Operators must acquire an operating license agreement prior to the deployment and storage of Vehicles on Metro property, parking facilities, and ROW. Additionally, the number of Vehicles parked on Metro property will not be permitted to supersede local city and

- municipality rules and regulations.
- Vehicles must be parked upright in designated parking zones.

The amendment on the Parking Rates and Permit Fee Resolution include all the violation fines of the Program regulations (see Attachment B). Approving the Parking Rates and Permit Fee Resolution will support the enforcement of the regulation by issuing violations.

Program Fees and Projected Revenue

The Program will be administrated by license agreement. It is proposed that Operators select one of two licensing options, plus a one-time application fee of \$1,500 per license agreement to cover the cost of administering the Program and site visits.

Option 1: Allows the Operators to select any number of Metro stations, as long as the Operator is permitted to operate in the local jurisdiction. Each station has been classified as one of four types of station categories with potential space for the Program:

- Category 1 is a station with a feasible parking structure. This category is projected to have the lowest demand for parking Vehicles due to the availability of automobile parking. The proposed fee for this category is \$125 per station per month with approximately 61 stations.
- Category 2 is a non-feasible parking facility, but has ample real estate near or around the station. The proposed fee for this category is \$175 per station per month with approximately 24 stations.
- Category 3 is a station without a parking facility, but with sufficient space near or around the station to accommodate Vehicle parking. This category is projected to have the highest demand for Vehicle parking due to the absence of automobile parking. The proposed fee for this category is \$250 per station per month with approximately 14 stations.
- Category 4 is a station without a parking facility and without ample space to accommodate Vehicle parking; therefore, Metro will assist Operators with coordinating with the respective city or Los Angeles County for off-site parking near Metro property.

Attachment C illustrates all feasible locations characterized by Metro rail or bus line, the city it is located in, location category, and whether or not it is a disadvantaged community based on the CalEnviroScreen score. Operators will be invoiced on a monthly basis by the number of locations authorized by the license agreement.

Option 2: Allows the Operators to select a monthly flat rate of \$12,500 with access to approximately 100 stations. The proposed fee is based on Category 1's price structure (the lowest price structure) multiplied by the number of stations available, including Union Station.

Based on workshops and discussions, the cities with a lenient approach to enforcement had the most significant issues with compliance, therefore staff is proposing a violation fee of \$100 per occurrence to regulate behavior of the Operators and their users.

Based upon recent observations, Vehicles have been parking at 30 Metro stations. There are seven Operators who have expressed interest in participating in the Program. The fee structure and gross revenue is illustrated in the table below.

Location Category	Application Fee (one time)	Proposed Fee (per space, per month)	Number of locations per category	Proposed Violation Fee
Category 1	\$1,500	\$125	61	\$100
Category 2	\$1,500	\$175	24	\$100
Category 3	\$1,500	\$250	14	\$100
Category 4	N/A	N/A	N/A	\$100
Monthly Flat Rate Option	\$1,500	\$12,500	100	\$100
Revenue Estimation				
Revenue (one-time application fee)				\$10,500
Revenue (annual license agreement and violations)				\$600,000-\$1,050,000

Staff has conducted surveys with all seven Operators regarding the proposed fee structure. Five out of seven Operators responded that the proposed fee is acceptable, with one Operator expressing preference for per station fees rather than monthly flat fee as they are a regional Operator. One Operator advocated for a zero-cost license.

Program Implementation Time Line

Staff will begin conducting site visits and begin the application process in August 2019 with an anticipated launch of the Program in September 2019.

Report Back to the Board in 6 months

Once the Pilot Program is adopted, staff will move forward with implementation and will monitor its progress and obtain performance data. Staff will report back to the Board with an update six months after implementation.

EQUITY PLATFORM

By developing the Program, Metro will provide an additional affordable alternative First and Last mile option to connect with the Metro transit system. User data will be analyzed after implementation to develop recommendations to improve access to disadvantaged communities.

The outcome from meetings with community-based advocacy groups resulted in identifying concerns primarily with regard to safety and a desire to ensure there would be dedicated space to park the Vehicles. Comments also included the need to prioritize disadvantaged and low-income communities, a wish to establish a cap on the number of Vehicles available in affluent areas, and support for the use of Vehicles as another first and last mile option especially in areas considered to be underserved.

By Using the CalEnviroScreen 3.0 tool, staff was able to determine that the majority of the stations where Metro is considering implementing the Program are in disadvantaged communities. California

legislature established Senate Bill 535 (<https://oehha.ca.gov/calenviroscreen/sb535>), which defines “disadvantaged communities” as census tracts with CalEnviroScreen scores that are higher than 75% of all census tracts in the state. Using this definition, our findings indicate 70.6% of the stations available for Vehicle parking are in disadvantaged communities, with an average CalEnviroScreen score of 79.87%. Staff will monitor Vehicle parking to determine if stations in disadvantaged communities are underserved and determine adjustments to the Program, if necessary.

DETERMINATION OF SAFETY IMPACT

The adoption of the Program will have positive safety impacts on Metro employees and patrons through the enforcement of the license agreement and parking ordinance. Vehicles are anticipated to be parked in an organized manner and operated under safety rules.

FINANCIAL IMPACT

This is a revenue generating initiative. Annual gross revenue to Metro is estimated at \$600,000 through license agreements, application process and anticipated violations revenue with the proposed fee structure. Annual net revenue is projected at \$450,000, which considers estimated enforcement expenses at \$100,000 in labor and \$50,000 in equipment during the first year.

Impact to Budget

Enforcement expenses are anticipated to be absorbed by the current parking enforcement contract budget without an additional funding request or impact to budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system; and
3. Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the Program and ban Vehicles from Metro ROW, stations, and parking facilities. However, it is unlikely this will curb the incidence of Vehicles being left on Metro property. Without a Program, financial and staffing resources for abatement will be required without associated revenue. Vehicles are a regional presence that with proper regulation and enforcement have the ability to serve users as a viable first/last mile solution.

NEXT STEPS

Upon adoption of the Program, staff will begin coordinating station site visits and start the application process with Operators. Metro Parking Enforcement will begin preparing standard operating procedures and deployment of officers. Additional outreach will involve local jurisdictions that have authorized Vehicles to verify each Operators’ status. Staff will report back to the Board with updates

on the Pilot Program in six months.

ATTACHMENTS

Attachment A - Metro Parking Ordinance

Attachment B - Metro Parking Rates and Permit Fee Resolution

Attachment C - Micro Mobility Vehicles Feasible Stations List

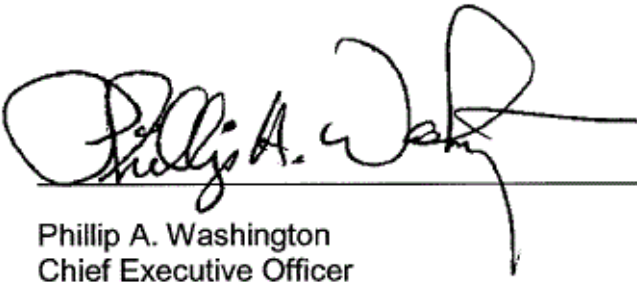
Prepared by: Kimberly Sterling, Senior Transportation Planner, Countywide Planning & Development,
(213) 922-5559

Don Norte, Manager, Countywide Planning & Development, (213) 922-7491

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

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

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



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/2019-0085_Attachment_A_Metro_Parking_Ordinance.pdf

ATTACHMENT B

A RESOLUTION OF THE METRO BOARD OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ESTABLISHING PARKING RATES AND PERMIT FEES FOR ALL METRO PARKING FACILITIES AND RESOURCES

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) operates parking facilities throughout the Los Angeles County in the City of Los Angeles, Pasadena, Long Beach, North Hollywood, Culver City, Norwalk, Downey, Lynwood, Hawthorne, Inglewood, El Segundo, Redondo Beach, Compton, El Monte and Gardena. At Metro Blue Line Stations at: Willow, Wardlow, Del Amo, Artesia, Willowbrook/Rosa Parks, 103rd St/Watts Towers, and Florence. Metro Green Line Stations at: Norwalk, Lakewood Blvd, Long Beach Blvd, Avalon, Harbor Freeway, Vermont/Athens, Crenshaw, Hawthorne/Lennox, Aviation/LAX, El Segundo, Douglas and Redondo Beach and Metro Red Line Stations at: Westlake/MacArthur Park, Universal City/Studio City and North Hollywood. Metro Gold Line Stations at: Atlantic, Indiana, Lincoln Heights/Cypress, Heritage Square, Fillmore, Sierra Madre, Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa Downtown and APU/Citrus College. Metro Expo Line Stations at 17th St/SMC, Expo/Bundy, Expo/Sepulveda, Culver City, La Cienega/Jefferson, and Expo/Crenshaw. Metro Orange Line Stations at: Van Nuys, Sepulveda, Balboa, Reseda, Pierce College, Canoga, Sherman Way and Chatsworth Stations. Metro Silver Line Stations at: Slauson, Manchester, Rosecrans, Harbor Gateway Transit Center and El Monte. Metro also operates the parking at Los Angeles Union Station.

WHEREAS, Metro has designated preferred parking zones throughout its parking facilities with parking restrictions to manage parking availability to patrons; and

WHEREAS, the Metro Board of Directors is authorized to set parking rates and permit fees, by resolution, at Metro owned, leased, operated, contracted and managed parking facilities and preferred parking zones; and

WHEREAS, the METRO Chief Executive Officer or its designee is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility; and

WHEREAS, adopting the parking rates and permit fees as a means of regulating the use of all Metro parking facilities and resources will distribute the parking load more evenly between transit patrons and non-transit users, and maximize the utility and use of Metro operated parking facilities and resources, enhance transit ridership and customer service experience, thereby making parking easier, reducing traffic hazards and congestion, and promoting the public convenience, safety, and welfare;

ATTACHMENT B

WHEREAS, Metro is entering an agreement with car share and micro mobility vehicle operators subject to the negotiated license agreement which will set aside designated areas for these operators;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. The parking rates established in this Resolution are effective as of February 1, 2018 at all Metro Parking Facilities.

SECTION 2. As used in this Resolution, the term “daily”, for transit patrons, means a consecutive 24-hour period commencing upon the time of entry of a vehicle into a parking facility. The term “daily” for public patrons, means a consecutive 24-hour period, unless time restrictions do not allow for 24 consecutive hours, then “daily” refers to the time of entry into the parking facility until the expiration of the time limitation, not exceeding 24-hours. All “daily” parking commences at the time of entry of a vehicle into a parking facility.

SECTION 3. The parking rates listed in this Resolution shall apply to vehicles entering the specified Metro on-street and off-street parking facilities for the specified times, and rates unless a special event is scheduled that is anticipated to increase traffic and parking demands. If an event is scheduled, the rate may be determined by the METRO CEO, which approval may be granted based on Metro’s best interests. The maximum rate may be set as either a flat rate per entry or an increased incremental rate based upon time of entry and duration of parking.

SECTION 4. The following fees are established at the Metro Willow Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 5. The following fees are established at the Metro Wardlow Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.

ATTACHMENT B

- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 6. The following fees are established at the Metro Del Amo Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 7. The following fees are established at the Metro Artesia Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 8. The following fees are established at the Metro Willowbrook/Rosa Parks Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 9. The following fees are established at the Metro 103rd St/Watts Tower Blue Line Station:

ATTACHMENT B

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 10. The following fees are established at the Metro Florence Blue Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 11. The following fees are established at the Metro Norwalk Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 12. The following fees are established at the Metro Lakewood Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 13. The following fees are established at the Metro Long Beach Green Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 14. The following fees are established at the Metro Avalon Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 15. The following fees are established at the Metro Harbor Freeway Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 16. The following fees are established at the Metro Vermont/Athens Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 17. The following fees are established at the Metro Crenshaw Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 18. The following fees are established at the Metro Hawthorne/Lennox Green Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 19. The following fees are established at the Metro Aviation/LAX Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 20. The following fees are established at the Metro El Segundo Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 21. The following fees are established at the Metro Douglas Green Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 22. The following fees are established at the Metro Redondo Beach Green Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

ATTACHMENT B

SECTION 23. The following fees are established at the Metro Westlake/MacArthur Park Red Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 24. The following fees are established at the Metro Universal City/Studio City Red Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 25. The following fees are established at the Metro North Hollywood Red Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 26. The following fees are established at the Metro Atlantic Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Daily parking rate for non-transit users without verified ridership within 96 hours of parking their vehicle will require \$3.00 rate per 3 hour period with a maximum parking time of 3 hours.

ATTACHMENT B

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 27. The following fees are established at the Metro Indiana Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 28. The following fees are established at the Metro Lincoln/Cypress Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 29. The following fees are established at the Metro Heritage Square Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 30. The following fees are established at the Metro Fillmore Gold Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.
- c. Rates may be negotiated between Metro and tenant, government or business entity.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 31. The following fees are established at the Metro Sierra Madre Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 32. The following fees are established at the Metro Arcadia Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 33. The following fees are established at the Metro Monrovia Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Daily parking rates for non-transit users without verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

ATTACHMENT B

SECTION 34. The following fees are established at the Metro Duarte/City of Hope Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 35. The following fees are established at the Metro Irwindale Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 36. The following fees are established at the Metro Azusa Downtown Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require up to a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 37. The following fees are established at the Metro APU/Citrus College Gold Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
 - b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
 - c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 38. The following fees are established at the Metro 17th St/SMC Expo Line Station:

ATTACHMENT B

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 39. The following fees are established at the Expo/Bundy Expo Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 40. The following fees are established at the Metro Expo/Sepulveda Expo Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Non-transit monthly permit parking will require a \$120.00 monthly flat rate.
- d. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 41. The following fees are established at the Metro La Cienega/Jefferson Expo Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 42. The following fees are established at the Metro Expo/Crenshaw Expo Line Station:

ATTACHMENT B

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- c. Rates may be negotiated between Metro and tenant, government or business entity.

Parking is only available from Monday at 2 AM through Sunday at 2 AM.

SECTION 43. The following fees are established at the Metro Chatsworth Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 44. The following fees are established at the Metro Sherman Way Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 45. The following fees are established at the Metro Canoga Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 46. The following fees are established at the Metro Pierce College Orange Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 47. The following fees are established at the Metro Reseda Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.

ATTACHMENT B

- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 48. The following fees are established at the Metro Balboa Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 49. The following fees are established at the Metro Sepulveda Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.

Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 50. The following fees are established at the Metro Van Nuys Orange Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 51. The following fees are established at the Metro El Monte Silver Line Station:

Parking information and rates shall be as follows:

ATTACHMENT B

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
Rates may be negotiated between Metro and tenant, government or business entity.

SECTION 52. The following fees are established at the Metro Slauson Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 53. The following fees are established at the Metro Manchester Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 54. The following fees are established at the Metro Rosecrans Silver Line Station:

Parking information and rates shall be as follows:

Parking is free of charge, seven days per week.

SECTION 55. The following fees are established at the Metro Harbor Gateway Transit Center Silver Line Station:

Parking information and rates shall be as follows:

- a. Transit monthly permit parking will require up to a \$59.00 monthly flat rate.
- b. Transit monthly carpool permit parking will require up to a \$45.00 monthly flat rate.
- c. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will require a \$3.00 daily flat rate.
- d. Rates may be negotiated between Metro and tenant, government or business entity.
- e. METRO CEO is hereby authorized to adjust parking rates based on parking demand.

SECTION 56. The following fees are established at Los Angeles Union Station Gateway:

ATTACHMENT B

Parking information and rates shall be as follows:

- a. Each 15 minutes is \$3.00.
- b. Daily Maximum shall be \$8.00 per entry per every 24 hour stay.
- c. Monthly fees for the general public are \$110.00 monthly flat rate.
- d. Event parking fees can be established based on market rate conditions.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 57. The following fees are established at Los Angeles Union Station West:

Parking information and rates shall be as follows:

- a. Monthly fees for parking garage reserved stalls shall be \$130.00 monthly flat rate.
- b. Monthly fees for parking garage tandem spaces shall be \$82.50 monthly flat rate.
- c. Valet parking shall be \$20.00 daily flat rate.
- d. Valet parking for special events shall be \$25.00 daily flat rate.
- e. Special monthly parking rates may be negotiated between Metro and tenant, government, or business entity.
Metro is hereby authorized to adjust parking rates at Union Station for special events in the area based on parking demand.

SECTION 58. All parking fees and rate structures, including hourly, daily, weekly and monthly parking shall be approved and established by resolution of the METRO Board. METRO staff shall review and recommend parking fee adjustments to the METRO Board based on parking demand.

- a. The METRO CEO is hereby authorized to establish rate adjustments for special event parking or other special circumstances that increase parking demand.
- b. The METRO CEO is also authorized to establish parking rates at additional and new rail line extension parking facilities not included in the current fee resolution. Parking rates at these additional parking facilities will be established within the current fee structure and range and based on the demographic location of the facility.
- c. The METRO CEO will review and authorize adjustments to the parking rates pursuant to the parking management program, parking demand and the targeted occupancy levels. Parking rate adjustments requires 30 days' notice for pricing changes (increase or decrease) and only allows for price adjustments every 90 days. Parking rate adjustments will be within the current Metro Board approved fee structure and range.

ATTACHMENT B

SECTION 59. The following fees shall be established for all parking permits:

- a. Initiation fee of parking passes or permits, including access cards, shall be a non-refundable fee of up to \$25.00.
- b. Replacement of a lost or stolen parking permit or access card shall be up to \$25.00.
- c. Permit holder must maintain permit eligibility requirements as defined in the permit program terms & conditions. Patrons not meeting the eligibility requirements may file an appeal for exemption. The application administration fee is up to \$10.00 per application.
- d. Any vehicle parked over 72 consecutive hours requires an Extended Parking Permit. Extended Parking Permit administration fee of \$10.00 flat rate will be assessed per application.
- e. Permit holders requesting a monthly statement to be mailed to a physical address will be charged an administrative fee up to \$5.00.

SECTION 60. Short-term reserved parking may be purchased by phone or by internet web-page.

SECTION 61. All parking rates and permit fees shall be per vehicle for the specified period and non-refundable once issued.

SECTION 62. Transit parking rates also encompass non-Metro public transit agencies that accept Metro's TAP Card as fare payment.

SECTION 63. Daily parking fees, where applicable, are valid seven days per week.

SECTION 64. All parking rates set forth in this Resolution include city's parking tax, if applicable.

SECTION 65. Permit holders, including all monthly carpool participants, must maintain permit eligibility requirements as defined in the permit program terms & conditions.

SECTION 66. Parking is available on a first-come, first-served basis.

SECTION 67. Daily parking rates for transit users with verified ridership within 96 hours of parking their vehicle will not exceed a \$5.00 daily flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution. Monthly parking rates for transit users with verified ridership will not exceed a \$99.00 flat rate, unless rate is otherwise defined as a higher amount in the site specific section of this Resolution.

SECTION 68. The following fees are established for each type of violation:

	Chapter	Title	Citation Fee
1	8-01-100	Permissions, Space Assignment, Signage and Parking Management Approvals	\$63.00
2	8-05-030	Illegal Parking Outside of a Defined Parking Space or Parking	\$63.00

ATTACHMENT B

		Space Markings	
3	8-05-040	Failure to Obey Signs	\$63.00
4	8-05-050	Exceeding Posted Time Limit	\$53.00
5	8-05-060	Temporary No Parking	\$53.00
6	8-05-070	Restricted Parking	\$53.00
7	8-05-080	Parking Within Marked Bicycle Lane	\$63.00
8	8-05-090	Illegal Parking in Loading Zone	\$53.00
9	8-05-100	Vehicle Exceeds Load Size Limit	\$53.00
10	8-05-110	Disconnected Trailer	\$53.00
11	8-05-120	Bus Loading Zones	\$263.00
12	8-05-130	Illegal Parking in Kiss and Ride Spaces and Passenger Loading Zone	\$53.00
13	8-05-140	No Parking – Alley	\$53.00
14	8-05-150	Illegal Parking in Red Zones	\$53.00
15	8-05-160	Vehicle Parked Seventy-Two (72) or More Hours	\$53.00
16	8-05-170	Improperly Parked on Parking Grades	\$63.00
17	8-05-180	Improperly Parked in Angled Parking	\$63.00
18	8-05-190	Double Parking	\$53.00
19	8-05-200	No Parking Anytime/Posted Hours	\$53.00
20	8-05-210	Wrong Side Two Way Traffic or Roadway	\$53.00
21	8-05-220	Blocking Street or Access	\$53.00
22	8-05-230	Parking Special Hazard	\$53.00
23	8-05-240	Illegal Parking at Fire Hydrant	\$68.00
24	8-05-250	Illegal Parking at Assigned / Reserved Spaces	\$53.00
25	8-05-260	Illegal Parking at Taxicab Stands	\$53.00
26	8-05-270	Illegal Parking at/ Adjacent to a Landscape Island or Planter	\$53.00
27	8-05-280a	Failure to Properly Register Vehicle License Plate Information	\$53.00
28	8-05-280b	Parking in a Permit Parking Spaces Without a Permit	\$53.00
29	8-05-280c	Display and Altered, Counterfeit, or Expired Permit	\$53.00
30	8-05-280d	Display a Permit Registered to Another Vehicle	\$53.00
31	8-05-280e	Failure to Properly Display the Permit as Instructed by Parking Terms and Conditions	\$53.00
32	8-05-310	Permit Penalty Provisions	\$53.00
33	8-05-320	Expired Meter or Pay Station	\$53.00
34	8-05-330	Parking Facilities Cleaning, Maintenance and Capital Projects	\$53.00
35	8-05-340	Electric Vehicle Parking Spaces	\$53.00
36	8-05-350	Parking on Sidewalk/ Parkway	\$53.00
37	8-05-370	Peak Hour Traffic Zones	\$53.00
38	8-05-380	Parking Prohibition for Vehicles Over Six Feet High, Near Intersections	\$53.00
39	8-05-400	Car Share, Vanpool, or Micro Mobility Vehicle Authorization Required	\$53.00
40	8-05-410	Speed Limit	\$53.00
44	8-05-420	Motor Vehicle Access	\$63.00
42	8-05-440	Accessible Parking Spaces Designated for Vehicle Operators with Disabilities	\$338.00

ATTACHMENT B

43	8-07-030a	Improperly Parked Bicycles outside of Designated Bicycle or Micro Mobility Vehicle Parking Areas	\$100.00
44	8-07-030b	Bicycle parked in Landscaped Areas Violation	\$38.00
45	8-07-040c	Operation of Motorcycles on Bicycle Pathways or Sidewalks	\$100.00
46	8-07-050a	Improperly Parked Micro Mobility Vehicles outside of Designated Micro Mobility Vehicle Parking Areas	\$100.00
47	8-07-050b	Operation of Micro Mobility Vehicle on Transit Platform, Transit Vehicle Lane, or Transit Vehicle	\$100.00
48	8-07-050c	Improperly Parked Micro Mobility in ADA Spaces and ADA Accessible path of travel for Vehicle Operators with Disabilities	\$338.00
49	8-07-050c	Abandoned Micro Mobility Vehicle on transit platform, transit vehicle lane, or transit vehicle	\$338.00

SECTION 69. The Parking Fee Resolution adopted by the Metro Board of Directors on, May 18 2017, is repealed as of the effective date of the parking rates set forth in this Resolution.

SECTION 70. If there are any conflicts between the parking rates adopted in this Resolution and any parking rates adopted by prior resolution, the rates adopted in this Resolution shall take precedence.

SECTION 71. The Metro Board shall certify to the adoption of this Resolution, which shall become effective at such time as appropriate signs notifying the public of the provisions herein have been posted by the Metro Parking Management unit.

Micro Mobility Vehicles Feasible Locations - Attachment C

<u>Category by Station</u>					
<i>Category 1</i>	Feasible parking facility and with ample real estate at the station to accommodate physical infrastructure				
<i>Category 2</i>	Non-feasible parking facility, but has ample real estate near or around the station to accommodate scooter / dockless bicycles parking				
<i>Category 3</i>	No parking facility, but with sufficient real estate near or around the station to accommodate scooter / dockless bicycles parking				
<i>Category 4</i>	No feasible parking facility and without ample real estate near the station at all to accommodate scooter/dockless bicycles parking				
Line	Station	City	Category (1,2,3,4)	CalEnviroScreen Score	Disadvantaged Community
Blue	103rd/Watts	Los Angeles	4	97.5	x
Blue	1st St	Long Beach	4	82.5	x
Blue	5th St	Long Beach	4	87.5	x
Blue	Artesia	Compton	2	97.5	x
Blue	Compton	Compton	4	97.5	x
Blue	Del Amo	Los Angeles	1	97.5	x
Blue	Downtown Long Beach	Long Beach	4	82.5	x
Blue	Firestone	Los Angeles	4	95	x
Blue	Florence	Los Angeles	1	97.5	x
Blue	Pacific Ave	Long Beach	4	92.5	x
Blue	Vernon	Los Angeles	4	97.5	x
Blue	Wardlow	Long Beach	1, 3	82.5	x
Blue	Washington	Los Angeles	4	97.5	x
Blue	Willow	Long Beach	1	72.5	
Blue	Willowbrook/Rosa Parks	Los Angeles	1	92.5	x
Expo	17th/SMC	Santa Monica	1, 4	67.5	
Expo	26th/Bergamot	Santa Monica	4	82.5	x
Expo	Culver City - Metro Bike Hub	Culver City	1, 2	72.5	
Expo	Downtown Santa Monica	Santa Monica	4	67.5	
Expo	Expo/Bundy	Los Angeles	2	57.5	
Expo	Expo/Crenshaw	Los Angeles	4	77.5	x
Expo	Expo/La Brea	Los Angeles	4	92.5	x
Expo	Expo/Sepulveda	Los Angeles	2	37.5	
Expo	Farmdale	Los Angeles	4	87.5	x
Expo	La Cienega/Jefferson	Los Angeles	1	97.5	x
Expo	Palms	Los Angeles	3	62.5	
Expo	Westwood/Racho Park	Los Angeles	3, 4	37.5	
Gold	Allen	Pasadena	3, 4	47.5	
Gold	APU/Citrus	Azusa	1	47.5	
Gold	Arcadia	Arcadia	2	37.5	
Gold	Atlantic	Los Angeles	2	87.5	x
Gold	Azusa	Azusa	2	72.5	x
Gold	Chinatown	Los Angeles	4	97.5	x
Gold	Civic Center/Grand Park	Los Angeles	3		

Micro Mobility Vehicles Feasible Locations - Attachment C

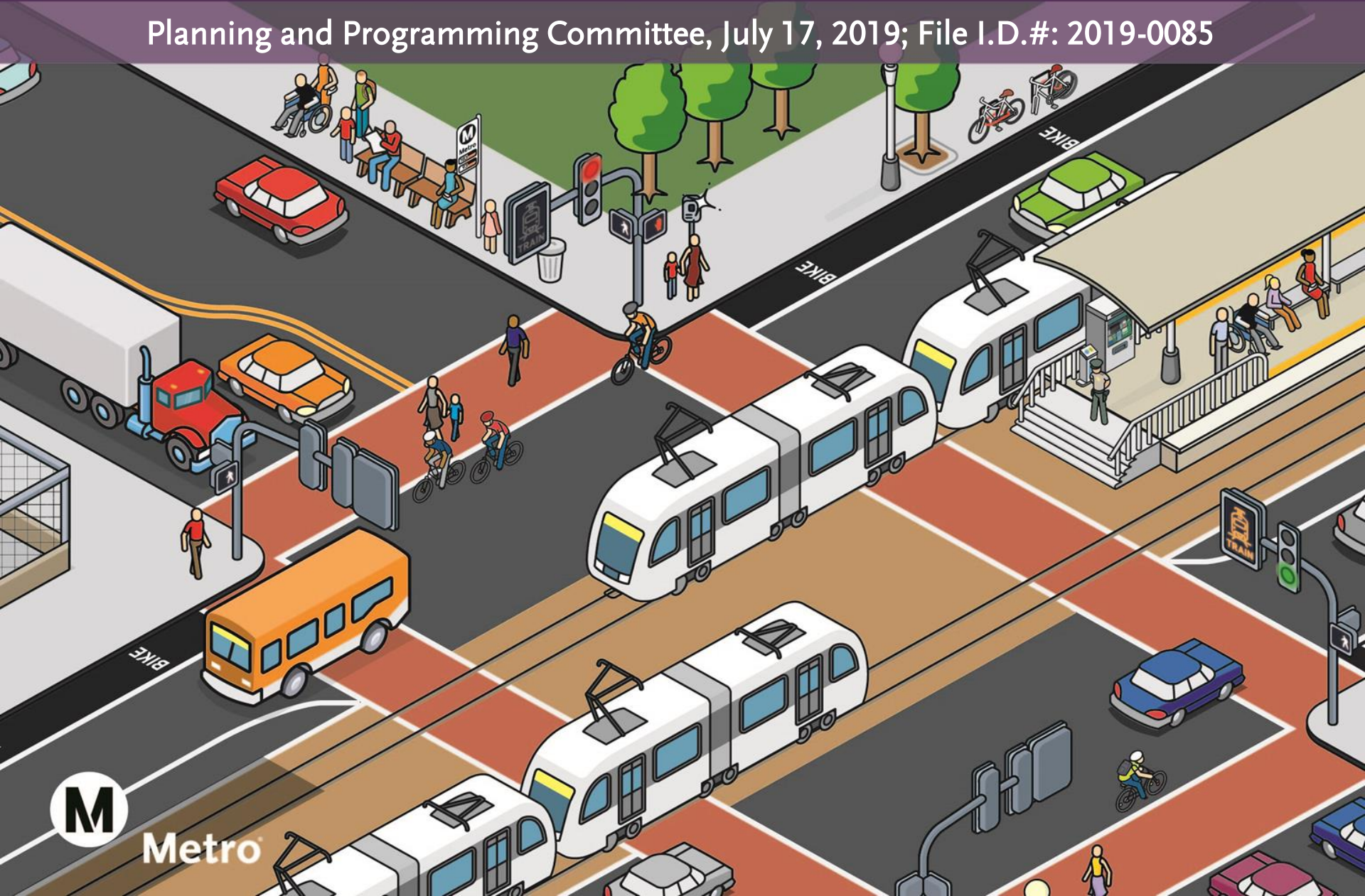
Gold	Del Mar	Pasadena	4	42.5	
Gold	Duarte	Duarte	2	87.5	x
Gold	East LA	Los Angeles	4		
Gold	Fillmore	Pasadena	4		
Gold	Heritage Square	Los Angeles	1		
Gold	Highland Park	Los Angeles	4		
Gold	Indiana	East Los Angeles	4		
Gold	Irwindale	Irwindale	4		
Gold	LAC+USC Medical Ctr	Los Angeles	4		
Gold	Lake	Pasadena	4		
Gold	Lincoln/Cypress	Los Angeles	4		
Gold	Little Tokyo	Los Angeles	4		
Gold	Maravilla	Los Angeles	4		
Gold	Mariachi Plaza	Los Angeles	3, 4		
Gold	Memorial Park	Pasadena	4		
Gold	Monrovia	Monrovia	1		
Gold	Pico/Aliso	Los Angeles	4		
Gold	Sierra Madre Villa	Pasadena	1, 4		
Gold	Soto	Los Angeles	3, 4		
Gold	South Pasadena	Pasadena	2, 4		
Gold	Southwest Museum	Los Angeles	4		
Green	Avalon	Los Angeles	1, 2		
Green	Aviation/LAX	Los Angeles	1		
Green	Crenshaw	Hawthorne	1, 2		
Green	Douglas	El Segundo	4		
Green	El Segundo	El Segundo	1		
Green	Harbor Fwy	Los Angeles	1		
Green	Hawthorne/Lennox	Inglewood	1, 4		
Green	Lakewood	Downey	1, 4		
Green	Long Beach Bl	Lynwood	1		
Green	Mariposa	El Segundo	3, 4		
Green	Norwalk	Norwalk	1		
Green	Redondo Beach	Hawthorne	1		
Green	Vermont/Athens	Los Angeles	2,4		
Orange	Balboa	Encino	1		
Orange	Canoga	Canoga Park	1		
Orange	Chatsworth	Chatsworth	1		
Orange	De Soto	Woodland Hills	4		
Orange	Laurel Canyon	North Hollywood	4		
Orange	Nordhoff	Los Angeles	3, 4		
Orange	Pierce College	Woodland Hills	1		
Orange	Reseda	Tarzana	1, 4	75	x
Orange	Roscoe	Canoga Park	3, 4	62.5	
Orange	Sepulveda	Van Nuys	1	87.5	x

Micro Mobility Vehicles Feasible Locations - Attachment C

Orange	Sherman Way	Los Angeles	1	82.5	x
Orange	Tampa	Tarzana	4	72.5	x
Orange	Valley College	Sherman Oaks	4	65	
Orange	Van Nuys	Van Nuys	1	87.5	x
Orange	Warner Ctr	Los Angeles	4	42.5	
Orange	Woodley	Van Nuys	4	92.5	x
Orange	Woodman	Sherman Oaks	4	72.5	
Purple	Wilshire/Western	Los Angeles	3, 4	55	
Red	Hollywood/Highland	Los Angeles	4	82.5	x
Red	Hollywood/Vine	Los Angeles	4	92.5	x
Red	Hollywood/Western	Los Angeles	3	97.5	x
Red	North Hollywood	North Hollywood	1	92.5	x
Red	Pershing Sq	Los Angeles	4	77.5	x
Red	Union Station	Los Angeles	1	57.5	
Red	Universal City	Studio City	1, 2		
Red	Vermont/Beverly	Los Angeles	3, 4	92.5	x
Red	Vermont/Santa Monica	Los Angeles	4	87.5	x
Red	Vermont/Sunset	Los Angeles	4	77.5	x
Red	Westlake/MacArthur Park	Los Angeles	2	87.5	x
Silver	Carson	Los Angeles	2, 4	75	x
Silver	El Monte	El Monte	1, 2	92.5	x
Silver	San Pedro St	Long Beach	4	97.5	x
Silver	Harbor Gateway Transit Center	Gardena	1	92.5	x
Silver	Manchester	Los Angeles	1, 4	92.5	x
Silver	Rosecrans	Los Angeles	1, 4	97.5	x
Silver	Pacific Coast Hwy	Los Angeles	4	84.17	x
Silver	Slauson	Los Angeles	4	95	x
Silver	Cal State LA	Los Angeles	4	92.5	x
Silver	37th/USC	Los Angeles	4	82.5	x

Micro Mobility Vehicles Program

Planning and Programming Committee, July 17, 2019; File I.D.#: 2019-0085



Metro

BACKGROUND & RECOMMENDATION

- Introduced in the March and April 2019 Planning and Programming Committee meetings; additional information in a March Board Box
- Amend (a) Parking Ordinance (Admin. Code 8) and (b) Parking Rates and Permit Fee Resolution as part of Program implementation
- Primary focus of 2-year pilot program is to address:
 - Safety
 - Appropriate parking etiquette
 - Connect with transit
 - Impartial Demographic



Metro

OUTREACH

Staff outreach involved:

- Meeting with operators and internal departments;
- Conducting outreach with advocacy groups;
- Presenting to TAC and all Regional Service Councils; and
- Submitting questionnaires to operators regarding new fee proposal and implementation timeline.



PROPOSED FEES & ESTIMATED REVENUE

Location Category	Application Fee (one-time)	Proposed Fee (per space, per month)	Number of Locations per Category	Proposed Violation Fee
Category 1	\$1,500	\$125	61	\$100
Category 2	\$1,500	\$175	24	\$100
Category 3	\$1,500	\$250	14	\$100
Category 4	N/A	N/A	N/A	\$100
Monthly Flat Rate Option	\$1,500	\$12,500	100	\$100
Revenue Estimation				
Revenue (one-time application fee)				\$10,500
Revenue (annual license agreement and violations)				\$600,000- \$1,050,000



DEMOGRAPHIC INDICATORS

- 70.6% of feasible stations considered are in a disadvantaged community (DAC)
- Conducted outreach with 14 community-based advocacy groups. Discussed concerns with 7 of them.
 - Main concern are the obstacles users may encounter.
 - Support designated space for Vehicles.
- Transit dependent users may prefer Metro transit due to low cost and free transfer.
 - E-scooter fees may add an additional layer of cost.
- Monitoring the vehicles deployment demographic



TIMELINE

- July 2019: Program adoption
- August 2019: Application and license agreement process; conduct site visits
- September 2019: Start Program regulation and enforcement
- Report back to the Board six months after implementation





Board Report

File #: 2019-0218, File Type: Contract

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2019

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of \$6,476,982, increasing the total contract value from \$21,529,734 to \$28,006,716; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$647,698, increasing the total authorized CMA amount from \$1,828,422 to \$2,476,120 to support additional environmental assessment work.

ISSUE

At the December 2018 meeting, the Board approved an updated West Santa Ana Branch Transit Corridor (WSAB) project definition. Since December, staff has met with corridor cities, agencies and stakeholders, as project design and environmental review on alignment and station design relating to each jurisdiction and affected agency progresses.

Based on these ongoing coordination efforts, more work has been identified, necessitating a request for Board action to execute a contract modification for the additional work in order to remain on schedule for release of the Draft EIS/EIR and continue the P3 delivery procurement efforts. Board action is also required to increase the CMA for any additional environmental assessment work identified through future coordination efforts.

BACKGROUND

The WSAB Project is a proposed light rail transit (LRT) line that would extend approximately 19 miles between downtown Los Angeles and southeast Los Angeles County (LA County) communities. Attachment A includes the WSAB Alignment Map. South of downtown Los Angeles, a single

alignment parallel to the Blue Line has been identified following existing right-of-way (ROW) (owned by Union Pacific Railroad [UPRR]), then turning east along Randolph Street and the La Habra Branch ROW (owned by UPRR) 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 abandoned Pacific Electric ROW (owned by Metro) and terminating in the City of Artesia. WSAB would traverse a highly populated area, with high numbers of low-income and heavily transit-dependent residents.

According to 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. Measure M funding becomes available in two cycles as follows:

<u>Measure M Expected Opening Date</u>	<u>LRTP Funding Allocation (2015\$)</u>
FY 2028	\$1 billion (\$535 million from Measure M)
FY 2041	\$3 billion (\$900 million from Measure M)

The current end-to-end project capital cost is estimated at \$6.5 to \$6.6B (in 2018\$). This cost range includes rough order of magnitude (ROM) right-of-way estimates; however, a comprehensive capital cost estimate (not a Life of Project budget) is contingent upon further project design, negotiation with the freight railroads and ports, as well as first-last mile (FLM) costs, which will be prepared during the advanced conceptual engineering phase.

The Project is also identified in Metro's Twenty-Eight by '28 Initiative as a "pillar project." Accordingly, efforts are underway to facilitate an early project delivery.

Measure M indicates that an early delivery of the subsequent project phase may be made possible with a public-private partnership (P3) delivery method. A P3 with a comprehensive delivery approach is being pursued as part of a strategy for accelerating a significantly increased project scope by 2028.

DISCUSSION

Contract Modification No. 7

The supplemental scope is to conduct additional technical and environmental work needed to complete the draft environmental document. Major tasks of the additional work include:

- Design modifications of the alignment to accommodate clearances proposed by UP near the freight railroad tracks;
- Updating sections of the environmental document as necessary resulting from alignment redesigns;
- ROW cost estimates;
- Additional Environmental (Section 4(f)) technical work; and
- Civil Rights Title VI analysis of the proposed maintenance and storage facilities.

Contract Modification Authority Increase

Due to the environmental complexity of the project, additional CMA is being requested to support unforeseen additional environmental assessment and technical work. This allows for flexibility and responsiveness necessary to maintain the project schedule.

Freight Coordination

The WSAB Project involves a shared corridor of approximately ten miles of freight-owned ROW that runs along the Wilmington and La Habra Branches (owned by UPRR) and the San Pedro Subdivision (owned by the Ports of LA and Long Beach). UPRR currently has operating rights for use of the San Pedro Subdivision. In some segments, UPRR tracks will need to be relocated to allow for the coordinated operations of both freight and passenger rail. Attachment B shows a map of the alignment and existing freight interface.

Reaching consensus on project design features and ROW negotiations with UPRR is a critical component to meeting the project schedule and has cost implications. Staff has held initial coordination meetings with UPRR and Ports staff to understand their current and future operational needs, as well as design considerations related to safety, operations and ROW. Metro must work with these entities to craft a solution that meets their needs as well as this Project's needs.

Equity Platform Consistency

The Project, and the aforementioned Project direction and actions, are consistent with the Equity Platform and will provide new benefits of enhanced mobility and regional access to minority and low-income populations within the Project Area. Approximately 60% of the corridor has been identified as having environmental justice communities. 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 provides meaningful mobility value by improving trips within southeastern Los Angeles County communities and connectivity with downtown Los Angeles. The Project 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 the aforementioned Project benefits will collectively expand economic opportunities and enhance the quality of life for residents of the Project area by greatly improving access to opportunity. Staff will ensure that Metro's Equity Platform 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 Metro customers and/or employees because this Project is in the planning process phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

The FY 2019-20 budget contains \$8,300,000 in Cost Center 4370 (Mobility Corridors Team 2), 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 source for this project is Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The requested Project actions are consistent with the purpose and need of the Project, which align closely with Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. When complete 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 two to three 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. 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 this would impact the project's environmental clearance schedule and would further delay the release of the Draft EIS/EIR and the selection of the locally preferred alternative, which could also affect the potential for a P3 delivery procurement. Declining to increase the contract modification authority would disallow the flexibility necessary to react quickly to evolving conditions inherent to this stage of the project.

NEXT STEPS

Upon Board approval, staff will execute the contract modification for additional environmental and technical work to be included in the Draft EIS/EIR. Staff will continue to coordinate with key stakeholders, including freight operators. Community and stakeholder meetings are ongoing and will

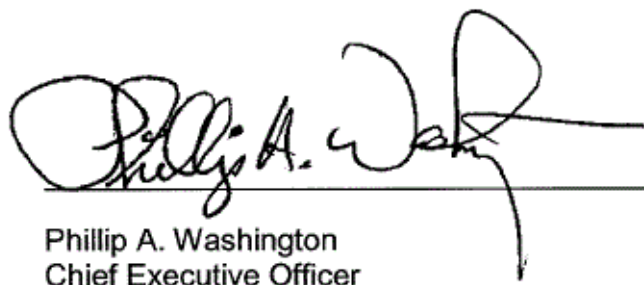
continue.

ATTACHMENTS

- Attachment A - WSAB Alignment Map
- Attachment B - WSAB Freight Interface
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

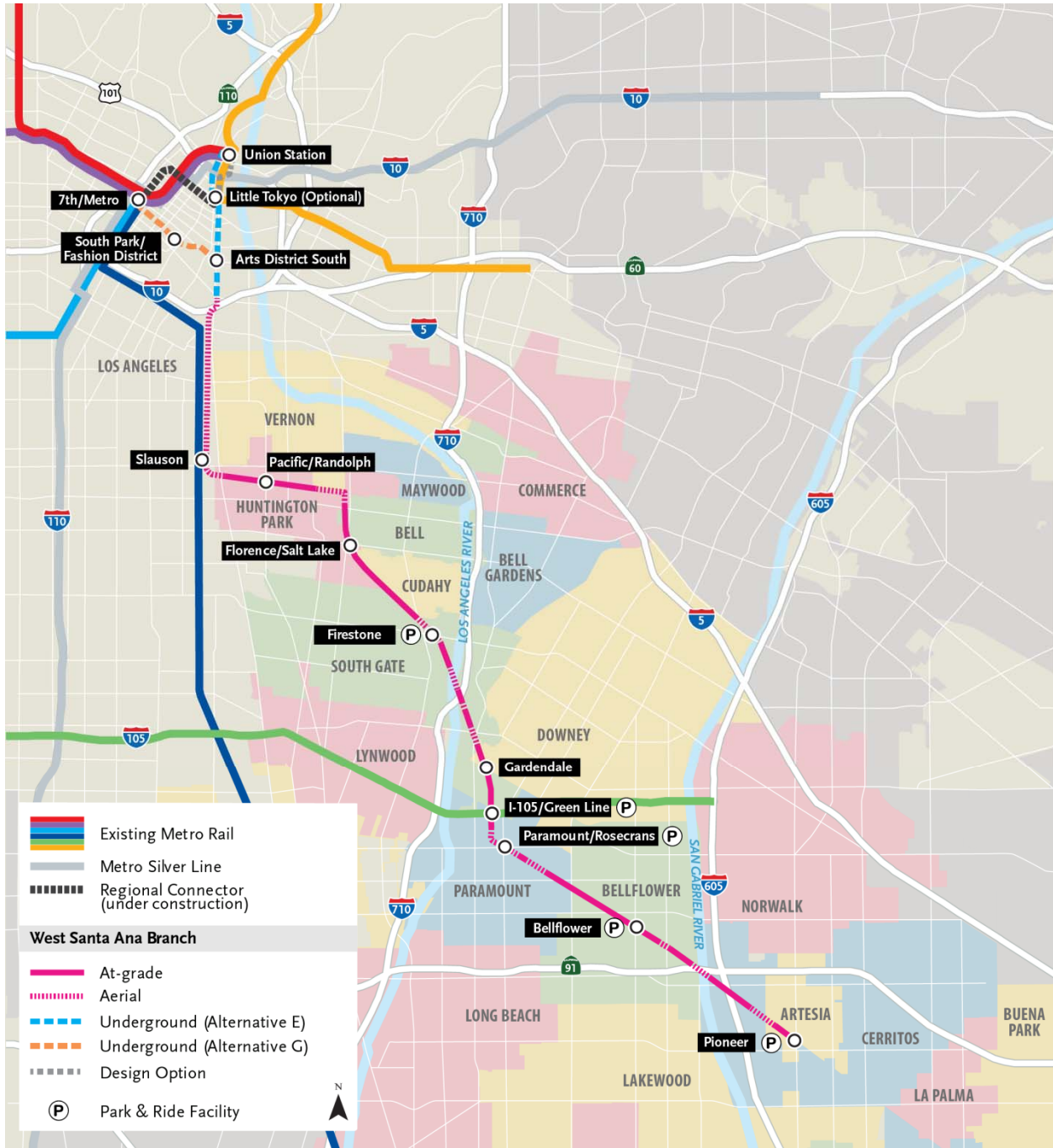
Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development, (213) 922-3931
Ivan Gonzalez, Manager, Countywide Planning & Development (213) 922-7506
Craig Hoshijima, DEO, Countywide Planning & Development (213) 418-3384
Manjeet Ranu, SEO, Countywide Planning & Development, (213) 418-3157

Reviewed by:
Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051
Rick Clarke, Chief Program Management Officer, (213) 922-7557
Joshua Schank, Chief Innovation Officer, (213) 418-3345

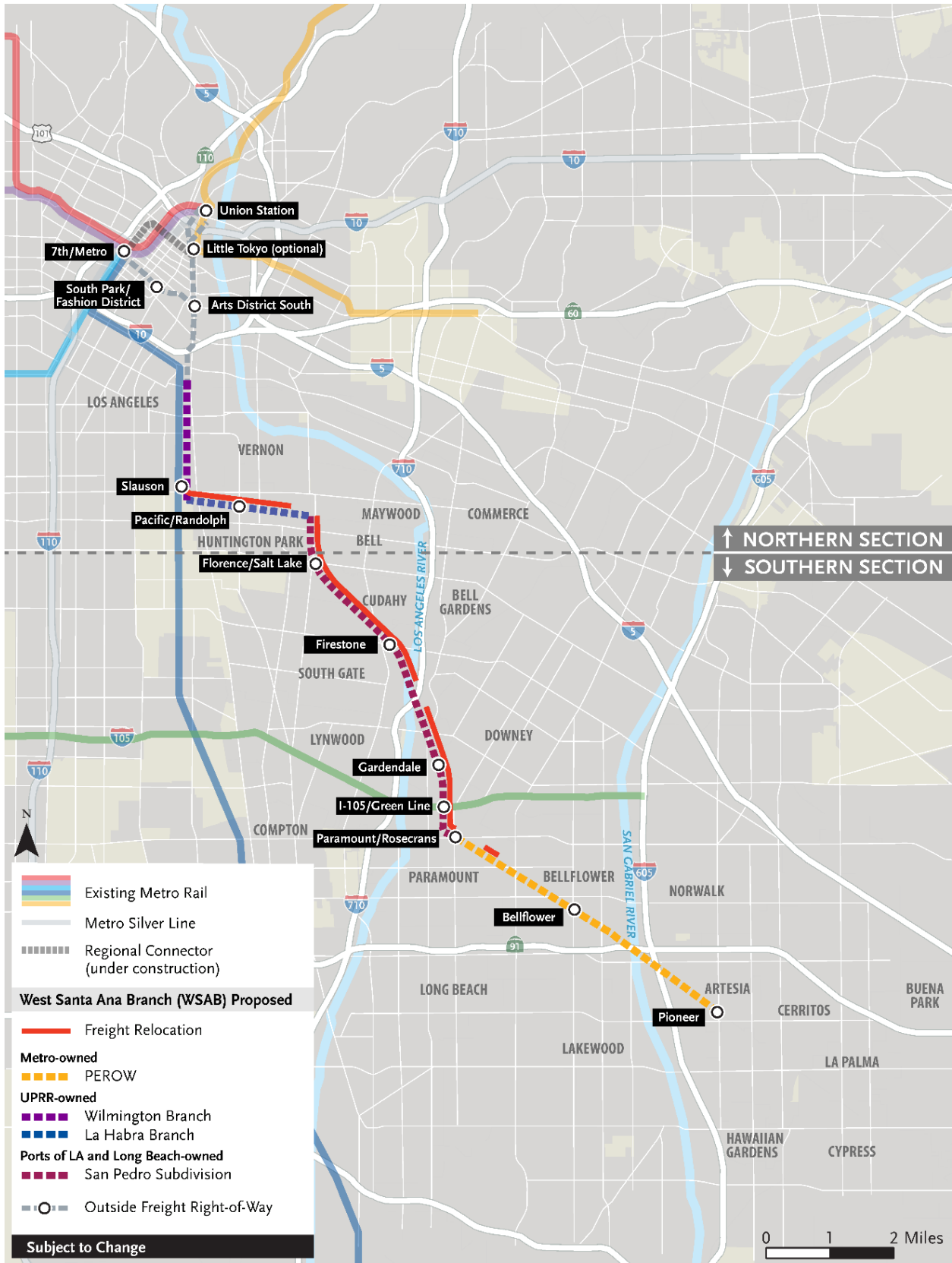


Phillip A. Washington
Chief Executive Officer

West Santa Ana Branch Transit (WSAB) Corridor Alignment Map



Attachment B



PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: Additional environmental technical work to be included in the 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: June 25, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/26/16	Contract Award Amount: \$9,392,326
	Notice to Proceed (NTP):	09/26/16	Total of Modifications Approved: \$12,137,408
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$6,476,982
	Current Est. Complete Date:	09/30/20	Current Contract Value (with this action): \$28,006,716
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. 7 issued for additional environmental technical work to be included in 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 a 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.

Refer to Attachment D – 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 (ICE), cost analysis, technical analysis, fact finding and negotiations. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Negotiated
\$6,704,683	\$6,613,433	\$6,476,982

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.	Approved	12/07/18	\$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Approved	01/10/19	\$494,230
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.	Approved	01/10/19	\$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	\$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	Pending	07/25/19	\$6,476,982
	Modification Total:			\$18,614,390
	Original Contract:		09/26/16	\$9,392,326
	Total:			\$28,006,716

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 62% complete and the current DBE participation is 20.66%, a shortfall of 4.37%. 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 completed to-date has been performed by non-DBE subcontractors; however, the environmental work that is heavily weighted towards DBE participation, is still in progress. WSP's shortfall has decreased from 4.60% to 4.37% since the last Board Report modification in November 2018. WSP indicated that they expect to meet their DBE commitment on this project.

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	20.66% DBE
----------------------------------	-------------------	-------------------------------------	-------------------

	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA Inc.	African American	1.65%	2.17%
2.	CityWorks Design	Hispanic American	3.68%	3.26%
3.	Connetics Transportation Group	Asian Pacific American	0.78%	0.85%
4.	Epic Land Solutions	Caucasian Female	1.18%	1.14%
5.	Geospatial Professional Services	Asian Pacific American	0.25%	1.04%
6.	Lenax Construction	Caucasian Female	2.31%	1.93%
7.	Terry A. Hayes Associates	African American	11.41%	5.58%
8.	Translink Consulting	Hispanic American	3.77%	2.50%
9.	Dunbar Transportation	Caucasian Female	Added	0.36%
10.	Rail Surveyors and Engineers	Asian Pacific American	Added	0.89%
11.	Wiltec	African American	Added	0.57%
12.	Yunsoo Kim Design	Asian Pacific American	Added	0.37%
Total			25.03%	20.66%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this 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). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Planning and Programming Committee : July 17, 2019

File 2019-0218

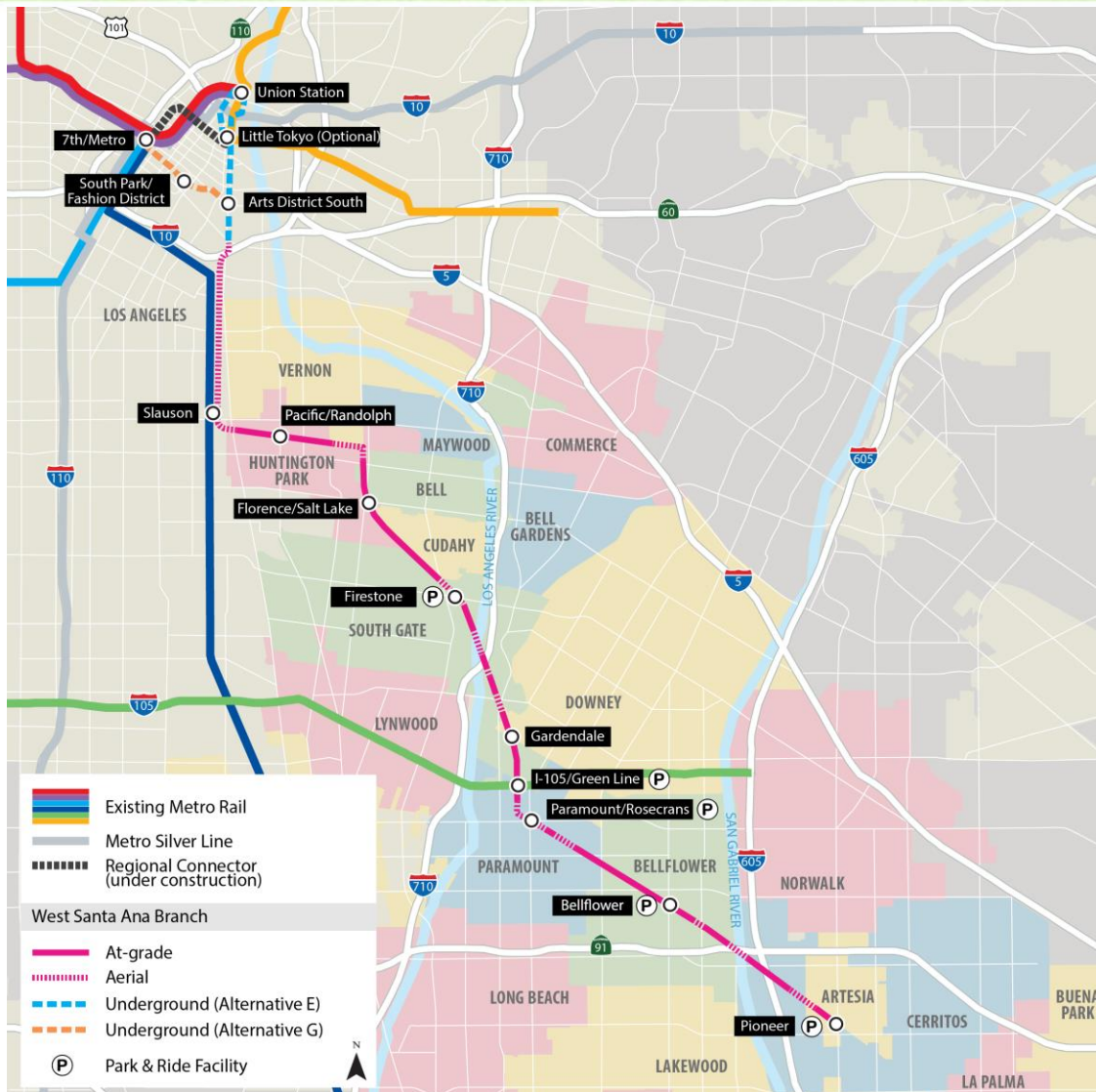


Recommendation

A. AUTHORIZING the Chief Executive Officer to:

1. EXECUTE Modification No. 7 to Contract No. AE5999300 with WSP USA Inc. for additional environmental technical work to be included in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of \$6,476,982;
2. INCREASE Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$647,698 to support additional environmental assessment work

Project Overview



- 98 square miles
- 19 miles long
- 12 new stations
- 1.4 M people currently reside in the Study Area, with 1.6 M residents projected in 2042
- 619,000 jobs currently located in the Study Area, 747,000 jobs projected in 2042
- Populations and employment densities are five times higher than LA County

Contract Modification No. 7

- Additional technical and environmental work is needed to complete the draft environmental document and includes:
- Design modifications of the alignment to accommodate clearances proposed by UP near the freight railroad tracks;
 - Updating sections of the environmental document as necessary resulting from alignment redesigns;
 - ROW cost estimates;
 - Additional Environmental (Section 4(f)) technical work; and
 - Civil Rights Title VI analysis of the proposed maintenance and storage facilities.

Freight Coordination

➤ Key Considerations

- Approximately ten-miles of shared corridor on freight-owned ROW (Wilmington and La Habra Branches – UP-owned) and (San Pedro Subdivision – Ports of LA and LB-owned)
- Staff has held initial meetings with UP and Ports to understand current and future operational needs, and design considerations related to safety, operations and ROW
- Additional work has been identified to accommodate WSAB and freight, including updates to design, environmental work, and ROW cost estimates.
- Timely coordination/agreement with Union Pacific (UP) on design and ROW is critical to meeting project schedule and has cost implications.

Project Consistency with Agency Goals

- Project is consistent with Metro's Equity Platform Framework
 - Project area populations would have greatly improved access to opportunity
 - Reduces travel times and Vehicle Miles Traveled (VMT)
- Project is aligned with Metro Vision 2028 Strategic Plan goals
 - Goal #1 - Provide high quality mobility options that will enable people to spend less time traveling
- Measure M and Twenty-Eight by '28
 - The Project is included as a “pillar project” under Twenty-Eight by '28 and efforts are underway to facilitate early project delivery

Near Term Next Steps

- Community Update Meetings: Fall 2019

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Thank You!





Board Report

File #: 2019-0461, File Type: Program

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING \$11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining \$1.3 million in RESERVE;
- C. AUTHORIZING the CEO to:
 - 1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 - 2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
 - 1. City of Burbank - San Fernando Bikeway (#F1502);
 - 2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
 - 3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
 - 4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
 - 5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and
- E. RECEIVING AND FILING:
 - 1. Time extensions for 63 projects shown in Attachment D;
 - 2. Reprogramming for eight projects shown in Attachment E; and
 - 3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling \$575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount (\$000')	# of Active/Upcoming Projects	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	40	\$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		\$ 1,316,900	289	\$ 575,235

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of \$55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

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

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

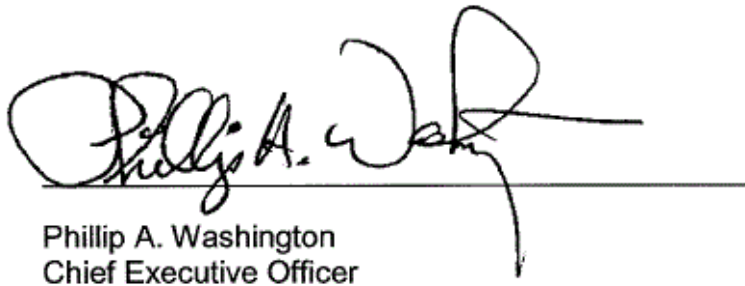
With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

- Attachment A - FY 2018-19 Countywide Call Recertification
- Attachment B - FY 2017-18 Countywide Call Deobligation
- Attachment C - Background/Discussion of Each Recommendation
- Attachment D - FY 2017-18 Countywide Call Extensions
- Attachment E - FY 2017-18 Countywide Call Reprogramming
- Attachment F - Result of TAC Appeals Process

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Wil Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2019-20 CALL FOR PROJECTS RECERTIFICATION
(\$000)

PROJ	AGENCY	PROJECT TITLE	TOTAL	
1	F9600	AVALON	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT	\$ 1,032
2	F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	\$ 484
3	F9111	BELL GARDENS	FLORENCE AV. IMPROVEMENTS AT IRA AVENUE & JABONERIA RD.	351
4	F9804	BELLFLOWER	DOWNTOWN SMART PARK SYSTEM AND PROGRAM IMPLEMENTATION	15
5	F9109	BEVERLY HILLS	SUNSET BLVD. MEDIAN RECONSTRUCTION-COMPLETE STREET APPROACH	68
6	F9602	BEVERLY HILLS	PEDESTRIAN IMPROVEMENTS AT SELECTED CROSSWALKS WITHIN BEVERLY HILLS	392
7	F9436	BURBANK	BURBANKBUS TRANSIT VEHICLE REPLACEMENT	559
8	F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	1,971
9	F9435	GLENDALE	PURCHASE OF ALTERNATIVE FUEL BUSES FOR GLENDALE BEELINE	653
10	F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	174
11	F9310	LANCASTER	CITY OF LANCASTER TRANSPORTATION MANAGEMENT CENTER	327
12	F1609	LA CITY	MAIN STREET BUS STOP AND PEDESTRIAN IMPROVEMENTS	548
13	F3630	LA CITY	MAIN STREET PEDESTRIAN ENHANCEMENTS	662
14	F3643	LA CITY	BOYLE HEIGHTS CHAVEZ AVE STREETScape/PEDESTRIAN IMPROV.	2,648
15	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	443
16	F7125	LA CITY	SHERMAN WAY WIDENING BETWEEN WHITSETT AVE TO HOLLYWOOD FWY	770
17	F9123	LA CITY	Complete Streets Project for Colorado Blvd. in Eagle Rock	347
18	F9204	LA CITY	SCLAUSON AVENUE - VERMONT AVENUE TO CRENSHAW BLVD	1,429
19	F9207	LA CITY	ALAMEDA ST WIDENING - NORTH OLYMPIC BLVD TO I-10 FREEWAY	171
20	F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	1,307
21	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	1,603
22	F9311	LA CITY	ATSAC TRAFFIC SURVEILLANCE VIDEO TRANSPORT SYSTEM ENHAN.	381
23	F9422	LA CITY	DASH CLEAN FUEL VEHICLES - HEADWAY REDUCTION	1,729
24	F9520	LA CITY	MID-CITY LOW STRESS BICYCLE ENHANCEMENT CORRIDORS	1,495
25	F9619	LA CITY	LANI - SANTA MONICA BOULEVARD IMPROVEMENT PROJECT	94
26	F9623	LA CITY	BEVERLY BLVD, VERMONT AVE TO COMMONWEALTH AVE PEDESTRIAN IMPROVEMENTS	310
27	F9805	LA CITY	VENICE - LA EXPRESS PARK	741
28	F9806	LA CITY	EXPOSITION PARK - LA EXPRESS PARK	784
29	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	365
30	F1311	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	110
31	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,065
32	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	3,430
33	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI	1,250
34	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	4,931
35	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	2,212
36	F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	897
37	F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	441
38	F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,220
39	F7115	LA COUNTY	THE OLD ROAD-LAKE HUGHES RD TO HILLCREST PKWY PHASE I	1,261
40	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	410
41	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	1,250
42	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	820
43	F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	1,470
44	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS	610
45	F9114	LA COUNTY	FULLERTON ROAD CORRIDOR IMPROVEMENTS - LA COUNTY	3,940
46	F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	1,770
47	F9303	LA COUNTY	SOUTH BAY FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	302
48	F9304	LA COUNTY	GATEWAY CITIES FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT	62
49	F9305	LA COUNTY	NORTH COUNTY TRAFFIC SIGNAL COMMUNICATIONS PROJECT	96
50	F9504	LA COUNTY	E. PASADENA & E. SAN GABRIEL VALLEY BIKEWAY ACCESS IMPROVEMENTS	1,394
51	F9511	LA COUNTY	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS	2,574
52	F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	914
53	F9130	LONG BEACH	ARTESIA - GREAT BOULEVARD	2,350
54	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	2,386
55	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	1,373
56	F9808	LONG BEACH	PARK OR RIDE	197
57	F9402	LONG BEACH TRANSIT	LBT PURCHASE OF ZERO EMISSION BUSES	2,111
58	F9502	MONTEREY PARK	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT	467
59	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	1,669

	PROJ	AGENCY	PROJECT TITLE	TOTAL
60	F9613	PASADENA	LAKE AVENUE GOLD LINE STATION PEDESTRIAN ACCESS IMPROVEMENTS	344
61	F9526	POMONA	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS	2,841
62	F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION PROJECT	1,090
63	F9110	ROSEMEAD	GARVEY AVENUE REGIONAL ACCESS & CAPACITY IMPROVEMENT PROJECT	225
64	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	85
65	F7105	SANTA CLARITA	LYONS AVENUE/DOCKWEILER DRIVE EXTENSION	104
66	F9118	SANTA CLARITA	DOCKWEILER DRIVE GAP CLOSURE	3,267
67	6347	SOUTH GATE	I-710/FIRESTONE BLVD. INTERCHANGE RECONSTRUCTION	560
68	F9400	TORRANCE TRANSIT	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	471
69	F5314	WHITTIER	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	1,390
			TOTAL	\$75,212



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2018-19 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
(\$000)**

PROJ. ID #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEAR						\$ EXPD/ OBLG	TOTAL DEOB	REASON	
					Prior	FY 17	FY 18	FY 19	FY 20	FY 21				
1	6297	COMPTON	COMPTON TMOC & RETROFIT OF CITY TRAFFIC SIGNAL SYSTEM	PC25	SS	\$ 555						\$ 155	\$ 400	AUDIT SAVINGS
2	F3125	EL MONTE	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT	CMAQ	RSTI	7,651						-	\$ 7,651	CANCELLED
3	F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	CMAQ				5,834			-	\$ 422	SCOPE CHANGE
4	F3715	GLENDALE	ADVANCED WAYFINDING AND GUIDANCE SYSTEM	LTF	TDM	486						470	16	AUDIT SAVINGS
5	F7622	LA CITY	LANI - WEST BLVD. COMMUNITY LINKAGES PROJECT	CMAQ	PED				276		1,103	-	319	SCOPE CHANGE
6	F1320	PASADENA	PASADENA ITS MASTER PLAN IMPLEMENTATION - PHASE II	PC25	SS	2,684						2,520	\$ 164	AUDIT SAVINGS
7	F7521	REDONDO BEACH	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II	CMAQ	BIKE		233	1,329				-	\$ 1,562	CANCELLED
8	F7119	SAN MARINO	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	RSTI	105	834					-	\$ 939	CANCELLED
9	8095	SIGNAL HILL	CHERRY AVENUE WIDNING PROJECT	PC25	RSTI	2,720						1,865	\$ 855	AUDIT SAVINGS
TOTAL						\$ 14,201	\$ 1,067	\$ 1,329	\$ 6,110	\$ -	\$ 1,103	\$ 5,010	\$ 12,328	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	\$ 9,445
TRANSIT CAPITAL (TC)	-
SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENTS (SS)	564
BICYCLE IMPROVEMENTS (BIKE)	1,984
PEDESTRIAN IMPROVEMENTS (PED)	319
TRANSPORTATION DEMAND MANGEMENT	16
TOTAL	\$ 12,328

Background/Discussion of Each Recommendation

A. Recertify

The \$75.2 million in existing FY 2019-20 Board approved commitments and programmed through previous Countywide Call processes are shown in Attachment A. The action is required to ensure that funding continues in FY 2019-20 for those on-going projects for which Metro previously committed funding.

B. Deobligate

Attachment B shows the \$12.3 million of previously approved Countywide Calls funding that is being recommended for deobligation. This includes approximately \$.7 million in project downscales, \$10.2 million in cancelled projects, and \$1.4 million in project savings.

In May 2015, the Board approved the updated countywide light rail yard cost allocation percentages (Legistar File # 2015-0455). As part of the approval, \$11 million of the \$22 million cost increase was to be funded over time from the Countywide Call for Projects Deobligation. Since current year's recommended deobligation amount is \$12.3 million, staff recommends fulfilling the countywide light rail yard cost allocation commitment of \$11 million and the reserving remaining \$1.3 million deobligated funds for any future Metro lead competitive Grant Programs, similarly to 2018 Call for Project deobligation action.

C. Authorize

Projects receiving their first year of funding are required to execute Funding Agreements or Letter of Agreements with Metro. And Projects receiving time extensions are required to execute Amendments with Metro. This recommendation will authorize the CEO or his designee to negotiate and execute any agreements and/or amendments with the project sponsors, based on the project sponsors showing that the projects have met the Project Readiness Criteria and timely use of funds policies.

D. Approve Project Scope Change

1. The City of Burbank - San Fernando Bikeway (#F1502) was programmed through the 2007 Call. As approved, the project is located between the northern city limit at San Fernando Blvd/Cohassett Street and the Downtown Burbank Metrolink Station. The project consists of 2.85 miles of Class I and 0.15 of Class II bike path, traveling on the west side of the Metro-owned Metrolink/Union Pacific operated railroad right-of-way along San Fernando Blvd between Cohassett and Lincoln Street, on Victory Place between Lincoln Street and Lake Street, on Lake Street between Victory Place and Burbank Blvd, then via the Burbank Western Channel between Burbank Blvd and Magnolia Blvd, and finally back on the west side of the railroad right-of-way between Magnolia Blvd and the Downtown Burbank Metrolink Station. The City began design work but had to put the project on hold due to its alignment through the project area adjacent to Caltrans' ongoing I-5 North HOV/Empire Interchange Project, and the difficulty of obtaining right-of-way or easement from Union Pacific Railroad (UPRR) for the bike path. The City is requesting to revise the scope of

work to exclude a 0.89 miles segment between the Empire Center and the Western Burbank Channel to avoid ongoing construction of the I-5 Project, which also impacts UPRR right-of-way. The remaining 2.1-mile Class I bikeway would span from San Fernando Blvd/Cohassett Street to the Empire Center and from the Western Burbank Channel to the Downtown Burbank Metrolink Station. The City will seek future State Active Transportation Program funds to construct the 0.89-mile gap once the I-5 Project is complete. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. The revised scope of work will reduce Metro Call funds from \$6,595,000 to \$6,172,836 and the City corresponding local match commitment (20%) from \$1,644,000 to 1,543,216. The revised total project cost of \$7,716,052 will result in a cost saving of \$422,164 in Call funds, which is recommended for deobligation. In addition, the City is committed to cover any future project cost overruns, if occurs.

2. The City of Los Angeles – LADOT Streets for People: Parklets and Plazas (#F7814) was programmed through the 2013 Call. As approved, the project is in the City of Los Angeles along major transit corridors that are within ½ mile of Metro Rapid and/or one mile of Metro Rail transit station areas. The project consists of installing 12 parklets and three plazas. Since the award of the Call grant, the People Street Program has been formalized by the City and new project guidelines/ requirements were created including new project typologies such as intersection murals and decorative crosswalks. The City is requesting to revise the scope of work by eliminating numbers of parklets and plaza and adding the new project typologies. The revised scope of work will install one parklet, one plaza, four intersection murals and nine decorative crosswalks. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$437,200 and the City will maintain its local match commitment of \$109,300 (20%). In addition, the City is committed to cover any future project cost overruns, if occurs.
3. The City of Long Beach - 1st Street Pedestrian Gallery (#F9628) was programmed through the 2015 Call. As approved, the project covers 0.37 miles of pedestrian improvements – including sidewalks and crosswalks, pedestrian lighting, benches, wayfinding signage, and landscaping - on 1st Street between Long Beach Blvd. and Elm Ave., on Broadway between Long Beach Blvd. and Elm Ave., and on Long Beach Blvd. between Broadway and Ocean Blvd. The City is requesting to revise the scope of work by eliminating the Broadway and Long Beach Blvd segments, and extending the 1st Street segment westward from its current limit at Long Beach Blvd. to Pacific Avenue for a total corridor length of 0.35 miles. Changes to the original project segments would allow the City to capitalize on recent land use developments in downtown Long Beach and the Civic Center area. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$2,716,524 and the City will maintain its local match commitment of \$905,507 (25%). In addition, the City is committed to cover any future project cost overruns, if occurs.

4. The City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505) was programmed through the 2007 Call. As approved, the project is located along the Pacoima Wash between Foothill Blvd. and San Fernando Road. The project consists of a 1.6-mile long 12-foot wide Class I path with three bridges (at 4th, 7th, and 8th Streets), five underpasses (at Foothill Blvd., Glenoaks Blvd., 5th St., 4th St., and San Fernando Rd.), eight access points with ramps on both sides (at Foothill Blvd., Glenoaks Blvd., 5th St., and 4th St.), and a connection to the existing Mission City trail along San Fernando Rd. The City is now proposing to construct a 1.34-mile path from Foothill Blvd. to 4th St. The revised scope will include a prefabricated bridge at 8th St. connecting the bikeway on the east side of the Pacoima Wash to the 8th St. Natural Park on the west side, three access points (Foothill Blvd., Glenoaks Blvd., and 5th St.), and additional items that are not part of the original scope. Underpasses beneath railroad tracks are no longer feasible due to a conflict with the Metro East San Fernando Valley Transit Corridor and the Brighton to Roxford Double Track projects. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$1,513,000 and the City will maintain its local match commitment of \$982,000 (39%). In addition, the City is committed to cover any future project cost overruns, if occurs.

5. The City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516) was programmed through the 2011 Call. As approved, the project includes 4.1 miles of Class II and Class III bicycle lanes and sharrows along four corridors in the City of South El Monte: Santa Anita Avenue from Klingerman Street to Merced Avenue, Merced Avenue from Fern Avenue to Santa Anita Avenue, Lerma Avenue from Merced Avenue to the southwest City limit, and Thienes Avenue from Tyler Avenue to the southeast City limit. Improvements are also planned for the Civic Center with bike parking and wayfinding signage. The City is now requesting to eliminate the Merced Avenue, Lerma Avenue, and Thienes Avenue segments. These segments have either been completed through separate street improvement projects or are not in the City limit. Original plans for the Civic Center remain unchanged. Santa Anita Avenue corridor will be incorporated into the Santa Anita Avenue and Tyler Avenue Revitalization Project, which overlaps the Civic Center and Interjurisdictional Bicycle Lanes limits. City will install protected Class IV cycle track and Class III bike lanes as well as pedestrian mobility improvements. Staff has evaluated the proposed change in scope and found that they are consistent with the intent of the original scope of work. Metro will maintain its funding commitment of \$484,905 and the City will maintain its local match commitment of \$128,899 (21%). In addition, in May 2019, Metro Board approved programming of Measure M Multi-year Subregional funds to this project to cover the cost increases due to the revised scope of work.

E. Receive and File

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

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

Based on the above criteria, extensions for the 63 projects shown in Attachment D are being granted.

2. Since the March 2016 Metro TAC approval of the Proposed Revised Call Lapsing Policy, several project sponsors have informed staff that their projects will not be able to be completed within the one-time, 20-month extension. Through the 2016 Call Recertification and Deobligation process, Board delegated authority to reprogram currently programmed Call funds to a later year (latest to FY 2020-21). Reprograms for the eight projects shown in Attachment E are being granted.

Reason for Extensions:

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



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
1	F3607	ARCADIA	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	2016	\$ 1,546	\$ -	\$ 1,546	12	1	6/30/2020
2	F9404	AVTA	ELECTRIC BUS CHARGING INFRASTRUCTURE IMPROVEMENTS	CMAQ	2017	308	-	308	12	3	6/30/2020
3	F9200	BELL	EASTERN AVENUE CAPACITY AND OPERATIONAL IMPROVEMENTS	PC25	2017	536	-	536	20	1	2/28/2021
4	F5306	BURBANK	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM	PC25	2017	544	141	403	20	3	2/28/2021
5	F5508	BURBANK	LOS ANGELES RIVER BRIDGE	CMAQ	2016 2017	680	-	680	12	1	6/30/2020
6	F5701	BURBANK	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM	LTF	2017	232	21	211	20	3	2/28/2021
7	F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017	743	-	743	12	1	6/30/2020
8	F9300	CALABASAS	SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENTS	PC25	2017	590	10	580	20	1	2/28/2021
9	F7322	CARSON	BROADWAY INTERSECTION IMPROVEMENTS - TRAFFIC SIGNAL MODIFICATIONS	PC25	2016 2017	529	12	517	20	1	2/28/2021
10	F5108	COMMERCE	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016 2017	538	22	516	20	1	2/28/2021
11	F7201	COMMERCE	COMMERCE GOODS MOVEMENT ATLANTIC BLVD: WASHINGTON TO COMO	PC25	2016 2017	688	142	546	20	3	2/28/2021
12	F7303	CULVER CITY	NETWORK-WIDE SIGNAL SYNCH WITH VID AND ARTERIAL PERFORMANCE ME	PC25	2017	989	178	811	20	1	2/28/2021
13	F3304	DOWNEY	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ	PC25	2017	738	43	695	20	1	2/28/2021

Reason for Extensions:

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
(\$000')**

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
14	F5114	DOWNEY	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	-	2,787	12	1	6/30/2020
15	F7118	DOWNEY	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	-	1,917	12	1	6/30/2020
16	F5705	EL MONTE	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016 2017	316	-	316	20	1	2/28/2021
17	F5307	GLENDALE	GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER IMPLEMENTATI	PC25	2017	522	-	522	20	1	2/28/2021
18	F5100	INDUSTRY	SR57/60 CONFLUENCE, GRAND AVENUE AT GOLDEN SPRINGS DRIVE	PC25	2015 2016 2017	6,728	-	6,728	20	3	2/28/2021
19	F5300	INGLEWOOD	CITY OF INGLEWOOD ITS - PHASE IV IMPROVEMENT PROJECT	PC25	2016 2017	996	104	892	20	3	2/28/2021
20	F5522	LA CANADA FLINTRIDGE	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT	CMAQ	2016	1,366	-	1,366	12	1	6/30/2020
21	F5304	LANCASTER	TRAFFIC SIGNAL SYSTEM MODERNIZATION	PC25	2017	1,009	811	198	20	3	2/28/2021
22	F3112	LAWNDALE	INGLEWOOD AVENUE CORRIDOR WIDENING	PC25	2014 2015	1,314	76	1,238	12	3	2/28/2020
23	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2010	1,061	212	849	12	1	6/30/2020
24	F1338	LA CITY	HIGHWAY-RAIL GRADE CROSSING IMPROVEMENT SYSTEM	PC25	2010 2011 2017	6,338	3,926	2,412	20	3	2/28/2021
25	F1612	LA CITY	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2011	1,605	297	1,308	12	1	6/30/2020
26	F3409	LA CITY	STOCKER/MLK CRENSHAW ACCESS TO EXPO LRT STATION	LTF	2016 2017	1,390	113	1,277	20	3	2/28/2021

Reason for Extensions:

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
(\$'000')**

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
27	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	4,416	1,732	2,684	12	1	6/30/2020
28	F3631	LA CITY	WESTLAKE MACARTHUR PARK PEDESTRIAN IMPROVEMENT PROJECT	CMAQ	2014 2015	1,339	268	1,071	12	1	6/30/2020
29	F3640	LA CITY	LANI - EVERGREEN PARK STREET ENHANCEMENT PROJECT	CMAQ	2013 2014 2015	844	-	844	12	1	6/30/2020
30	F3721	LA CITY	ANGELS WALK SILVERLAKE	LTF	2013 2014 2015 2017	675	40	635	20	3	2/28/2021
31	F3722	LA CITY	ANGELS WALK BOYLE HEIGHTS	LTF	2012 2013 2014 2017	655	36	619	20	1	2/28/2021
32	F3726	LA CITY	FIRST AND LAST MILE TRANSIT CONNECTIVITY OPTIONS	CMAQ	2013 2014	1,313	105	1,208	12	1	6/30/2020
33	F5121	LA CITY	BALBOA BOULEVARD WIDENING AT DEVONSHIRE STREET	RSTP	2016 2017	1,099	98	1,001	12	1	6/30/2020
34	F5317	LA CITY	ITS PLATFORM UPGRADES	PC25	2017	2,300	-	2,300	20	1	2/28/2021
35	F5519	LA CITY	BICYCLE FRIENDLY STREETS (BFS)	CMAQ	2015 2016	586	-	586	12	1	6/30/2020
36	F5525	LA CITY	BICYCLE CORRAL PROGRAM LAUNCH (PLUS F5709 TDM)	CMAQ	2016 2017	972	-	972	12	1	6/30/2020
37	F5707	LA CITY	ANGELS WALK CENTRAL AVENUE	CMAQ	2017	366	-	366	12	1	6/30/2020
38	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017	4,947	461	4,486	12	1	6/30/2020
39	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP	2017	2,361	1,014	1,347	12	1	6/30/2020

Reason for Extensions:

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



**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
(\$000')**

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE	
40	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL (SEE MR312.51 IS MATCH)	RSTP	2017	630	-	630	12	1	6/30/2020
41	F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	LTF	2017	437	-	437	20	1	2/28/2021
42	F7817	LA CITY	VERMONT AVE STORMWATER CAPTURE & GREENSTREET TRANSIT PROJECT	LTF	2017	1,145	-	1,145	20	1	2/28/2021
43	F9430	LA CITY	PURCHASE OF THREE ELECTRIC ZERO EMISSION DASH BUSES	CMAQ	2017	766	-	766	12	3	6/30/2020
44	F7109	LA CITY	SOTO STREET COMPLETE STREETS PROJECT	PC25	2016 2017	6,056	462	5,594	20	3	2/28/2021
45	F3311	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE III	CMAQ	2013 2014 2015	2,391	1,311	1,080	12	3	6/30/2020
46	F5115	LA COUNTY	AVENUE L ROADWAY WIDENING PROJECT	RSTP	2015 2016 2017	4,797	-	4,797	12	1	6/30/2020
47	F5704	LA COUNTY	METRO GREEN LINE VERMONT STATION WAYFINDING SIGNAGE	CMAQ	2016 2017	396	-	396	12	3	6/30/2020
48	F7412	LA COUNTY	LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE	CMAQ	2016	282	-	282	12	1	6/30/2020
49	F3615	LONG BEACH	LONG BEACH BLVD. PEDESTRIAN IMPROVEMENT PROJECT	RSTP	2017	1,722	-	1,722	12	1	6/30/2020
50	F3139	MANHATTAN BEACH	SEPULVEDA BOULEVARD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	1,440	5,373	12	1	6/30/2020
51	8211	MONROVIA	HUNTINGTON DRIVE PHASE II PROJECT (OLD TOWN PEDESTRIAN IMPROVEMENTS)	RSTP	2017	684	-	684	12	3	6/30/2020
52	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017	240	-	240	12	1	6/30/2020

Reason for Extensions:

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



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2019
(\$000')

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	LAPSING PROG YEAR(S)	TOTAL PROG \$	TOTAL EXP/OBLIG/ALLOC \$	AMT SUBJECT TO LAPSE	REC'D EXT MONTHS	REASON FOR EXT #1, 2 OR 3	NEW REVISED LAPSE DATE
53	F3302	PASADENA								
		INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	2,897	1,338	12	3	2/28/2020
54	F3522	PASADENA								
		CORDOVA STREET ROAD DIET PROJECT	CMAQ	2016	2,115	-	2,115	12	1	6/30/2020
55	F5305	PASADENA								
		MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	PC25	2017	1,298	343	955	20	3	2/28/2021
56	F3502	REDONDO BEACH								
		REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	-	1,559	12	1	6/30/2020
57	F5301	REDONDO BEACH								
		GRANT AVENUE SIGNAL IMPROVEMENTS	PC25	2017	1,222	-	1,222	20	1	2/28/2021
58	8002	SGV COG								
		ALAMEDA CORRIDOR EAST - PHASE I	PC25	2015 2016 2017	255,730	242,417	13,313	20	3	2/28/2021
59	8002R	SGV COG								
		ALAMEDA CORRIDOR EAST - MEASURE R	MR	2015 2016	358,000	145,549	212,451	24	3	6/30/2021
60	F5516	SOUTH EL MONTE								
		CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES	CMAQ	2016	485	-	485	12	1	6/30/2020
61	F3124	SOUTH GATE								
		FIRESTONE BOULEVARD CAPACITY IMPROVEMENTS	PC25	2014 2015	7,072	2,790	4,282	12	3	2/28/2020
62	F5308	SOUTH PASADENA								
		SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV	PC25	2017	464	38	426	20	1	2/28/2021
63	F7519	WHITTIER								
		WHITTIER GREENWAY TRAIL EXTENSION	CMAQ	2016	2,458	-	2,458	12	1	6/30/2020
TOTAL					\$718,880	\$ 407,109	\$ 311,771			



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2018-19 CALL FOR PROJECTS REPROGRAMMING
(\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE						FUND SOURCE
			2018 & Prior	2019	2020	2021	TOTAL	
F3507	BALDWIN PARK	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT	\$ 484				\$ 484	LTF
					<i>484</i>		<i>484</i>	
F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY		3,070			3,070	PC 25
						<i>3,070</i>	<i>3,070</i>	
F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	4,423				4,423	PC 25
					<i>2,212</i>	<i>2,211</i>	<i>4,423</i>	
F9302	LA COUNTY	SGV FORUM 2015 TRAFFIC SIGNAL CORRIDORS PROJECT		1,770	5,537		7,307	PC 25
					<i>1,770</i>	<i>5,537</i>	<i>7,307</i>	
F7316	LONG BEACH	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT	1,827				1,827	PC 25
					<i>914</i>	<i>913</i>	<i>1,827</i>	
F9130	LONG BEACH	ARTESIA - GREAT BOULEVARD	3,421	1,279			4,700	PC 25
					<i>2,350</i>	<i>2,350</i>	<i>4,700</i>	
F9526	POMONA	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS				2,841	2,841	PC 25
					<i>2,841</i>		<i>2,841</i>	



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
 2018-19 CALL FOR PROJECTS REPROGRAMMING
 (\$000)

Reprogrammed Years are listed in Bold and Italic

PROJ	AGENCY	PROJECT TITLE						FUND SOURCE
			2018 & Prior	2019	2020	2021	TOTAL	
F1168	SANTA CLARITA	VIA PRINCESSA EXTENSION-GOLDEN VALLEY ROAD TO RAINBOW GLEN	11,577				11,577	PC 25
						<i>11,577</i>	<i>11,577</i>	

ORIGINAL PROGRAMMED AMOUNT	\$ 21,732	\$ 6,119	\$ 5,537	\$ 2,841	\$ 36,229
<i>REPROGRAMMED AMOUNT</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ 10,571</i>	<i>\$ 25,658</i>	<i>\$ 36,229</i>
DELTA	21,732	6,119	(5,034)	(22,817)	-



June 2019 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE
1	F3607 Arcadia	ARCADIA GOLD LINE STATION PEDSTRIAN LINKAGE PROJECT	CMAQ	2016	1,546	2016	1,546	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020.	Concur with TAC recommendation.
2	F5508 Burbank	LOS ANGELES RIVER BRIDGE	CMAQ	2016 2017	680	2016 2017	680	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020.	Concur with TAC recommendation.
3	F5108 Commerce	GARFIELD AVENUE/WASHINGTON BOULEVARD MULTIMODAL INTERSECTION	PC25	2016 2017	538	2016 2017	516	1	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
4	F5114 Downey	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT	RSTP	2015 2016 2017	2,787	2015 2016 2017	2,787	2	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to complete right-of-way certification and receive E-76 authorization to proceed for	Concur with TAC recommendation.
5	F7118 Downey	FLORENCE AVE. BRIDGE OVER SAN GABRIEL RIVER	CMAQ	2016 2017	1,917	2016 2017	1,917	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
6	F5705 El Monte	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYSTEM	LTF	2016 2017	316	2016 2017	316	1	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
7	F1129 Los Angeles	WIDENING SAN FERNANDO RD AT BALBOA RD	CMAQ	2009 2010	1,061	2010	849	7	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to secure full project funding and receive E-76 authorization to proceed for construction.	Concur with TAC recommendation.
8	F1612 Los Angeles	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN	CMAQ	2009 2011	\$ 1,605	2011	\$ 1,308	8	Did not meet Lapsing Policy	One-year extension to June 30, 2020 to obtain environmental clearance, complete design, right-of-way certification and receive E-76 authorization to proceed for construction.	Concur with TAC recommendation.

PROJ #	AGENCY	PROJECT TITLE	FUND SOURCE	PROG YR(S)	TOTAL METRO PROG \$	LAPSING FUND YR(S)	PROG \$ SUBJECT TO LAPSE (000')	TOTAL YRS EXT	REASON FOR APPEAL	TAC RECOMMENDATION	METRO RESPONSE	
9	F3514	Los Angeles	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2013 2014 2015	4,416	2014 2015	2,684	3	Did not meet Lapsing Policy & Status Update per May 2018 TAC Appeal	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC appeals and demonstrate full project funding.	Concur with TAC recommendation.
10	F3721	Los Angeles	ANGELS WALK SILVERLAKE	LTF	2013 2014 2015 2017	675	2013 2014 2015 2017	635	4	Did not meet Lapsing Policy	One-time 20-month extension to February 28, 2021 to complete the project.	Concur with TAC recommendation.
11	F5519	Los Angeles	BICYCLE FRIENDLY STREETS	CMAQ	2015 2016	586	2015 2016	586	2	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC	Concur with TAC recommendation.
12	F3139	Manhattan Beach	SEPULVEDA BLVD BRIDGE WIDENING PROJECT	RSTP	2012 2013 2014	6,813	2012 2013 2014	5,373	4	Did not meet Lapsing Policy & Status Update per May 2018 TAC Appeal	One-year extension to June 30, 2020 to complete right-of-way certification and receive E-76 authorization to proceed for	Concur with TAC recommendation.
13	F3502	Redondo Beach	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION	CMAQ	2016	1,559	2016	1,559	1	Did not meet Lapsing Policy	One-year extension to June 30, 2020. Project Sponsor must provide an update at the 2020 TAC	Concur with TAC recommendation.
14	F7119	San Marino	HUNTINGTON DRIVE MULTIMODAL CAPACITY ENHANCEMENTS	PC25	2016 2017	939	2016 2017	939	1	Did not meet Lapsing Policy	City declined to appeal. Letter dated June 3, 2019 requesting to cancel the project.	No further action is needed.



Board Report

File #: 2019-0461, File Type: Program

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING \$11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining \$1.3 million in RESERVE;
- C. AUTHORIZING the CEO to:
 1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
 1. City of Burbank - San Fernando Bikeway (#F1502);
 2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
 3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
 4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
 5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and
- E. RECEIVING AND FILING:
 1. Time extensions for 63 projects shown in Attachment D;
 2. Reprogramming for eight projects shown in Attachment E; and
 3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling \$575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount (\$000')	# of Active/Upcoming Projects	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	40	\$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		\$ 1,316,900	289	\$ 575,235

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of \$55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

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

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

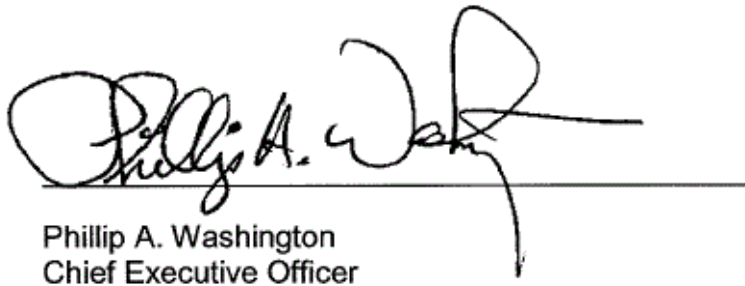
With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

- Attachment A - FY 2018-19 Countywide Call Recertification
- Attachment B - FY 2017-18 Countywide Call Deobligation
- Attachment C - Background/Discussion of Each Recommendation
- Attachment D - FY 2017-18 Countywide Call Extensions
- Attachment E - FY 2017-18 Countywide Call Reprogramming
- Attachment F - Result of TAC Appeals Process

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Wil Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0461, File Type: Program

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2019

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECERTIFYING \$75.2 million in existing Fiscal Year (FY) 2019-20 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$12.3 million of previously approved Call funding, as shown in Attachment B, ALLOCATING \$11 million to fulfill the countywide light rail yard cost allocation commitment and hold the remaining \$1.3 million in RESERVE;
- C. AUTHORIZING the CEO to:
 1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. Amend the FY 2019-20 budget, as necessary, to include the 2019 Countywide Call Recertification and Extension funding in the Subsidies budget;
- D. APPROVING changes to the scope of work for:
 1. City of Burbank - San Fernando Bikeway (#F1502);
 2. City of Los Angeles - LADOT Streets for People: Parklets and Plazas (#F7814);
 3. City of Long Beach - 1st Street Pedestrian Gallery (#F9628);
 4. City of San Fernando - San Fernando Pacoima Wash Bike Path (#F1505);
 5. City of South El Monte - Civic Center and Interjurisdictional Bicycle Lanes (#F5516); and
- E. RECEIVING AND FILING:
 1. Time extensions for 63 projects shown in Attachment D;
 2. Reprogramming for eight projects shown in Attachment E; and
 3. Update on future countywide Call considerations

ISSUE

Each year the Board must recertify funding for projects that were approved through prior Calls in

order to release the funds to the project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to Metro's Technical Advisory Committee (TAC). The Board must also receive and file the extensions and reprogrammed funds granted through previously delegated Board authority.

DISCUSSION

The Call process implements Metro's multi-modal programming priorities and implements the adopted Long Range Transportation Plan (LRTP). The 2019 Call Recertification and Deobligation process reinforces the annual authorization and timely use of funds policies. Specifically, Board policy calls for consideration of deobligation of funding from project sponsors who have not met lapsing deadlines, have not used the entire grant amount to complete the project (project savings) or have formally notified Metro that they no longer wish to proceed with the project (cancellation).

Technical Advisory Committee (TAC) Appeals

On June 5, 2019, TAC heard sponsor appeals on the deobligation of funding from 13 projects (Attachment F). TAC recommended one-year extensions with certain reporting conditions on all appeals. Staff concurs with these recommendations. Therefore, no projects would involuntarily lose funding due to the lapsing schedule and would have the timeline to completion lengthened under this proposed Board action.

Additionally, all proposed deobligated funds included in Attachment B are due primarily to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The TAC reviewed and concurs with this recommendation.

Future Countywide Call Considerations

The Call process was initiated in the early 1990s and has changed significantly in its policy emphasis over the years, as has the environment for transportation investments that were underwritten by Call-related funding in the past. Specifically, levels of anticipated available funding have markedly changed. In August 2016, any future Call programming was put on hold due to the pending outcome of the Measure M ballot initiative and the update of the LRTP.

The latest 2015 Call cycle programmed funding through FY 2020-21. These commitments remain. Metro staff completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles), see table 1 below. There are approximately 289 active and/or upcoming Call projects totaling \$575 million, yet to be fully implemented. Staff believes the most prudent course is to continue deferring future considerations of the Call until completion of the next LRTP, to better align to the priorities set forth in the plan. Given that there are still more than half billion dollars of programmed funds not yet expended or obligated, staff will focus on working with the project sponsors in expediting the delivery of those projects.

Table 1 - Active and Upcoming Call for Projects as of May 31, 2019

Cycle	# of Awarded Projects	Programming Years	Total Programmed Amount (\$000')	# of Active/Upcoming Projects	Remaining Balance (\$000')
2007 Call	169	FY08 - FY13	\$ 454,520	40	\$ 65,459
2009 Call	133	FY12 - FY15	337,551	61	132,537
2011 Call	72	FY15 - FY17	123,516	41	56,686
2013 Call	96	FY15 - FY19	199,390	68	137,454
2015 Call	88	FY17 - FY21	201,923	79	183,099
	558		\$ 1,316,900	289	\$ 575,235

Equity Platform

Consistent with Metro's Equity Platform, projects funded under Call are inherently intended to improve equity by increasing access to opportunity. Metro staff will be actively working with the jurisdictions to ensure delivery of those projects.

DETERMINATION OF SAFETY IMPACT

The 2019 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

The amount of \$55.3 million is included in the FY 2019-20 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call. Since these are multi-year projects, the cost center managers, Chief Planning Officer and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, Congestion Mitigation and Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP). The Proposition C 25% funds are not eligible for Metro bus and rail operating and capital expenditures.

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

lead-time CMAQ funds as planned to insure utilizing Metro's federal funds.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

Goal 4: Transform LA County through regional collaboration with the subregions and local jurisdictions in implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2019-20 funding commitments rather than authorize their continued expenditures. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects that received multi-year funding.

With respect to deobligations, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistent with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a more timely fashion. However, this would be disruptive to the process of delivering the specific projects currently underway, many of which are now very close to being delivered. On balance, the appeals process between the project sponsors and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed to ensure policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

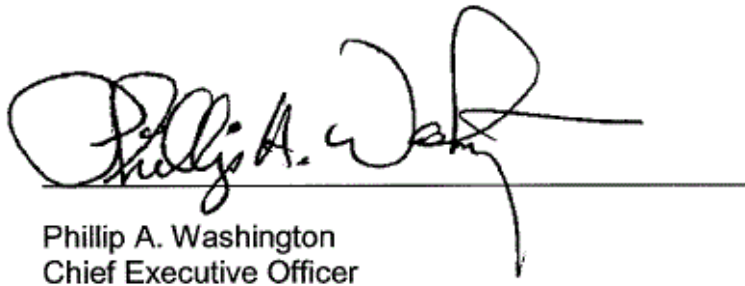
With Board approval of the 2019 Countywide Call Recertification, Deobligation and Extension process, project sponsors will be notified and Funding Agreements (FAs) and Letters of Agreement (LOAs) will be executed with those who have received their first year of funding through the Recertification process. Amendments to existing FAs and LOAs will be completed for those sponsors receiving time extensions. Project sponsors whose funds are being deobligated will be formally notified of the Board action as well as those receiving date certain time extension deadlines for executing their agreements.

ATTACHMENTS

- Attachment A - FY 2018-19 Countywide Call Recertification
- Attachment B - FY 2017-18 Countywide Call Deobligation
- Attachment C - Background/Discussion of Each Recommendation
- Attachment D - FY 2017-18 Countywide Call Extensions
- Attachment E - FY 2017-18 Countywide Call Reprogramming
- Attachment F - Result of TAC Appeals Process

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Wil Ridder, Interim SEO, Countywide Planning & Development, (213) 922-2887

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



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #: 2019-0466, **File Type:** Program

Agenda Number: 14.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 17, 2019**

SUBJECT: PROGRAM ADDITIONAL FUNDS FOR I-10 HOV LANES PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE:

- A. \$10,910,051 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds savings in the I-10 High Occupancy Vehicle (HOV) Lanes Project from I-605 to Puente Avenue (Segment 1) to be programmed to pay for the cost increase in the I-10 HOV Lanes Project from Puente Avenue to Citrus Avenue (Segment 2); and
- B. an additional \$836,000 in CMAQ Funds for the cost increase in Segment 2.

ISSUE

Construction of the HOV lanes on I-10 between Puente Avenue and Citrus Avenue is progressing. However, the project has experienced challenges, including changes and delays leading to the need for additional funds to complete the construction.

BACKGROUND

The I-10 HOV Project from I-605 to SR-57 is being delivered in three segments. Once completed, the Project will add over ten miles of HOV lanes in each direction. Segment 1, between I-605 and Puente Avenue was completed in 2016 with savings of \$10,910,051 in CMAQ Funds. Segment 2, with a total Funding Agreement budget of \$195,580,000 (reduced to \$189,325,000 after bid opening), between Puente Avenue and Citrus Avenue is currently under construction and is expected to open to traffic in February 2020. Segment 3, between Citrus Avenue and SR-57, also under construction, is expected to open to traffic in Spring 2021. Upon completion, the Project will close the gap and provide a continuous HOV/Express Lanes facility from east of Downtown Los Angeles to the San Bernardino County Line.

Caltrans awarded the Segment 2 construction contract to Ames Construction, Inc. in February 2014 and the contractor commenced construction in June 2014. Construction of Segment 2 is over 80% complete.

DISCUSSION

Major construction activities and the open to traffic milestone for Segment 2, originally scheduled to be completed in April 2017 are delayed to February 2020, a schedule delay of 34 months.

Caltrans attributes the delays to:

- Delays in the SCE utility relocations as power poles and utility lines that were not shown on the plans had to be relocated at several locations.
- Redesigning retaining walls and soundwalls to address conflicts with existing facilities, utilities (sewer and communications lines) and mature trees.
- Redesign of several interchange ramps to avoid conflicts with major storm drain facilities (96" and 78") that were not identified during design due to lack of as-built plans.
- Waiting on court orders for easements to demolish buildings or obtain temporary construction easements to perform construction.
- Delays due to weather conditions.

The Project has an estimated cost increase of \$19,504,112 for construction support and capital costs. Caltrans has estimated the total construction support costs at \$39,991,112, which is \$9,363,112 over the current budget of \$30,628,000. The reasons for the increase are additional labor for: construction administration costs for an additional 21 months from the previous revised schedule and budget, the support required for the SCE relocations, contract plans modifications due to differing field conditions, staging plans revisions and increased coordination with the city of West Covina for street and ramp closures.

The estimated costs for the construction capital component have increased due to a significant number of Contract Change Orders and anticipated contractor claims on the project for such items as the time related delays while Caltrans resolved the conflicts between the design and the actual field conditions and delays in relocation of SCE-owned utilities. The contractor moved forces in and out of the project on multiple occasions. While the initial bids for the project were less than the engineer's estimate, the number and magnitude of the changes have substantially increased the construction costs. The amount of the potential claims is yet to be determined. Caltrans is requesting \$10,141,000 for the additional construction capital expenses.

Caltrans will fund up to \$6,578,112 of the cost increase with state-controlled funds. Metro controlled funds are required to cover the remaining \$12,926,000. The balance would be funded through shifting the \$10,910,051 in CMAQ savings from Segment 1 to Segment 2 as proposed in Recommendation A. Additionally, the Board previously approved the use of \$3,900,000 in I-10 ExpressLanes toll revenues to fund the CCOs for the median barrier changes to accommodate the future ExpressLanes Project on Segments 2 and 3 (Attachment A, Board Report 2019-0129). \$1,180,000 of the of the \$3,900,000 is required for Segment 2. Lastly, the remaining \$836,000 shortfall would be funded with additional CMAQ funds (Recommendation B).

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact to the safety of Metro patrons and employees or users of our facilities. The I-10 freeway is a state-owned facility and Caltrans standards will be adhered to in the construction of the proposed improvements.

FINANCIAL IMPACT

Adoption of the recommendation will not have an impact to the FY 2020 budget as Regional Programming has identified CMAQ funds to pay for the cost increase. CMAQ funds are pass through funds and do not impact the budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The construction of HOV lanes supports strategic plan goal #1, provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board could choose to not approve the additional funding. This option is not recommended as it would result in further project delays, additional contractor claims and increased costs. Caltrans has declared that they do not have funds beyond what they have committed to and documented in this Board Report.

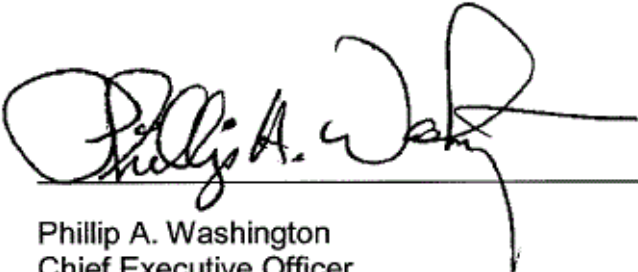
NEXT STEPS

Staff will prepare the Programming Agreement with Caltrans to facilitate payment of cost overruns.

ATTACHMENT

Attachment A - I-10 Express Lanes Extension from I-605 to LA/SB County Line File # (2019-0129)

Prepared by: Benkin Jong, Senior Manager, Highway Program, (213) 922-3053
Abdollah Ansari, Senior Executive Officer, (213) 922-4781
Bryan Pennington, Deputy Chief Program Management Officer, (213) 922-4779
Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #: 2019-0129, **File Type:** Project**Agenda Number:** 6.

**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
APRIL 17, 2019****SUBJECT: I-10 EXPRESSLANES EXTENSION FROM I-605 TO LA/SB COUNTY LINE****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

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

ISSUE

At the February 20, 2019 Ad Hoc Congestion, Highway and Roads Committee meeting, Director Fasana directed staff to work with Caltrans to explore opportunities to incorporate additional improvements that would benefit future ExpressLanes as part of the I-10 HOV lane project currently in construction with the intent of minimizing future costs and impacts.

BACKGROUND

The I-10 HOV lane project includes construction of one HOV lane in each direction along I-10 between I-605 (San Gabriel River Freeway) and SR-57 (Orange Freeway).

The I-10 HOV lane project is comprised of three segments, with total Life of Project (LOP) budget of approximately \$550 million:

1. Segment 1, between I-605 and Puente Ave in Baldwin Park has been completed as of 2013.
2. Segment 2, between Puente Ave and Citrus St is currently in construction and expected to be completed by December 2019.
3. Segment 3, between Citrus St and SR-57 is currently in construction and is expected to be completed by Summer 2021.

DISCUSSION

Metro and Caltrans explored opportunities to incorporate additional improvements that would better accommodate future ExpressLanes needs, ITS deployment, and other highway improvements as part of Segments 2 and 3 of the I-10 HOV lane project currently in construction. The improvements considered include improved lighting at ingress/egress locations and installation of upgraded SMFO cables for communications for the potential I-10 ExpressLane Extension project and ITS enhancements, amongst other highway improvements.

The I-10 ExpressLane Extension project is identified as a Tier I (near-term) priority in the 2017 Metro Countywide ExpressLane Strategic Plan. In addition, the I-10 ExpressLane Extension project has been identified as a key project for Metro and Los Angeles County and is included in Metro's Twenty-Eight by '28 project list, which intends to construct twenty-eight projects before the 2028 Summer Olympics and Paralympics. The anticipated Twenty-Eight by '28 completion year for the project is 2028.

Findings

Construction of Segments 2 and 3 of the I-10 HOV lane project is currently underway. Construction contractors are expected to initiate work within the median barrier in Spring 2019, while work within the outside shoulder for the eastbound portion for Segment 3 is expected in Fall 2019.

Given the timing of construction within the median, Metro and Caltrans staff identified this as an opportunity to include the installation of 2-inch conduit, pull boxes, CIDH pile foundations, and modified concrete barrier for the median lighting at the HOV lane egress/ingress locations along I-10 for Segments 2 and 3. The improvements will provide improved visibility for drivers at HOV lane egress/ingress points where lane changing and turbulence is concentrated. The proposed improvements are also consistent with Caltrans Transportation Operations Policy Directive 11-02 providing updated lighting standards at access openings for managed lanes, including ExpressLanes.

In addition, to improved lighting, staff consulted with Caltrans staff on the potential sharing of conduit for future communications. In consultation with Caltrans, Metro proposes to improve communications for Segment 3, by upgrading the proposed 48-strand bundle of SMFO to a 72-strand bundle of SMFO, and a fiber patch panel to allow for additional fiber strands for communications that could potentially be used for the communications network necessary for the I-10 ExpressLanes Extension project.

The additional scope includes the installation of 2-inch conduits, pull boxes, CIDH pile foundations, and modified concrete barrier for the median lighting for Segments 2 and 3. In addition to the installation of a 72-strand bundle of SMFO cable and a fiber patch panel for Segment 3. The cost for the additional improvements is approximately \$3.9 million.

In leveraging ongoing construction efforts, cost savings are achieved by minimizing the need for future trenching and excavation of the median and outside shoulder. The additional improvements

may also serve to expedite the delivery of the I-10 ExpressLane Extension project, which has been identified as a priority in Metro's Twenty-Eight by '28 project list and the 2017 Metro Countywide ExpressLane Strategic Plan. Metro will continue to coordinate with Caltrans on further improvements throughout the construction of Segments 2 and 3 of the I-10 HOV lane project.

DETERMINATION OF SAFETY IMPACT

The approval of funding will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding in the amount of \$3.9 million is available in the FY19 and proposed FY20 budget in cost center 2220 to implement this effort. Because this is a multi-year program, the cost center manager and the Executive Officer of the Congestion Reduction programs will be responsible for budgeting for future years.

Impact to Budget

The funding for this action will come from toll revenues generated from the Metro I-10 ExpressLanes operations. No other funds were considered for this activity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project is consistent with the following Metro Vision 2020 Goals and Objectives:

Strategic Goal 1: Provide high quality mobility options that enable people to spend less time traveling by providing the potential for improved ITS communications in an effort to improve future mobility.

ALTERNATIVES CONSIDERED

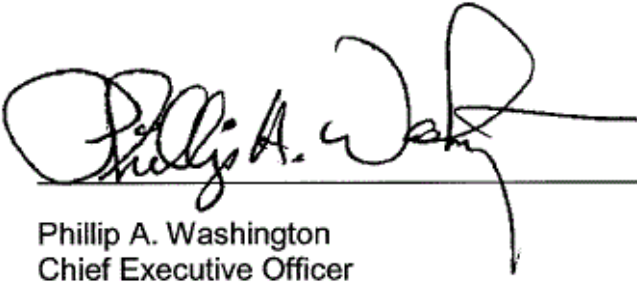
The Board could choose not to approve the staff's recommendation. This alternative is not recommended as it would result in the deferment of potential cost savings and improvements to allow for improved lighting, power and communications for the planned I-10 ExpressLanes Extension project.

NEXT STEPS

Upon Board approval, staff will coordinate with Caltrans on final construction costs, enter into any necessary agreements and implement the identified enhancements.

Prepared by: Daniel Tran, Manager, Transportation Planning, 213.922.2313
Robert Campbell, Manager, Transportation Planning, 213.418.3170

Reviewed by: Shahrzad Amiri, Executive Officer, 213.922.3061



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0490, **File Type:** Contract

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE

JULY 17, 2019

CONSTRUCTION COMMITTEE

JULY 18, 2019

SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT

ACTION: APPROVE CONTRACTING DELIVERY APPROACH

RECOMMENDATION

CONSIDER:

A. FINDING that use of a Pre-Development Agreement (PDA) approach pursuant to Public Utilities Code Section 130242 will achieve certain private sector efficiencies in the integration of the planning, design, and construction of the Sepulveda Transit Corridor Project (Project); and

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

B. APPROVING the solicitation of PDA contract(s) with up to two responsible proposer(s), pursuant to Public Utilities Code Section 130242(e), with the proposer(s) chosen by utilizing a competitive process that employs objective selection criteria (in addition to price).

ISSUE

Metro is authorized to enter into a PDA pursuant to Public Utilities Code Section 130242(a) and Section 130242(e). Benefits of the PDA process include the optimization of project performance, risk, constructability, affordability, and delivery schedule through early design solutions, innovation, and private sector rigor and resources.

BACKGROUND

Metro is planning for the construction of the Sepulveda Transit Corridor, a fixed-guideway transit service running between the San Fernando Valley and Los Angeles International Airport (LAX), through the Westside of Los Angeles. Metro is currently conducting a Transit Feasibility Study (TFS)-the Alternatives Analysis phase of the planning process. This TFS will identify and evaluate a range of high-capacity fixed guideway transit alternatives for the Project such as, evaluating various transit modes, alignments generally following the I-405 corridor, and potential station locations. The

alignments include potential connections to existing and planned Metro bus and rail lines, the LOSSAN corridor regional rail services, and several major activity centers. The Project is included on the Twenty-Eight by '28 list of projects scheduled to be completed in time for the 2028 Olympic and Paralympic Games.

DISCUSSION

In 2016, Metro received three Unsolicited Proposals (UPs) for delivery of the Sepulveda Transit Corridor (Valley to Westside segment), each of which offered different approaches to achieve innovative, accelerated delivery of the project. Two of the three also proposed the use of a PDA to advance preliminary definition and design of the project, followed by project delivery through a potential public-private partnership, which would include the design, construction, finance, and potentially project operations and/or maintenance. The Metro Board previously directed Metro staff to "...proceed with all actions necessary to assist in the preparation of a Pre Development Agreement (PDA) to develop the [Sepulveda Transit Project]" in a motion made by Directors Richard Katz and Mel Wilson, approved at the December 13, 2012 Board meeting.

A PDA is a form of early contractor involvement where a private project developer participates in early project definition and design, in partnership with the project owner. Teams of firms that are awarded a PDA contract (PDA Contractor) would continue to provide technical work products including cost estimates, constructability reviews, technical analyses, etc. that support the ongoing development of the project as it progresses through environmental review and approval processes. When the project scope and design are sufficiently developed, a PDA Contractor will have the right to submit an offer to Metro for a firm fixed price for delivery. Metro would develop its own independent cost estimate and then, at its sole discretion, enter into negotiations with the PDA Contractor. If negotiations are successful, staff would bring a recommended contract action to the Board. If negotiations are not successful, Metro would use any relevant work products produced by the PDA Contractor and move forward with a competitive procurement for the work. Based on review of the UPs, Metro determined that a PDA could offer significant value as it works to balance the project's performance, construction costs, operations, maintenance and state-of-good-repair costs, and key project risks, particularly an accelerated schedule.

Metro anticipates selecting up to two PDA Contractors to identify and develop project concepts, likely involving distinct transit mode types. Selection of the PDA Contractor(s) will be based on technical, managerial and financial qualification factors that will be included in the solicitation. The selection of the Contractor(s) is subject to Board approval. Work products supporting development of the project will be reviewed and assessed by Metro staff to determine the extent to which they support Metro's project goals. The review and assessment will include performance (travel time, passenger throughput, etc.), feasibility/constructability, and other factors, as part of the environmental clearance process for the project. The environmental clearance process will be supported by a separate consulting contract.

The PDA project development period will include clear phases and milestones, each of which will allow Metro the opportunity to decline to continue its relationship with a PDA Contractor.

This process will occur in parallel to the process of developing a combined Environmental Impact

Statement/Environmental Impact Report (EIS/EIR) to satisfy the requirements of NEPA and CEQA. The PDA Contractors will be expected to closely coordinate their ongoing efforts to advance the Project's design with Metro staff and Metro's environmental consultants to ensure robust public participation and strict adherence to all environmental permitting requirements. Staff has determined that the use of a PDA is not likely to negatively affect any of the major EIS/EIR process milestones that Metro projects typically must satisfy, including an initial scoping period, community meetings and comment periods, establishment by the Metro Board of a Locally Preferred Alternative (LPA), and certification of the Final EIR by the Metro Board and issuance of a Record of Decision for the project by the Federal Transit Administration. Additionally, provisions will be included in the Statement of Work to ensure that the EIS Consultant and each PDA Team maintain schedule coordination and will not be unduly delayed. The statements of work for both the PDA Contractors and EIS/EIR consultant will include defined mechanisms to ensure sufficient and thoughtful coordination of schedule and technical deliverables.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Recommendations A and B do not have a fiscal year budget impact at this time as the actions are requesting permission for project delivery approach. The Board would consider proposals from qualified proposers prior to award of any contract for a PDA. Measure M and Measure R expenditure plans allocate approximately \$10.8 billion (2015 \$) to the Project from 2024 through 2057 for new fixed-guideway transit service and express lanes between the San Fernando Valley and the Westside. The Sepulveda Transit Corridor project (460305) is allocated \$3.7 million in the FY20 budget. This project is currently funded on a Fiscal Year to Fiscal Year basis until such time that a Life of Project Budget (LOP) is adopted.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Delivering this important Measure M projects as efficiently and effectively as possible is consistent with the following Vision 2028 goals:

- Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 2 - Deliver outstanding trip experiences for all users of the transportation system
- Goal 3 - Enhance communicates and lives through mobility and access to opportunity
- Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization

ALTERNATIVES CONSIDERED

The Board may reject the recommendations to use a PDA to support the project's development and delivery. However, certain private sector efficiencies in the integration of project design with long-term operational performance and cost of ownership may not be achieved. Also, the opportunity to

potentially identify strategies to improve performance, reduce costs, and accelerate project delivery utilizing this recommended method will not be available.

Metro staff explored delivering the Project utilizing Design/Bid/Build and Design/Build contracting, as well as a traditional hard-bid P3 (without early contractor involvement); however, these approaches would not benefit from contractor insights into project definition and design that could support more efficient achievement of Metro's project goals. Therefore, it is not recommended that either option be utilized.

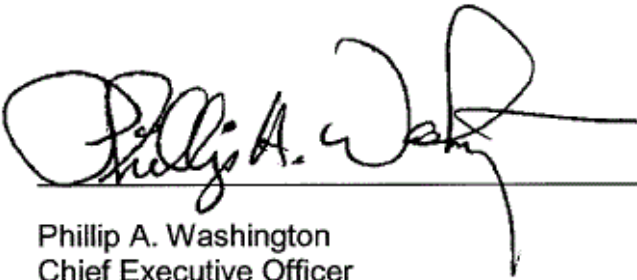
NEXT STEPS

In order to support an efficient project development schedule that aligns with Metro's environmental clearance, engineering, and construction schedule, Metro will issue a solicitation in 2019 for the PDA contract.

Upon approval by the Board, staff will issue a competitive solicitation for a PDA contract(s). The proposal(s) will be selected by utilizing objective selection criteria, in addition to price. The process of evaluation, negotiations (if any), and decision to recommend award of the PDA contract(s) is anticipated to last into 2020. This procurement process will be conducted in parallel with an effort to procure a consulting team to support the environmental clearance of the project. Metro staff currently anticipates selection of up to two contractors by summer 2020, allowing for evaluation of their project concepts and selection of an LPA by 2023.

Prepared by: Colin Peppard, Senior Director, Special Projects (213) 418-3434

Reviewed by: Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer



Sepulveda Transit Corridor Project



Planning & Programming Committee
Agenda Item: 2019-0490

Preliminary Development Agreement Summary

A PDA is a form of Early Contractor Involvement (ECI) in which a private developer participates in early project design

- > PDA teams compete for the right develop project design in collaboration with Metro and stakeholders
- > Limited right to submit an offer for firm fixed price delivery; competitive hard bid procurement if offer is not satisfactory

Value proposition: Contractor insights on critical early design decisions with incentive to optimize feasibility, improve performance, manage cost, accelerate delivery



Why PDA for Sepulveda?

- > Once-in-a-generation opportunity to redefine mobility in one of America's most challenging travel corridors.
- > Balancing mobility and performance with risk, cost, and constructability is an extraordinary challenge.
- > A PDA allows Metro to tap into the best minds in the field to deliver the most for available project funding.

Anticipated PDA Structure

Sepulveda PDA has been designed with a unique structure, involving two potential PDA Teams

- > Teams to support Transportation Solution Concept for subsequent development
- > Each team to refine concept to optimize feasibility
- > PDA Contractor work structured in five phases according to Metro's existing Project Development Process
- > Metro discretion to proceed after each phase of work

Compensation and Risk Sharing

The goal of this PDA is to incentivize attainment of feasibility, not to offload project development costs

- > Objective: Incentive for the best teams to come to the table early, while limiting opportunities for “gaming”
- > Compensation priced by phase through PDA proposals
- > Deferred compensation: opportunity for PDA Team profit increases as project nears feasibility
- > Monthly subcontractor payment certification
- > Metro ownership of final technical work products to utilize as it sees fit



Metro

Key Information

No change to process of conducting public and stakeholder outreach

- > All outreach to public and key project stakeholders will be conducted through Metro staff

No change to Metro Board's role in project decisions

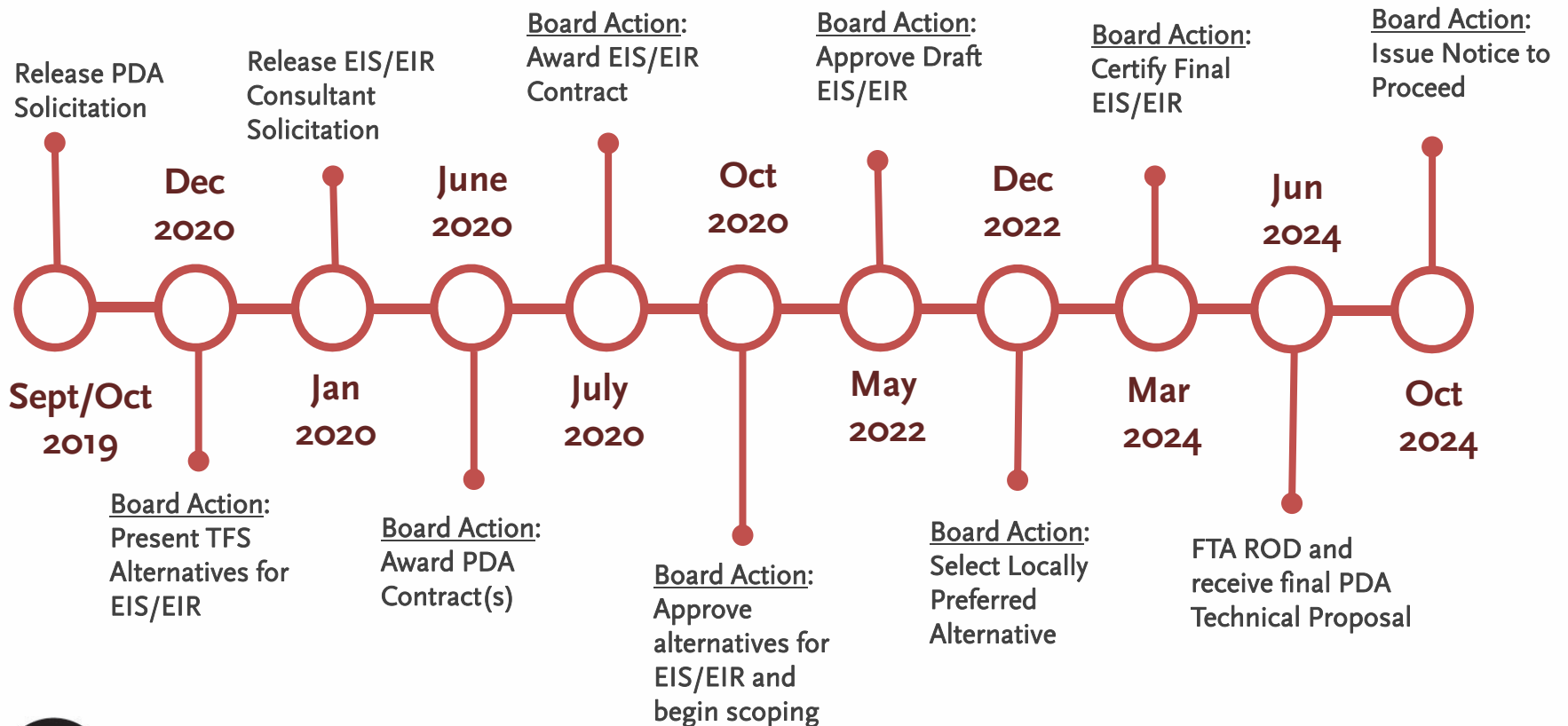
- > Approve PDA; Approve scoping; Select LPA; Approve delivery model ($\frac{2}{3}$ vote), Authorize project delivery contract; Set life-of-project budget

Small and Disadvantaged Business participation will be incorporated as with any project

- > Metro DEOD will set SBE/DBE goals for each PDA phase



Tentative Project Timeline



Metro

**Timeline assumes PDA Team continues supporting project development through final price proposal, with no external delays (e.g. litigation, etc.)*



Board Report

File #: 2019-0172, File Type: Contract

Agenda Number: 18.

FINANCE, BUDGET AND AUDIT COMMITTEE JULY 17, 2019

SUBJECT: CUSTODIAL BANKING SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed-unit rate Contract No. PS133590000 to US Bank N.A. for custodial banking services in an amount not to exceed \$1,003,370 inclusive of two, one year options, effective October 1, 2019, subject to resolution of protest(s), if any.

ISSUE

The existing five-year banking custodial services contract with U.S. Bank Institutional Trust & Custody will expire on September 30, 2019.

BACKGROUND

Metro's Investment Policy requires that securities purchased for the investment of operating funds and collateral be maintained in the trust department or the safekeeping department of an established bank. The Treasurer is also required to report compliance with the investment policy and provide performance returns for the investments in a quarterly report to the CEO and Board.

DISCUSSION

As of March 31, 2019, Metro Operating funds held in custody at US Bank totaled \$1.6 billion. Operating funds are the pool of revenue used to pay expenses such as salaries, fuel, project costs, and supplies. To comply with the mandated Investment Policy, Metro requires an external trust department to provide custodial services of operating funds, compliance reporting, and performance measurement services.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Total proposed fees of \$1,003,370 over five years are based on a firm fixed rate applied to estimated market value of assets under custody, the number of transactions applied to a unit price, and the number of accounts subject to compliance monitoring and performance reporting services. The fiscal year 2020 fee of \$200,674 is included in the FY20 Adopted Budget under Treasury cost center 5210, in Investment and Debt Management project 610340.

This multi-year contract will be managed by the Treasury department cost center and the Treasurer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for this contract is Prop A, Prop C, TDA Administration. These funds are not eligible for Metro Bus and Rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 5.2 “Metro will exercise good public policy judgment and sound fiscal stewardship” by safeguarding Metro assets with an established custody bank.

ALTERNATIVES CONSIDERED

LACMTA’s Investment Policy mandates the use of an external custody bank to safekeep operating fund securities or cash.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS133590000 to US Bank N.A. effective October 1, 2019 to provide custodial banking services.

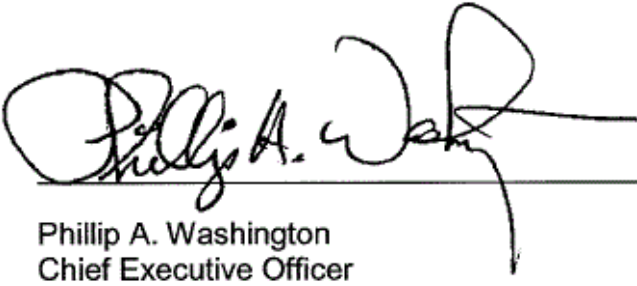
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Marshall M. Liu, Sr. Investment Manager, (213) 922-4285
Mary E. Morgan, DEO, Finance, (213) 922-4143

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922 3088
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington
Chief Executive Officer

**PROCUREMENT SUMMARY
CUSTODIAL BANKING SERVICES
PS133590000**

1.	Contract Number: PS133590000	
2.	Recommended Vendor : U.S. Bank N.A.	
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: February 22, 2019	
	B. Advertised/Publicized: February 8, 2019	
	C. Pre-proposal/Pre-Bid Conference: March 5, 2019	
	D. Proposals/Bids Due: March 28, 2019	
	E. Pre-Qualification Completed: May 9, 2019	
	F. Conflict of Interest Form Submitted to Ethics: May 5, 2019	
	G. Protest Period End Date: July 22, 2019	
5.	Solicitations Picked up/Downloaded: 13	Bids/Proposals Received: 2
6.	Contract Administrator: Rommel Hilario	Telephone Number: (213) 922-4654
7.	Project Manager: Marshall Liu	Telephone Number: (213) 922-5931

A. Procurement Background

This Board Action is to approve a firm fixed unit rate contract in support of the Treasury Department to provide custodial and safekeeping services for its Operating Funds portfolio, certain bond proceeds and/or other funds. Currently, Metro has a total of nine accounts: five accounts comprise the internally managed Operating Funds portfolio and other accounts, and four accounts comprise the externally managed Operating Funds.

Request for Proposals (RFP) No. PS59875 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy.

In addition to advertising the solicitation in local media, staff notified nine (9) financial institutions via email of the solicitation in an effort to increase competition.

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

- Amendment No. 1, issued on March 3, 2019, included an updated 2019 Investment Policy, pre-proposal documents including the agenda and planholder's list;
- Amendment No. 2, issued on March 15, 2019, included operating Portfolio account balances and extended the proposal due date.

A pre-proposal conference was held on March 5, 2019. No firms attended.

On March 28, 2019, Metro received two proposals from two firms as follows, in alphabetical order:

1. Northern Trust
2. US Bank N.A.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET), consisting of staff from Treasury and Accounting departments, was convened and conducted a comprehensive evaluation of the proposals received. The PET team performed a detailed evaluation of the two proposals in accordance with the factors and sub-factors set forth in the RFP.

Proposals were evaluated based on the following criteria and weights:

- Qualifications, Experience, and Capability of the Firm and Key Personnel 25%
- Custody, Compliance Reporting, and Performance Measurement Services 25%
- Technology, Transition, and Conversion 25%
- Cost Proposal (including reasonableness of overall fee structure) 25%

Summary of Firms within the Competitive Range

Northern Trust

Northern Trust has been providing trust and custody services since it was founded in 1889. Northern Trust Corporation is a publicly listed company incorporated in the State of Delaware. Its principal subsidiary, The Northern Trust Company, is a provider of asset management and asset servicing solutions for corporations, institutions, and individuals. Northern Trust is comprised of three core business units: Corporate and Institutional Services (C&IS), Wealth Management (WM), and Asset Management (AM). All three are supported by Enterprise Enablement (E2) which supports operations, infrastructure, and technology innovation initiatives.

U.S. Bank N.A.

U.S. Bank has provided trust and custody services for institutional clients for more than 120 years. U.S. Bank is headquartered in Minneapolis, Minnesota. They are a diversified financial services holding company and the parent company of U.S. Bank National Association (U.S. Bank N.A.). U.S. Bank serves 18.7 million consumer, business and institutional customers throughout its four core lines of business: Payment Services, Consumer and Business Banking, Corporate & Commercial Banking, and Wealth Management and Investment Services.

The following is a summary of the PET scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	US BANK N.A.				
3	Qualifications, Experience, and Capability of the Firm and Key Personnel	91.2	25%	22.8	
4	Custody, Compliance Reporting, and Performance Measurement Services	88.8	25%	22.2	
5	Technology, Transition, and Conversion	90.0	25%	22.5	
6	Cost Proposal	72.0	25%	18.0	
7	Total		100.00%	85.5	1
8	NORTHERN TRUST				
9	Qualifications, Experience, and Capability of the Firm and Key Personnel	74.4	25%	18.6	
10	Custody, Compliance Reporting, and Performance Measurement Services	76.8	25%	19.2	
11	Technology, Transition, and Conversion	78.8	25%	19.7	
12	Cost Proposal	88.0	25%	22.0	
13	Total		100.00%	79.5	2

C. Cost/Price Analysis

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

PROPOSER NAME	PROPOSAL AMOUNT	METRO ICE	NEGOTIATED*
U.S. Bank	\$1,095,853	\$956,142	\$1,003,370
Northern Trust	\$819,500		

* Actual pricing will be based on a fixed unit price structure and will be dependent on the actual number and amounts of the individual transactions.

D. Background on Recommended Contractor

U.S. Bank is the current custodian for Metro providing custody, asset safekeeping, reporting and investment management services. U.S. Bank has provided trust and custody services for institutional clients for more than 120 years. They are a diversified financial services holding company serving 18.7 million consumer, business and institutional customers throughout its four core lines of business.

DEOD SUMMARY

CUSTODIAL BANKING SERVICES
PS133590000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of subcontracting opportunities. U.S. Bank N.A. is the current custodian providing custody, asset safekeeping, reporting, and investment management services. U.S. Bank N.A. will provide these services with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0460, File Type: Plan

Agenda Number: 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 18, 2019

SUBJECT: NEXTGEN REGIONAL SERVICE CONCEPT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the Regional Service Concept, which is the framework for restructuring Metro's bus routes and schedules for NextGen and includes:
1. Goals and objectives of the new bus network;
 2. Measures of success;
 3. Route and network design concepts based on public input and data analysis;
 4. Framework for balancing tradeoffs that consider Metro's Equity Platform; and
- B. FOLLOWING approval by all five Regional Service Councils, the Board shall then approve the final NextGen Service Plan.

ISSUE

In January 2018, Metro began the NextGen Bus Study aimed at reimagining the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. This process is divided into four phases:

1. Conduct market research, travel demand analysis and existing service evaluation to identify areas of success, deficiency, and gaps within the network;
2. Establish a Regional Service Concept to guide the development of the NextGen Service Plan;
3. Develop the NextGen Service Plan, including routing, stop spacing, frequency, span of service, and coordination with municipal operators;
4. Implement the NextGen Service Plan through extensive engagement and public hearing process.

This report requests approval of a Regional Service Concept that defines the goals and objectives of the new bus network, measures of success, route and network design concepts based on public input and data analysis, and framework for balancing tradeoffs that consider Metro's Equity Platform.

DISCUSSION

Given the transforming landscape of transportation and travel demand within Los Angeles County, Metro embarked on an effort in January 2018 to reimagine the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. More specifically, the NextGen Bus Study aims to increase transit use within the County over the next decade by retaining current customers and attracting them to ride more often, reclaiming past customers, and recruiting new customers. In addition, the new bus network will set the foundation for future growth from transportation investments provided through Measures R and M.

The NextGen Bus Study is divided into four phases, as follows:

Phase I: Research and Analysis - This phase consisted of understanding customers and what they want in a bus system. A significant effort went into understanding overall travel patterns within LA County using cell phone location data as well as an analysis of regional TAP use across 26 transit operators. A comprehensive evaluation of the existing bus network (Attachment A), broken down by routes and segments by time of day, was conducted to understand current successes as well as deficiencies and gaps in service. Significant public engagement was conducted with customers and residents with over 10 million touchpoints throughout the County via online engagement, print advertising, pop-up sessions, 260+ stakeholder and community meetings, on-board bus canvassing, and at 20 interactive public workshops in order to validate the market research, receive comments, and to gain valuable insight into route and area specific concerns and recommendations (Attachment B).

Phase II: Regional Service Concept - Based on the research and outreach conducted in Phase I, a Regional Service Concept is now being presented to the Board for approval. This report states the goals and objectives for the bus network, measures of success, route and network design concepts based on public input and data analysis, and framework for balancing tradeoffs in consideration of Metro's Equity Platform. This service concept provides policy guidance for the redesign of the bus routes and schedules as well as how success of the NextGen Bus Study should be measured.

Phase III: NextGen Service Plan - Once the Regional Service Concept has been approved by the Board, routing and schedules will be redesigned accordingly to develop the draft NextGen Service Plan. This plan will specify route and schedule changes as well as bus stop spacing and frequencies by time of day and day of week. Also, since the County's municipal transit operators account for over 30% of the region's transit service, a significant focus of the plan will include recommendations on how to coordinate with the municipal operators to provide seamless service for customers. This phase is expected to be completed by Fall 2019 when it will be presented to the Board.

Phase IV: Implementation -Implementation of the NextGen Service Plan is expected to be spread over three service changes starting in June 2020. As with any major service change, a Title VI equity analysis will be conducted to ensure the service plan is neither disparately impacting minorities, nor disproportionately impacting low-income populations. This analysis requires a formal public hearing process which takes four months from initiation to approval by the Board appointed Regional Service Councils. Upon approval by the Service Councils, three additional months are necessary to finalize

schedules and assignments to be presented to the bus operators for bidding, per terms of the SMART Collective Bargaining Agreement. Therefore, to begin implementation of the NextGen Service Plan in June 2020, the formal public hearing and approval process must start in November 2019, otherwise implementation will be delayed until December 2020, the next scheduled service change date. Metro bus riders will be informed of these changes utilizing the various communications tools including digital media, radio and print advertising, on-board information, and other media outlets.

As stated above, this report requests approval of a Regional Service Concept that defines the goals and objectives of the new bus network, measures of success, route and network design concepts based on public input and data analysis, and framework for balancing tradeoffs in consideration of Metro's Equity Platform.

Goals and Objectives

In 2018, the Board adopted Metro Vision 2028 as the agency's strategic plan. The plan outlines five goals to guide the development of transportation in LA County. The NextGen Bus Study addresses **Goal #1: Provide high quality mobility options that enable people to spend less time traveling.** The study also encompasses two sub-goals: 1) Target infrastructure and service investments towards those with the greatest mobility needs; and 2) Invest in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

In addition to the strategic plan, the Board adopted Motion 38.1 (June 2018), endorsing travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study. Finally, regardless of the level of resources expended on the bus network, optimizing system performance should always be an objective in network design to maximize benefit to the public.

These goals and objectives are driving the development of the NextGen Service Plan, including routing, stop spacing, frequency, span of service, and coordination with municipal operators. In addition, a set of performance measures have been defined below to ensure the bus network continues to evolve consistent with the goals and objectives defined by the Board.

Public Engagement

Throughout the Study, Metro conducted extensive public engagement to inform, engage, and solicit input from riders, residents, businesses, schools, community-based organizations, ADA groups, and faith communities throughout LA County to inform Metro's efforts to redesign Metro's Bus System. (See Attachment B)

Metro formed a NextGen Bus Study Working Group to help identify issues and concerns. The Working Group consists of more than 50 representatives of stakeholder groups including Metro Service Councils, community-based groups, faith communities, business associations, educational institutions, advocacy groups, and environmental organizations. Working Group members were tasked with providing input from the various constituencies they represent. This group has met six times to date and will continue to provide input and guidance throughout the Study.

This public engagement effort serves to integrate public comments into the Regional Service Concept that is being proposed in this report. The public comments are validating the market research conducted by the technical contractor and informing Metro staff on route specific recommendations that will be developing and presenting to the Board in Fall 2019 as part of the Draft Bus Service Plan.

The highlights of this countywide public engagement effort are outlined below:

- More than 13,000 people provided comments about Metro's bus system through questionnaires promoted online, administered on-board bus canvassing, and provided at many of the events noted below.
- More than 60% of participants reached were people of color representing multiple genders, age groups, zip codes, and income levels that make up the diversity of LA County.
- Over 260 community events and stakeholder briefings.
- Coordination with local Municipal Bus Operators.
- Bi-monthly updates to the five Metro Service Councils
- Bus rider engagement through 300,000 take-one brochures aboard the bus and rail system.
- More than 9 million digital engagement touchpoints
- Over 1.4 million in circulation through earned media and paid print advertising in ten different languages
- Two Telephone Town Halls were conducted with more than 3,600 participants
- 20 NextGen Public Workshops from January-March 2019

A concerted effort was made to ensure that the public engagement cumulatively reflects input that is reflective of the diversity of LA County's population.

Metro's Equity Platform in Action

The most recent NextGen Working Group meeting, held May 29, 2019, focused on how the Equity Platform has been and will continue to be reflected within the bus network redesign. This meeting was titled *Metro's Equity Platform in Action Through the NextGen Bus Study*. At this meeting Metro shared how the Four Pillars of Metro's Equity Platform have been implemented at each step of the NextGen Bus Study for both the technical and communications efforts. A summary of this meeting can be found in Attachment C.

The framework for equity begins with Title VI of the Civil Rights Act of 1964 which protects minority and low-income communities from disparate and disproportionate negative impacts as a result of major transit service changes. Metro defines major service changes as any change to a route or schedule that results in a 25% change in route miles, revenue miles, or revenue hours cumulatively over three consecutive years. Once triggered, a Title VI/Environmental Justice evaluation must be presented to the Board for consideration and approval to demonstrate that it would be more of a burden to these communities if alternative service changes are implemented.

Metro's Equity Platform builds upon Title VI in two distinct ways. First, it goes beyond ethnicity and income to determine communities with the greatest mobility needs. Through market research,

surveys, and public input, other groups most reliant on transit include non-English speaking new immigrants, youth and seniors, persons without access to an automobile either by choice or necessity, persons with disabilities, and women who tend to make more transit trips than men. In addition, the NextGen Working Group concluded that transit is important to everyone, but in different ways specific to each community. For example, communities more reliant on transit need service throughout the day and week for all trip purposes, while communities who have more mobility options, may only need transit for their commute or certain discretionary trips.

Second, NextGen Bus Study aims to go above and beyond Title VI, to not only protect against negative impacts, but to further improve service for communities with the greatest mobility needs. To do this, the Four Pillars of the Equity Platform have been integrated into the NextGen Bus Study planning and public engagement process.

- I. Define and Measure - Use Title VI as a baseline for identifying communities with the greatest needs, and supplement those with market research to identify the segments of population and trips with the highest propensity for transit use. Evaluate bus network changes based on the customer focused performance metrics established within this report with particular focus on communities with the greatest mobility needs as identified above.
- II. Listen & Learn -The technical work of the NextGen Bus Study identified important information about Metro's current and potential customers. This data was validated by the robust countywide public engagement effort, including engaging customers onboard buses, outreach sessions at community events, stakeholder briefings, interactive public workshops, digital engagement and print advertising. Comments received will be incorporated into the systemwide service design as well as individual route changes.
- III. Focus & Deliver - Service design concepts (discussed below) have been established to address the recurring themes identified from the public outreach and market research, including faster and more frequent service, better reliability and accessibility to key destinations, better connectivity particularly with the municipal operators, and improved perception of security on board buses and at bus stops. These concepts, described below, will be used to redesign the routes and schedules.

In addition, a Transit Propensity Index score (Attachment D) has been developed and assigned to every Census Tract in Los Angeles County. This index score considers the various market segments likelihood to use transit, the transit orientation of the environment being served, and the travel demand within the area. Areas with high scores should be prioritized for high quality transit service.

Lastly, other customer experience enhancements such as improved security, accurate real time arrival information, cleanliness, and improved first/last mile service are critical to attracting customers to use transit.

- IV. Train & Grow - The Board adopted Transit Service Policy will be updated to reflect the Regional Service Concept as adopted by the Board, including the goals and objectives of the bus network, measures of success, route and network design concepts based on public input

and data analysis, and framework for balancing tradeoffs in consideration of Metro's Equity Platform. In addition, an annual monitoring program will be established to track the progress of achievement towards the goals and objectives, and to inform on necessary adjustments.

Network Development Process

There are three key elements that are taken into consideration during the network development process to identify when and where transit can be successful.

- **Transit Propensity** - Areas where the propensity to use transit is the greatest embody three main characteristics. First, there is a significantly large population of transit market segments, including people who rely on transit for most of their travel, commuters and students who use transit for work and school trips, and discretionary riders who choose transit for some or all their trips. Second, is the intensity of travel demand to and from areas based on population and employment densities, retail and entertainment, colleges and universities, and other trip generators. For NextGen, cell phone location data is also being used to identify areas of greatest travel intensity. Finally, a pedestrian oriented street environment is also critical, including safe and well lighted pathways, sidewalks and curb-cuts, grid street network, and level topography. A full description of the Transit Propensity Index score is in Attachment D.
- **Existing Service Performance** - It is important to identify the most productive segments of the existing bus network which articulates current transit demand. These corridors and routes should be optimized through the network development process, and lessons learned should be applied to other areas with similar demand and service characteristics. Through the NextGen Bus Study process, the entire Metro bus network has been dissected into segments by time of day and day of week, and various performance metrics have been calculated for each segment to create a 360-degree view of system performance. Attachment E provides route and segment level analysis based on some of the key performance metrics.
- **Service Environment** - A transit-oriented service environment is also critical to the success of transit, including the pedestrian orientation of the streets and land use, barriers to other modes such as limited and costly parking supply, and transit supportive infrastructure including bus only lanes and transit priorities.

Once we understand where and when transit is and can be successful, the appropriate service design concepts must be matched with the specific needs of each market segment. Service design concepts have been developed to address the recurring themes identified through public engagement and market research, including:

- Faster and more frequent service;
- Better reliability and accessibility to key destinations;
- Better connectivity particularly with the municipal operators; and
- Improved perception of safety on board buses and at bus stops.

Service design concepts that will guide the route and schedule planning are summarized in Table 1

below indicating which theme each concept addresses. A detailed description of the concepts is presented in Attachment F.

**Table 1
Service Design Concepts**

	Faster service	Frequent service throughout the day	More reliable service	Better network connectivity	Accessibility to key destinations	Improved security
Routing to Reflect Current Travel Patterns and Transit Propensity				X	X	X
Standardize Frequencies by Service Tiers	X	X				
Subarea Transit Hubs				X		X
Shorter Route Lengths			X			
Hybrid Local/Rapid Stop Spacing	X		X			
Municipal Operator Coordination				X	X	
Microtransit and Other On-Demand		X			X	
Transit Supportive Infrastructure	X		X			X

Measuring Success

Providing high quality mobility options that enable people to spend less time traveling on the transit network requires that we are available when and where our customers want to travel, we are competitive enough to have them try us over other options, and we are attractive enough to ensure they return for the same trip and ideally for more trips. Therefore, our recommended measures of success are aimed at evaluating the bus network within these three stages of Find, Try, and Rely. These customer focused measures help to balance our traditional metrics of productivity and efficiency (e.g. ridership, boardings per hour, subsidy per boarding).

Several of these measures (italicized below) will be used to evaluate the network through the lens of equity.

Find - How well do people understand how effectively transit can serve their needs? Is the system easy to understand & use? Proposed measures include:

- Services and information is Readily Available
 - Percentage of trip ends within ¼ mile of transit stop
 - Trip planner, app, and website usage rates
 - *Percent of public considering transit (survey-based)*
- The Bus System is Easy to Understand and Use
 - Percentage of out of direction travel
 - Percentage of route miles with all-day frequent service (<15 min headways)
 - *Percent of public understand how to use system (survey-based)*

Try - How can we encourage customers to try the regional transit system? (Metro and Municipal Bus Operators) Proposed measures include:

- Bus Goes Where/When Customers Want
 - *Percentage of trips compatible with transit by time of day and day of week*
 - *Number of jobs and activity centers accessible within a 15 minute and 30 minute transit ride*
 - Number of unique transit users
- Bus system is Competitive
 - *Door-to-door travel times*
 - *Competitiveness of transit time to drive time*
 - System-wide boardings
- Coverage is Adequate
 - *Population within ¼-mile of transit stops by frequency of service*
- Transit Journeys are Simple
 - Average number of transfers
 - Percent of trips that are one-seat rides

Rely - How can we provide services that customers can rely on for their travel needs? Proposed measures include:

- Bus System is Effective and Productive

- *Competitive transit paths for short, evening, midday, and weekend trips*
- Number of frequent riders
- Boardings by time of day and day of week
- Boardings per revenue hours and miles
- Cost per passenger mile

- Buses are Reliable
 - Headway regularity on frequent routes
 - On-time performance
 - Real time arrival accuracy

- Customers are Satisfied
 - Rides per week for frequent and infrequent users
 - *Percentage of customers satisfied with Metro services (survey-based)*

FINANCIAL IMPACT

Adoption of the NextGen Regional Service Concept would have positive impacts to the agency by establishing policy guidance for redesigning the Metro bus network based on robust outreach and analytical rigor. In addition, the Regional Service Concept establishes measures of success based on the user's perspective to ensure that bus service better matches their needs.

Impact to Budget

The NextGen Bus Study is currently funded in the FY20 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling.

NEXT STEPS

With approval of the NextGen Regional Service Concepts, staff will continue to redesign the Metro bus network and develop the NextGen Service Plan for NextGen Working Group, Board, Service Council, and the public's consideration. This plan is expected to be completed with new lines and schedules by Fall 2019. Staff will continue to coordinate with municipal operators throughout the plan development and will conduct significant stakeholder and public engagement prior to the public hearing process for implementation starting June 2020.

ATTACHMENTS

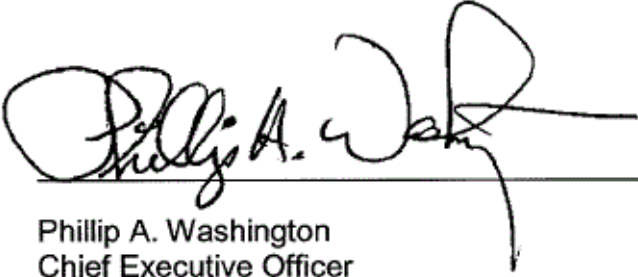
Attachment A - Existing Service Evaluation

Attachment B - NextGen Public Engagement Summary

Attachment C - NextGen Working Group Meeting Summary - Equity Platform In Action
Attachment D - Transit Propensity Score
Attachment E - Route and Segment Performance
Attachment F - Service Design Concepts

Prepared by: Conan Cheung, SEO, Service Development, (213) 418-3034
Yvette ZR Rapose, Chief Communications Officer, (213) 418-3154

Reviewed by: James T. Gallagher, COO, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

Attachment A
Existing Service Evaluation

Attached is a representative set of evaluation reports for Line 2. All line reports for the system can be found at: <https://www.metro.net/projects/nextgen/> . Click "Data and Analysis" to access line reports as well as other data sources.

Line 2

Sunset Blvd

Local

NEXTGEN Bus Study



LINE PERFORMANCE

	Weekday	Saturday	Sunday												
Hours of Operation 	24 hour	24 hour	24 hour												
Peak Frequency (in minutes) 	5-15	13-15	17-20												
Daily Boardings <p>Number of daily passenger boardings</p> <table border="1"> <thead> <tr> <th></th> <th>System Averages</th> <th>Tier Averages</th> </tr> </thead> <tbody> <tr> <td>Weekday</td> <td>5,939</td> <td>6,481</td> </tr> <tr> <td>Saturday</td> <td>5,046</td> <td>5,402</td> </tr> <tr> <td>Sunday</td> <td>4,079</td> <td>4,326</td> </tr> </tbody> </table>		System Averages	Tier Averages	Weekday	5,939	6,481	Saturday	5,046	5,402	Sunday	4,079	4,326	12,979 18 System Rank	9,793 16 System Rank	7,239 22 System Rank
	System Averages	Tier Averages													
Weekday	5,939	6,481													
Saturday	5,046	5,402													
Sunday	4,079	4,326													
Productivity <p>Passengers per revenue hour</p> <table border="1"> <thead> <tr> <th></th> <th>System Averages</th> <th>Tier Averages</th> </tr> </thead> <tbody> <tr> <td>Weekday</td> <td>37.2</td> <td>38.1</td> </tr> <tr> <td>Saturday</td> <td>34.6</td> <td>35.9</td> </tr> <tr> <td>Sunday</td> <td>32.7</td> <td>34.0</td> </tr> </tbody> </table>		System Averages	Tier Averages	Weekday	37.2	38.1	Saturday	34.6	35.9	Sunday	32.7	34.0	37.9 Below Average	33.8 Below Average	33.9 Below Average
	System Averages	Tier Averages													
Weekday	37.2	38.1													
Saturday	34.6	35.9													
Sunday	32.7	34.0													
Farebox Recovery <p>Percent of operating cost recovered through fares</p> <table border="1"> <thead> <tr> <th></th> <th>System Averages</th> <th>Tier Averages</th> </tr> </thead> <tbody> <tr> <td>Weekday</td> <td>21%</td> <td>22%</td> </tr> <tr> <td>Saturday</td> <td>20%</td> <td>20%</td> </tr> <tr> <td>Sunday</td> <td>18%</td> <td>19%</td> </tr> </tbody> </table>		System Averages	Tier Averages	Weekday	21%	22%	Saturday	20%	20%	Sunday	18%	19%	18% Below Average	16% Below Average	16% Below Average
	System Averages	Tier Averages													
Weekday	21%	22%													
Saturday	20%	20%													
Sunday	18%	19%													
Subsidy per Passenger Boarding <p>Difference of operating cost and fare revenue per passenger</p> <table border="1"> <thead> <tr> <th></th> <th>System Averages</th> <th>Tier Averages</th> </tr> </thead> <tbody> <tr> <td>Weekday</td> <td>\$2.98</td> <td>\$2.84</td> </tr> <tr> <td>Saturday</td> <td>\$3.23</td> <td>\$3.10</td> </tr> <tr> <td>Sunday</td> <td>\$3.50</td> <td>\$3.36</td> </tr> </tbody> </table>		System Averages	Tier Averages	Weekday	\$2.98	\$2.84	Saturday	\$3.23	\$3.10	Sunday	\$3.50	\$3.36	\$3.51 Below Average	\$4.12 Below Average	\$4.14 Below Average
	System Averages	Tier Averages													
Weekday	\$2.98	\$2.84													
Saturday	\$3.23	\$3.10													
Sunday	\$3.50	\$3.36													

Line 2

Sunset Blvd

Weekday

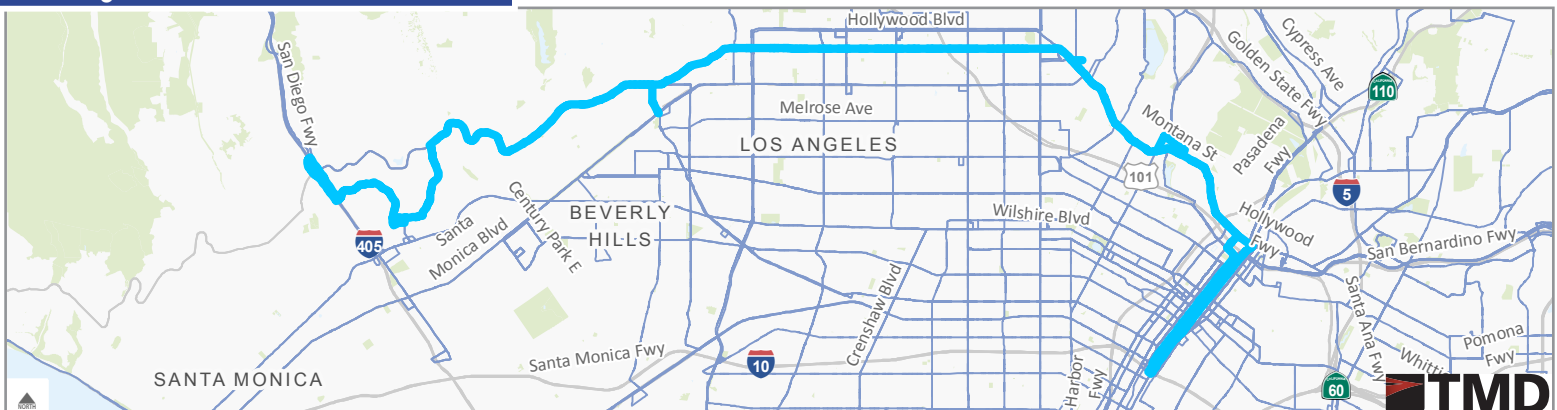
NEXTGEN Bus Study



LINE STATISTICS by Time Period and Segment

Segments	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL
PASSENGER BOARDINGS							TRIPS							
Early AM	112	95	261	93	52	49	662	7	10	11	12	11	10	12
AM Peak	153	402	1,501	485	224	133	2,898	10	39	41	41	31	15	41
Midday	185	513	1,882	588	296	325	3,789	16	39	45	45	34	23	45
PM Peak	182	871	1,861	555	246	387	4,102	11	49	49	49	34	21	49
Evening	73	315	579	171	99	172	1,409	11	28	31	35	32	26	35
Owl	2	23	22	17	10	45	119	2	4	8	11	11	11	11
TOTAL	707	2,219	6,106	1,909	927	1,111	12,979	57	169	185	193	153	106	193
REVENUE HOURS							PASSENGER MILES							
Early AM	4.9	4.2	3.7	2.4	1.3	2.3	18.8	1,524	1,307	896	326	251	154	4,458
AM Peak	7.8	24	193	11.9	3.2	5.1	71.3	955	3,980	3,650	1,362	597	380	10,923
Midday	11.9	25.4	26.6	14.8	4.6	9.3	92.5	1,801	4,115	4,440	2,071	973	658	14,058
PM Peak	10.1	33.3	26.7	17.7	4.5	8.6	101	1,582	4,863	5,098	1,859	861	580	14,843
Evening	6	14.2	12.7	8.4	3.6	7.1	52	666	2,293	2,057	855	492	385	6,747
Owl	0.3	1.2	1.4	1.5	1.1	1.7	7.2	1	83	138	168	125	86	601
TOTAL	41.1	102.2	90.5	56.7	18.2	34	342.8	6,528	16,640	16,280	6,640	3,298	2,242	51,629
REVENUE MILES							OPERATING COST							
Early AM	79.2	59.5	41.4	28.9	18.8	21.4	249.3	\$980	\$784	\$630	\$422	\$243	\$363	\$3,423
AM Peak	107.4	272.3	170.6	104.9	33.2	34.2	722.6	\$1,446	\$4,096	\$3,015	\$1,855	\$528	\$727	\$11,666
Midday	169.3	274.9	189.1	113.7	46.2	60.1	853.4	\$2,230	\$4,261	\$3,882	\$2,204	\$745	\$1,315	\$14,638
PM Peak	121.5	320.2	202.7	125.3	43	54.8	867.6	\$1,770	\$5,346	\$3,969	\$2,581	\$718	\$1,216	\$15,600
Evening	99	180	115.8	85.8	50.1	65.1	595.9	\$1,208	\$2,533	\$2,006	\$1,374	\$672	\$1,125	\$8,918
Owl	4	17.9	16.6	25.9	20.3	22.2	106.8	\$59	\$227	\$238	\$312	\$236	\$307	\$1,380
TOTAL	580.5	1,124.9	736.1	484.5	211.7	257.9	3,395.60	\$7,693	\$17,248	\$13,739	\$8,748	\$3,143	\$5,054	\$55,625

Line Alignment



Line 2

Sunset Blvd

Weekday

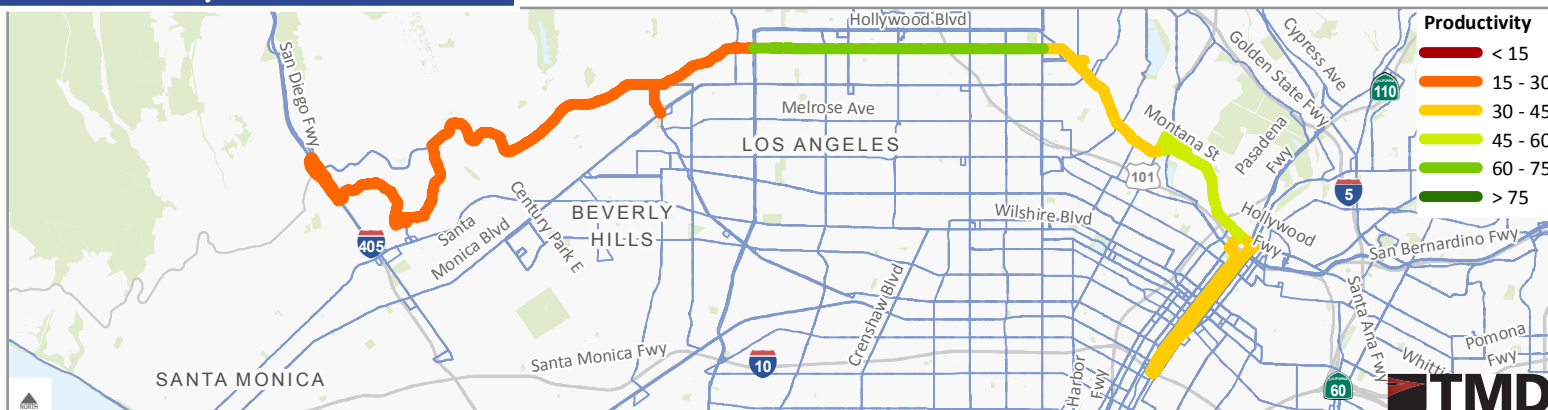
NEXTGEN Bus Study



LINE PERFORMANCE by Time Period and Segment

Segments	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL
PASSENGER BOARDINGS PER REVENUE HOUR							PASSENGERS MILES PER REVENUE HOUR							
Early AM	22.7	22.8	70.1	38.4	41	21.5	35.2	308.3	313.3	240.8	134.6	197.5	67.6	237
AM Peak	19.6	16.8	77.6	40.7	70.1	26.3	40.6	122.1	165.9	188.7	114.3	186.8	75.1	153.2
Midday	15.6	20.2	70.6	39.8	65	35.1	41	151.9	161.9	166.6	140.2	213.6	71.1	152
PM Peak	17.9	26.2	69.7	31.3	55	45	40.6	156	146	190.9	104.8	192.4	67.4	147
Evening	12.2	22.2	45.5	20.4	27.3	24.1	27.1	110.9	161.8	161.5	102.2	135.4	54	129.6
Owl	5.9	19.6	16.3	11.1	8.9	26.5	16.5	1.5	70.7	102.2	109.7	111.6	50.2	83.2
TOTAL	17.2	21.7	67.5	33.6	50.8	32.7	37.9	158.8	162.8	179.9	117	180.7	65.9	150.6
PASSENGER BOARDINGS PER REVENUE MILE							SUBSIDY PER BOARDING							
Early AM	1.4	1.6	6.3	3.2	2.8	2.3	2.7	(\$7.97)	(\$7.48)	(\$1.64)	(\$3.76)	(\$3.89)	(\$6.63)	(\$4.39)
AM Peak	1.4	1.5	8.8	4.6	6.8	3.9	4	(\$8.67)	(\$9.41)	(\$1.23)	(\$3.05)	(\$1.58)	(\$4.68)	(\$3.25)
Midday	1.1	1.9	10	5.2	6.4	5.4	4.4	(\$11.27)	(\$7.53)	(\$1.28)	(\$2.97)	(\$1.74)	(\$3.27)	(\$3.08)
PM Peak	1.5	2.7	9.2	4.4	5.7	7.1	4.7	(\$8.95)	(\$5.36)	(\$1.35)	(\$3.87)	(\$2.14)	(\$2.36)	(\$3.02)
Evening	0.7	1.7	5	2	2	2.6	2.4	(\$15.77)	(\$7.26)	(\$2.68)	(\$7.26)	(\$6.01)	(\$5.76)	(\$5.55)
Owl	0.5	1.3	1.3	0.7	0.5	2	1.1	(\$28.74)	(\$9.10)	(\$10.04)	(\$17.58)	(\$22.86)	(\$6.05)	\$10.82)
TOTAL	1.2	2	8.3	3.9	4.4	4.3	3.8	(\$10.10)	(\$6.99)	(\$1.47)	(\$3.80)	(\$2.61)	(\$3.77)	(\$3.51)
PASSENGER BOARDINGS PER TRIP							FAREBOX RECOVERY (%)							
Early AM	16	9.5	23.7	7.8	4.7	4.9	55.2	8.9	9.4	32.3	17.2	16.7	10.5	15.1
AM Peak	15.3	10.3	36.6	11.8	7.2	8.9	70.7	8.3	7.7	38.8	20.4	33.1	14.3	19.4
Midday	11.6	13.2	41.8	13.1	8.7	14.1	84.2	6.5	9.4	37.8	20.8	31	19.3	20.2
PM Peak	16.5	17.8	38	11.3	7.2	18.4	83.7	8	12.7	36.6	16.8	26.7	24.8	20.5
Evening	6.6	11.3	18.7	4.9	3.1	6.6	40.3	4.7	9.7	22.5	9.7	11.5	11.9	12.3
Owl	1	5.8	2.8	1.5	0.9	4.1	10.8	2.6	7.9	7.2	4.2	3.3	11.4	6.7
TOTAL	12.4	13.1	33	9.9	6.1	10.5	67.2	7.2	10	34.7	17	23	17.1	18.2

Line Productivity



Line 2

Sunset Blvd

Saturday

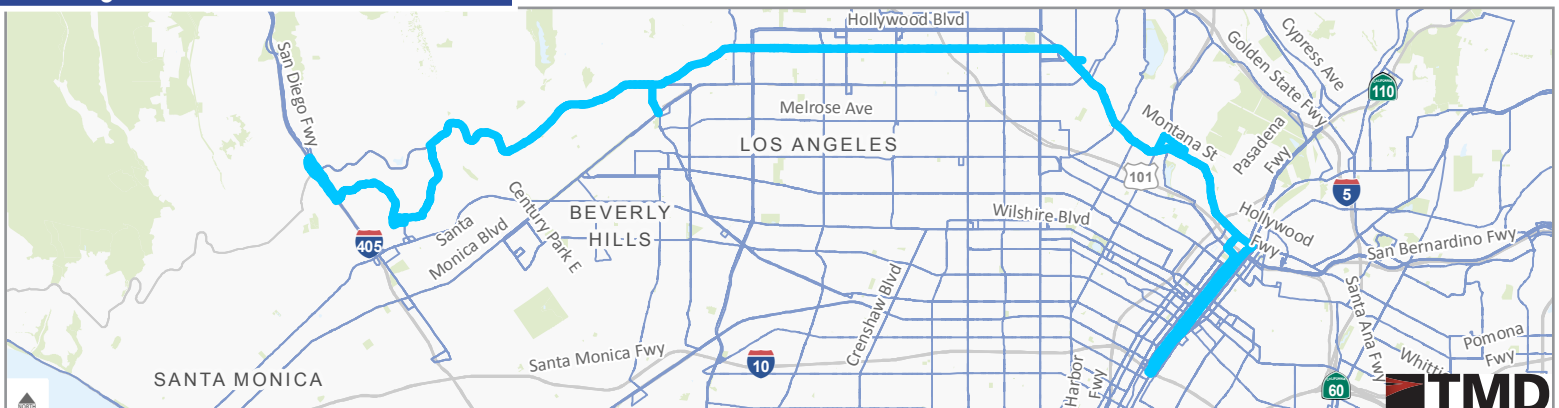
NEXTGEN Bus Study



LINE STATISTICS by Time Period and Segment

Segments	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL
PASSENGER BOARDINGS							TRIPS							
Early AM	22	30	120	32	29	36	269	3	6	7	8	8	8	8
AM Peak	121	259	1,013	279	134	176	1,982	12	31	31	31	27	21	31
Midday	135	405	1,454	460	235	299	2,988	14	41	41	41	34	28	41
PM Peak	169	586	1,379	435	208	256	3,033	13	37	37	37	31	24	37
Evening	61	227	610	177	116	205	1,396	13	25	28	32	32	31	32
Owl	2	28	28	23	14	30	125	2	4	8	11	11	11	11
TOTAL	510	1,535	4,604	1,406	736	1,002	9,793	57	144	152	160	143	123	160
REVENUE HOURS							PASSENGER MILES							
Early AM	1.8	2.3	2.2	1.5	0.9	1.8	10.6	302	462	452	210	158	135	1,720
AM Peak	7.7	16.1	13.8	8	3.1	7.1	55.8	1,537	2,986	2,986	989	520	363	9,382
Midday	9.9	25	22.9	13.9	4.7	10.8	87.2	1,280	3,472	3,682	1,608	867	594	11,503
PM Peak	9.1	22.9	20.7	11.8	4	8.9	77.5	1,578	3,845	4,123	1,540	779	536	12,402
Evening	7.4	12.8	11.2	7.2	4.2	8.9	51.7	631	1,929	1,980	859	572	429	6,399
Owl	0.3	1.2	1.4	1.5	1.1	1.7	7.3	6	92	152	134	92	61	536
TOTAL	36.2	80.5	72.2	43.9	18.1	39.2	290	5,334	12,785	13,375	5,341	2,990	2,117	41,941
REVENUE MILES							OPERATING COST							
Early AM	31.2	36.1	24.2	18.4	14.5	18.2	142.6	\$369	\$453	\$374	\$262	\$182	\$298	\$1,939
AM Peak	124	213.4	125.3	74.9	39.8	53.4	630.8	\$1,533	\$2,934	\$2,169	\$1,275	\$557	\$1,052	\$9,519
Midday	146.9	282.6	165.7	98.7	52.6	71.5	817.9	\$1,891	\$4,264	\$3,359	\$2,027	\$798	\$1,540	\$13,879
PM Peak	136.8	254.4	149.5	89.6	45.7	61.3	737.2	\$1,751	\$3,883	\$3,036	\$1,751	\$685	\$1,284	\$12,390
Evening	122.3	165.2	101	73.9	56.4	76.4	595.1	\$1,487	\$2,307	\$1,754	\$1,181	\$772	\$1,373	\$8,873
Owl	3.9	17.5	16.2	25.3	19.9	21.6	104.3	\$58	\$229	\$236	\$308	\$233	\$304	\$1,369
TOTAL	565.1	969.1	581.9	380.8	228.7	302.3	3,027.90	\$7,089	\$14,070	\$10,927	\$6,804	\$3,228	\$5,851	\$47,969

Line Alignment



Line 2

Sunset Blvd

Saturday

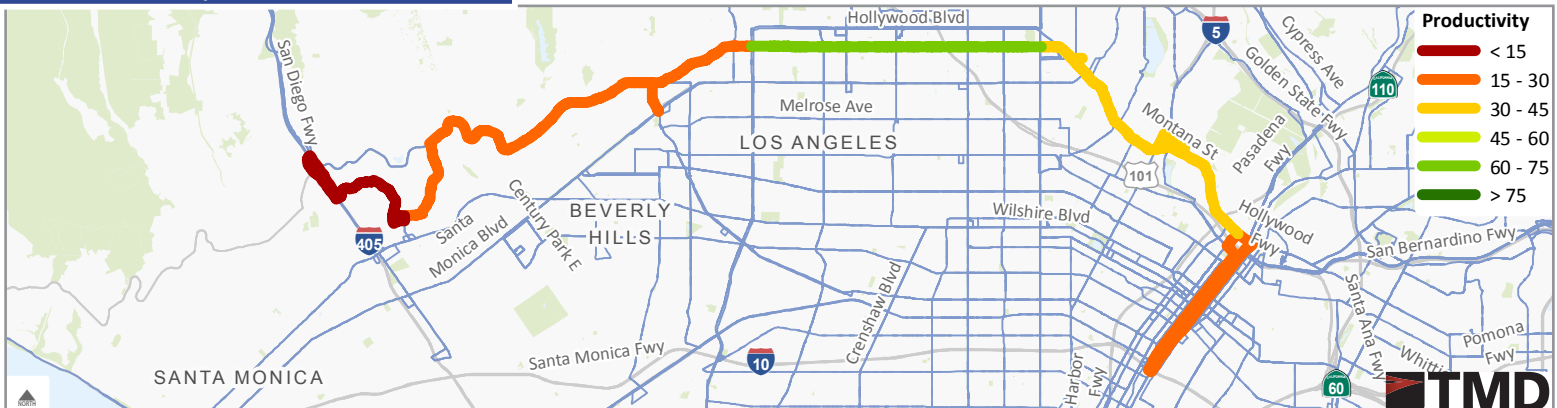
NEXTGEN Bus Study



LINE PERFORMANCE by Time Period and Segment

Segments	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	
PASSENGER BOARDINGS PER REVENUE HOUR								PASSENGERS MILES PER REVENUE HOUR							
Early AM	12.3	13	53.9	21.6	31.1	19.5	25.4	168.9	200	203.2	142.3	169.9	73.4	162.6	
AM Peak	15.7	16.1	73.5	34.8	43.1	24.8	35.5	199.2	185.1	216.8	123.3	167.5	51.2	168	
Midday	13.7	16.2	63.4	33	50	27.8	34.3	129.8	138.8	160.5	115.6	184.3	55.1	131.9	
PM Peak	18.6	25.5	66.5	36.9	51.9	28.8	39.2	173.5	167.6	198.7	130.8	194.5	60.3	160.1	
Evening	8.3	17.7	54.7	24.7	27.4	23.1	27	85.6	150.2	177.6	119.7	135.3	48.2	123.9	
Owl	5.9	23.1	20.7	15	12.5	17.7	17.2	17.4	75.8	112.1	87.2	82.3	35.7	73.9	
TOTAL	14.1	19.1	63.8	32	40.7	25.6	33.8	147.5	158.9	185.3	121.6	165.2	54	144.6	
PASSENGER BOARDINGS PER REVENUE MILE								SUBSIDY PER BOARDING							
Early AM	0.7	0.8	4.9	1.7	2	2	1.9	(\$16.00)	(\$14.32)	(\$2.34)	(\$7.41)	(\$5.50)	(\$7.51)	(\$6.43)	
AM Peak	1	1.2	8.1	3.7	3.4	3.3	3.1	(\$11.89)	(\$10.55)	(\$1.36)	(\$3.79)	(\$3.38)	(\$5.19)	(\$4.02)	
Midday	0.9	1.4	8.8	4.7	4.5	4.2	3.7	(\$13.23)	(\$9.75)	(\$1.53)	(\$3.63)	(\$2.62)	(\$4.37)	(\$3.86)	
PM Peak	1.2	2.3	9.2	4.9	4.6	4.2	4.1	(\$9.58)	(\$5.85)	(\$1.42)	(\$3.25)	(\$2.51)	(\$4.23)	(\$3.31)	
Evening	0.5	1.4	6	2.4	2.1	2.7	2.3	(\$23.59)	(\$9.39)	(\$2.09)	(\$5.89)	(\$5.87)	(\$5.92)	(\$5.58)	
Owl	0.5	1.6	1.7	0.9	0.7	1.4	1.2	(\$28.44)	(\$7.39)	(\$7.64)	(\$12.63)	(\$15.90)	(\$9.36)	\$10.17	
TOTAL	0.9	1.6	7.9	3.7	3.2	3.3	3.2	(\$13.12)	(\$8.39)	(\$1.59)	(\$4.06)	(\$3.61)	(\$5.06)	(\$4.12)	
PASSENGER BOARDINGS PER TRIP								FAREBOX RECOVERY (%)							
Early AM	7.3	5	17.1	4	3.6	4.5	33.6	4.6	5.2	25	9.5	12.4	9.4	10.8	
AM Peak	10.1	8.4	32.7	9	5	8.4	63.9	6.2	6.9	36.4	17.1	18.7	13.1	16.2	
Midday	9.6	9.9	35.5	11.2	6.9	10.7	72.9	5.6	7.4	33.8	17.7	23	15.1	16.8	
PM Peak	13	15.8	37.3	11.8	6.7	10.7	82	7.5	11.8	35.4	19.4	23.7	15.6	19.1	
Evening	4.7	9.1	21.8	5.5	3.6	6.6	43.6	3.2	7.7	27.1	11.7	11.7	11.6	12.3	
Owl	1	7	3.5	2.1	1.3	2.7	11.4	2.7	9.6	9.3	5.8	4.7	7.7	7.1	
TOTAL	8.9	10.7	30.3	8.8	5.1	8.1	61.2	5.6	8.5	32.9	16.1	17.8	13.4	15.9	

Line Productivity



Line 2

Sunset Blvd

Sunday

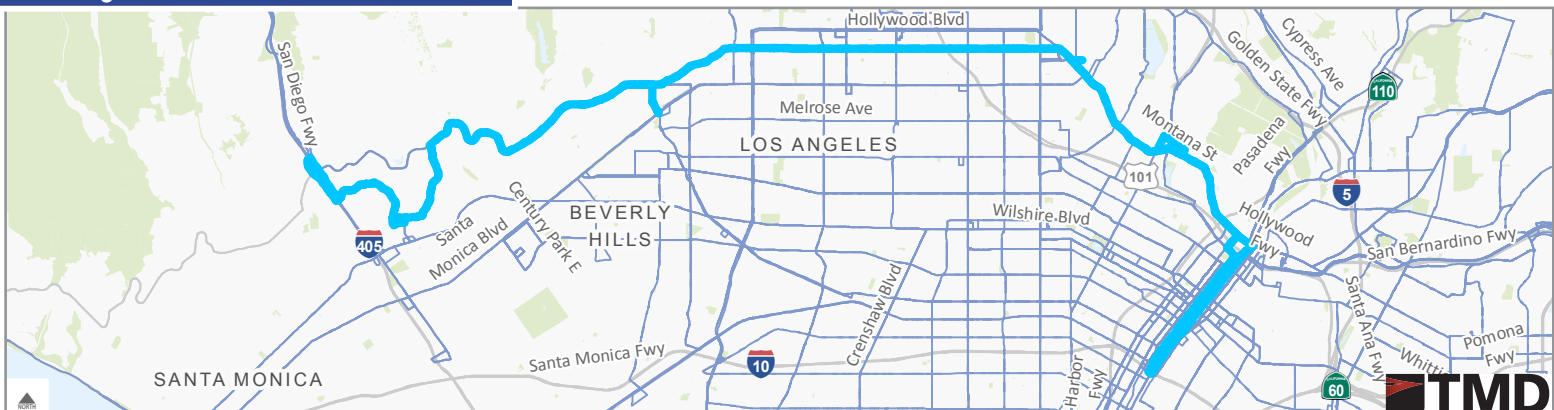
NEXTGEN Bus Study



LINE STATISTICS by Time Period and Segment

Segments	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL
PASSENGER BOARDINGS							TRIPS							
Early AM	5	20	68	14	13	22	142	2	3	4	5	5	5	5
AM Peak	71	173	632	144	79	64	1,163	9	18	18	18	17	12	18
Midday	107	269	1,291	339	181	176	2,363	12	30	32	32	24	18	32
PM Peak	91	404	1,224	330	158	197	2,404	9	27	31	31	28	22	31
Evening	66	182	430	136	78	166	1,058	11	22	25	29	29	29	29
Owl	1	18	21	15	11	43	109	2	4	8	11	11	11	11
TOTAL	341	1,066	3,666	978	520	668	7,239	45	104	118	126	114	97	126
REVENUE HOURS							PASSENGER MILES							
Early AM	1.1	1.4	1.1	0.9	0.6	1	6.1	135	234	259	119	88	68	903
AM Peak	6	8.4	8.1	4.5	1.8	3.9	32.7	894	1,697	1,877	498	256	187	5,411
Midday	8.5	16.2	18	10.3	3.3	6.6	62.9	1,307	2,662	3,045	1,191	526	339	9,069
PM Peak	6.1	15.2	17.8	9.5	3.8	7.5	59.9	927	2,797	3,237	1,206	631	431	9,230
Evening	6	10.9	9.9	6.2	3.9	7.8	44.7	622	1,341	1,477	683	469	363	4,953
Owl	0.3	1.2	1.3	1.5	1.1	1.7	7.2	4	57	102	170	130	87	550
TOTAL	28	53.3	56.2	32.9	14.5	28.5	213.5	3,890	8,788	9,997	3,867	2,100	1,475	30,115
REVENUE MILES							OPERATING COST							
Early AM	20.7	20.7	12.1	11.5	9	10.7	84.7	\$241	\$262	\$188	\$158	\$111	\$171	\$1,131
AM Peak	95.4	118.5	72.7	43.7	23.3	30.3	384	\$1,183	\$1,575	\$1,271	\$725	\$326	\$581	\$5,662
Midday	124	201.4	129.4	78.4	34.4	46	613.6	\$1,611	\$2,871	\$2,631	\$1,533	\$545	\$954	\$10,145
PM Peak	92.8	185.7	128	74.5	41.8	55.7	578.6	\$1,183	\$2,674	\$2,600	\$1,424	\$641	\$1,109	\$9,631
Evening	96.7	144.6	88.9	66.6	52.4	70.6	519.9	\$1,193	\$1,985	\$1,549	\$1,039	\$714	\$1,230	\$7,710
Owl	3.9	17.5	16.2	25.3	19.9	21.6	104.3	\$59	\$225	\$234	\$309	\$234	\$305	\$1,367
TOTAL	433.6	688.4	447.3	300	180.8	235	2,285.10	\$5,469	\$9,592	\$8,473	\$5,188	\$2,572	\$4,350	\$35,646

Line Alignment



Line 2

Sunset Blvd

Sunday

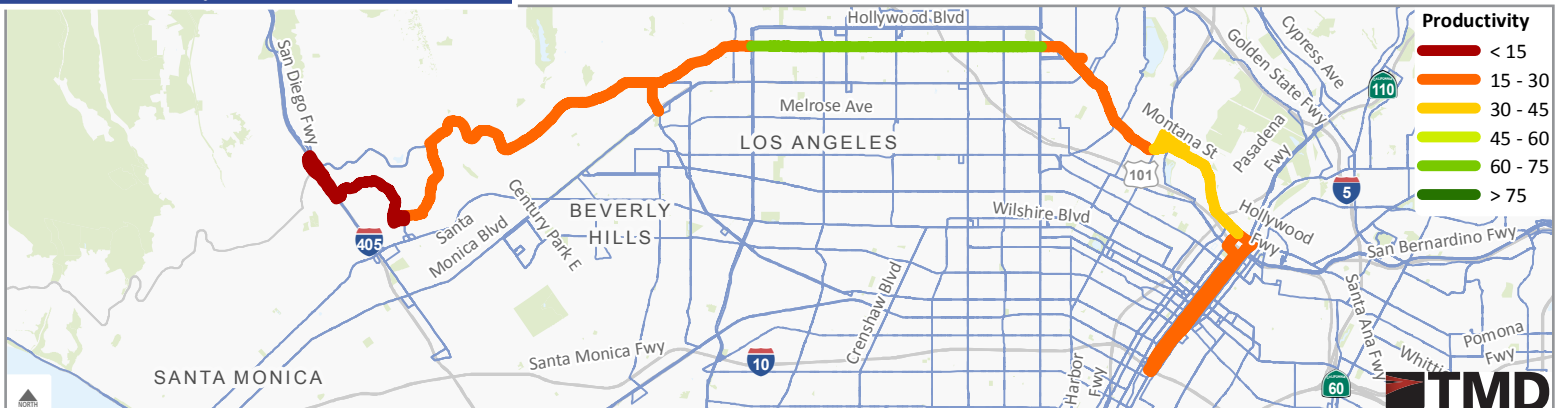
NEXTGEN Bus Study



LINE PERFORMANCE by Time Period and Segment

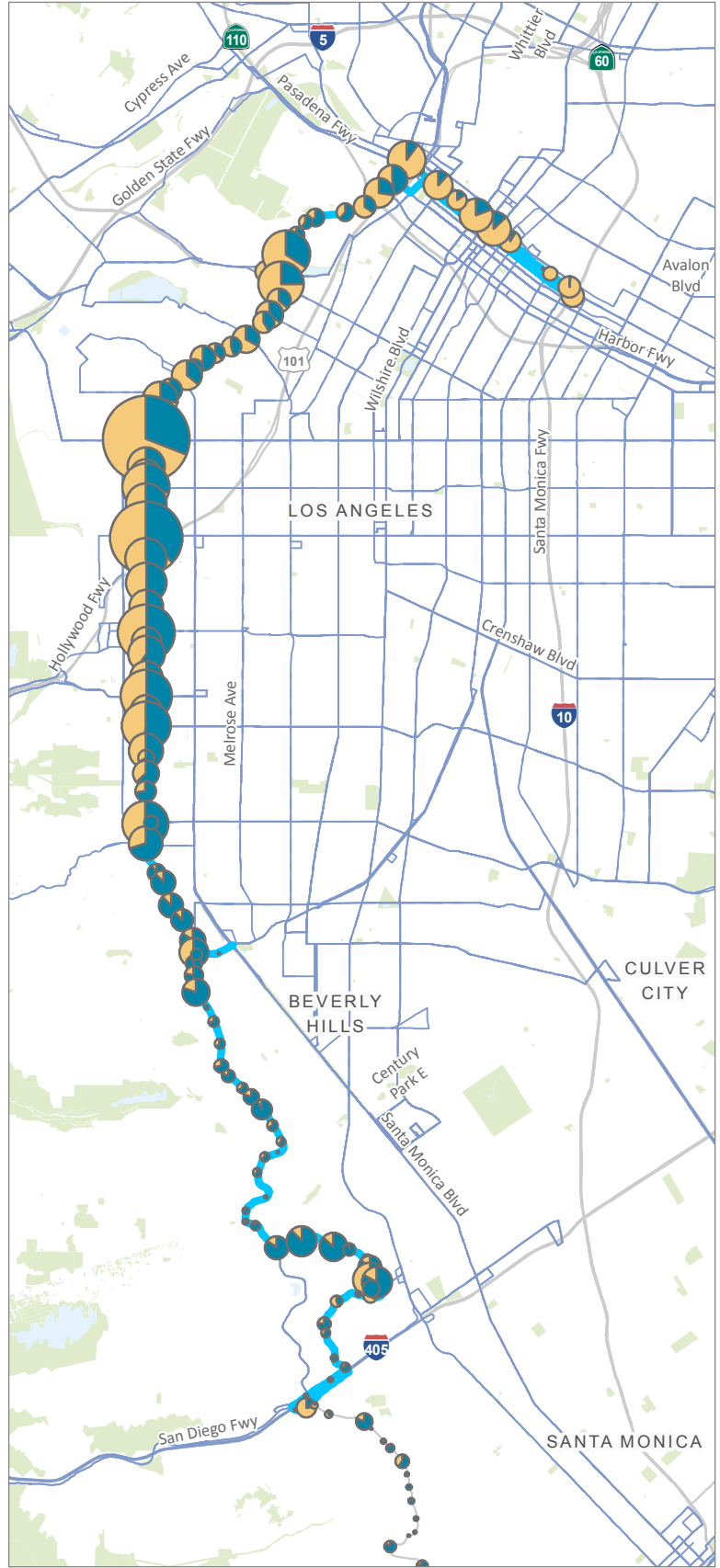
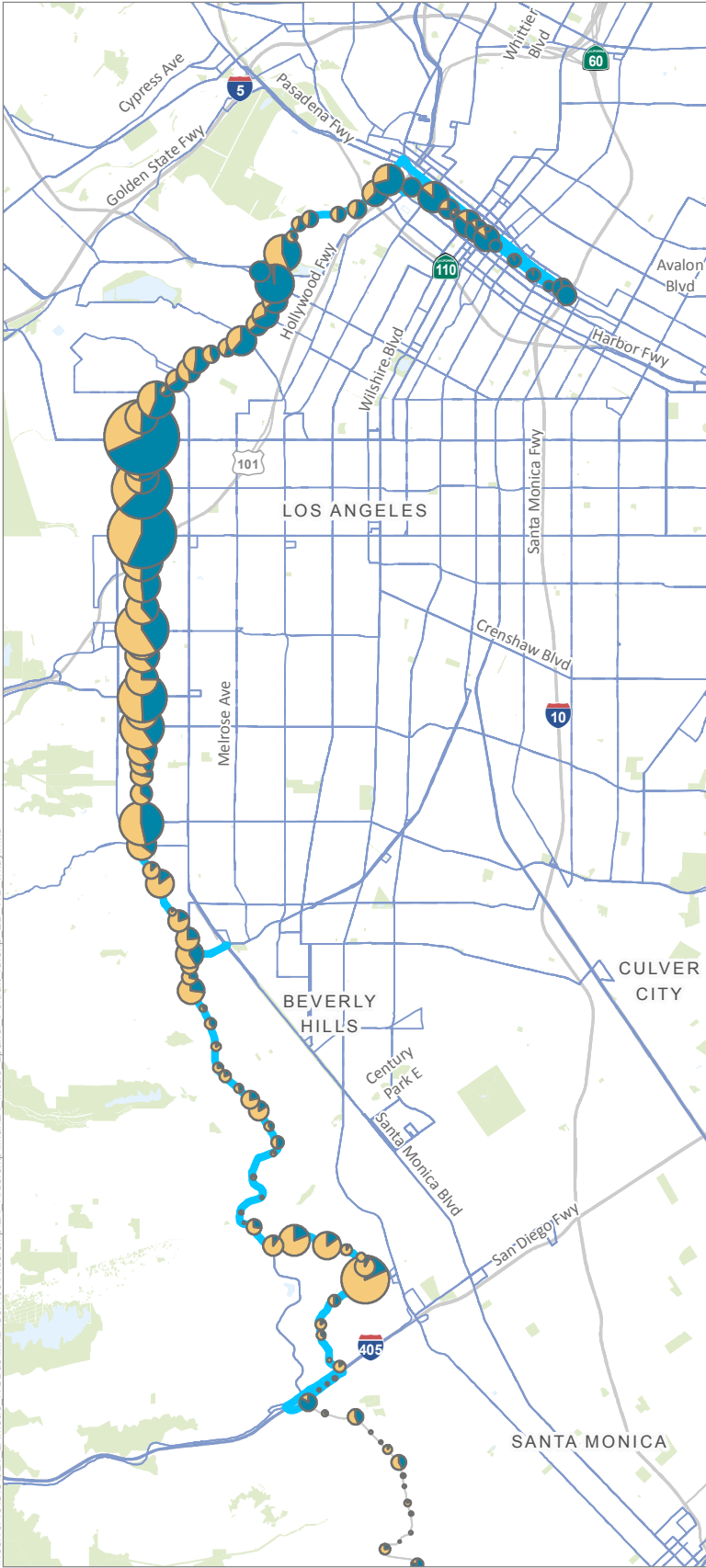
Segments	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL	Sunset/PCH to Le Conte/Broxton	Le Conte/Broxton to Sunset/Fairfax	Sunset/Fairfax to Sunset/Vermont	Sunset/Vermont to Montana/Glendale	Montana/Glendale to Cesar Chavez/Grand	Cesar Chavez/Grand to Venice/Broadway	TOTAL
PASSENGER BOARDINGS PER REVENUE HOUR							PASSENGERS MILES PER REVENUE HOUR							
Early AM	4.4	14.8	60.8	16.1	23.3	21.3	23.4	117.9	173.4	231.2	137.4	158	65.3	148.6
AM Peak	11.9	20.5	77.9	32	43.4	16.5	35.5	149.8	201.1	231.4	110.8	140.8	48.3	165.4
Midday	12.6	16.6	71.8	32.9	54.8	26.8	37.6	154.3	164.2	169.3	115.5	159.4	51.5	144.3
PM Peak	14.9	26.6	68.9	34.8	41.6	26.2	40.1	151.5	184	182.2	127.1	165.9	57.4	154.1
Evening	11	16.7	43.6	21.8	20	21.2	23.7	103.8	123	149.6	109.6	120.3	46.3	110.7
Owl	2.9	15.3	15.7	9.7	9.8	25.2	15.1	11.4	48.1	76.1	110.3	115.3	51.1	76
TOTAL	12.2	20	65.2	29.7	35.8	23.4	33.9	138.7	164.9	177.9	117.4	144.8	51.7	141.1
PASSENGER BOARDINGS PER REVENUE MILE							SUBSIDY PER BOARDING							
Early AM	0.2	1	5.6	1.2	1.4	2	1.7	(\$47.44)	(\$12.33)	(\$1.98)	(\$10.51)	(\$7.76)	(\$6.98)	(\$7.18)
AM Peak	0.7	1.5	8.7	3.3	3.4	2.1	3	(\$15.88)	(\$8.32)	(\$1.23)	(\$4.25)	(\$3.35)	(\$8.31)	(\$4.09)
Midday	0.9	1.3	10	4.3	5.3	3.8	3.9	(\$14.28)	(\$9.89)	(\$1.26)	(\$3.74)	(\$2.23)	(\$4.64)	(\$3.51)
PM Peak	1	2.2	9.6	4.4	3.8	3.5	4.2	(\$12.22)	(\$5.84)	(\$1.34)	(\$3.54)	(\$3.28)	(\$4.85)	(\$3.23)
Evening	0.7	1.3	4.8	2	1.5	2.4	2	(\$17.29)	(\$10.12)	(\$2.82)	(\$6.86)	(\$8.37)	(\$6.63)	(\$6.51)
Owl	0.3	1	1.3	0.6	0.6	2	1	(\$57.85)	(\$11.73)	(\$10.38)	(\$19.84)	(\$20.50)	(\$6.31)	(\$11.76)
TOTAL	0.8	1.5	8.2	3.3	2.9	2.8	3.2	(\$15.26)	(\$8.22)	(\$1.53)	(\$4.52)	(\$4.17)	(\$5.73)	(\$4.14)
PASSENGER BOARDINGS PER TRIP							FAREBOX RECOVERY (%)							
Early AM	2.5	6.7	17	2.8	2.6	4.4	28.4	1.6	5.9	28.3	6.9	9.1	10.1	9.8
AM Peak	7.9	9.6	35.1	8	4.6	5.3	64.6	4.7	8.6	38.8	15.5	18.9	8.6	16
Midday	8.9	9	40.3	10.6	7.5	9.8	73.8	5.2	7.3	38.3	17.3	25.9	14.4	18.2
PM Peak	10.1	15	39.5	10.6	5.6	9	77.5	6	11.8	36.7	18.1	19.2	13.9	19.5
Evening	6	8.3	17.2	4.7	2.7	5.7	36.5	4.3	7.2	21.6	10.2	8.5	10.5	10.7
Owl	0.5	4.5	2.6	1.4	1	3.9	9.9	1.3	6.2	7	3.8	3.7	11	6.2
TOTAL	7.6	10.3	31.1	7.8	4.6	6.9	57.5	4.9	8.7	33.7	14.7	15.8	12	15.8

Line Productivity



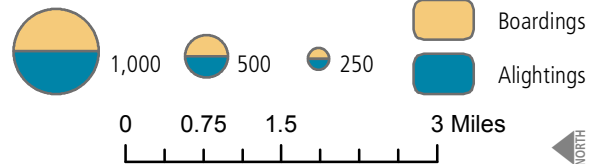
EASTBOUND - WEEKDAY

WESTBOUND - WEEKDAY



LINE 2
Sunset Blvd
TMD

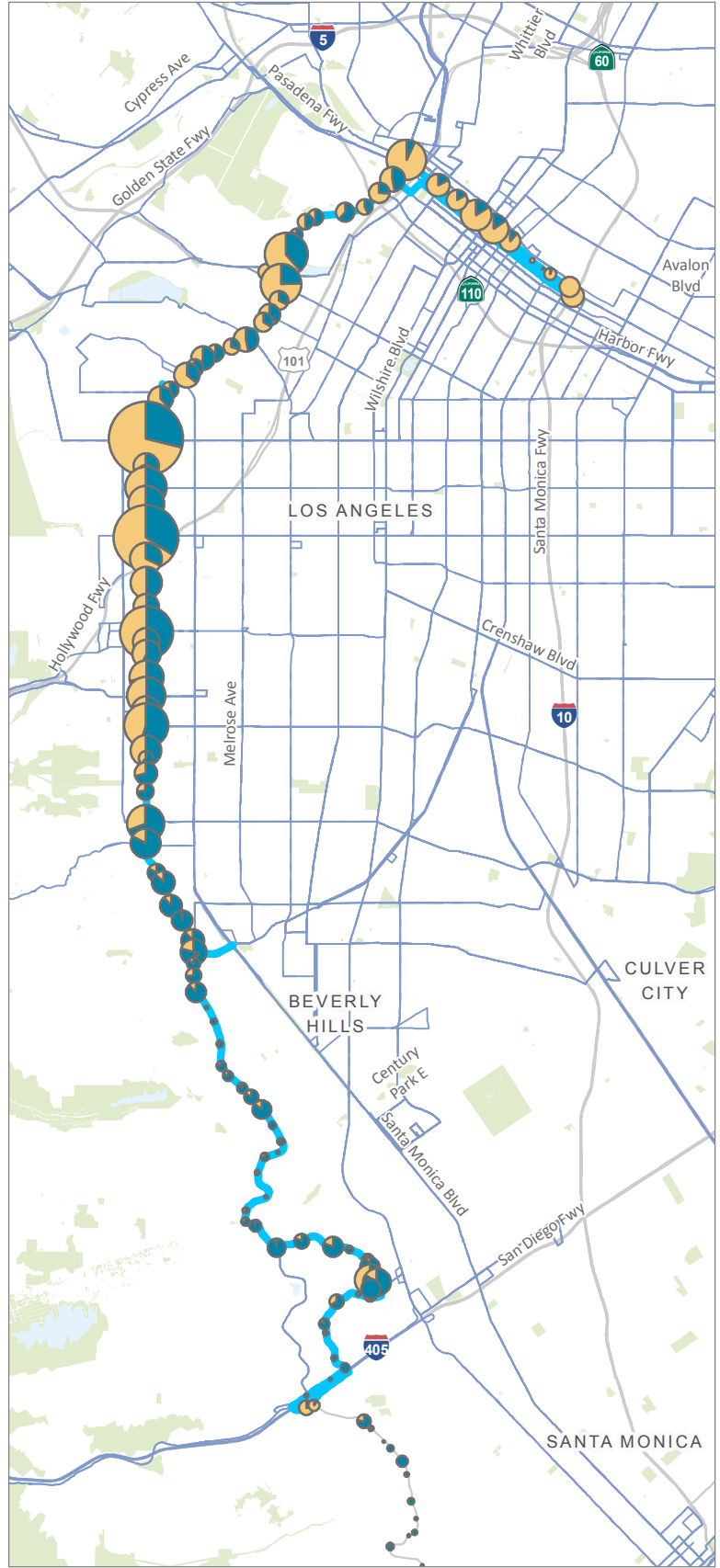
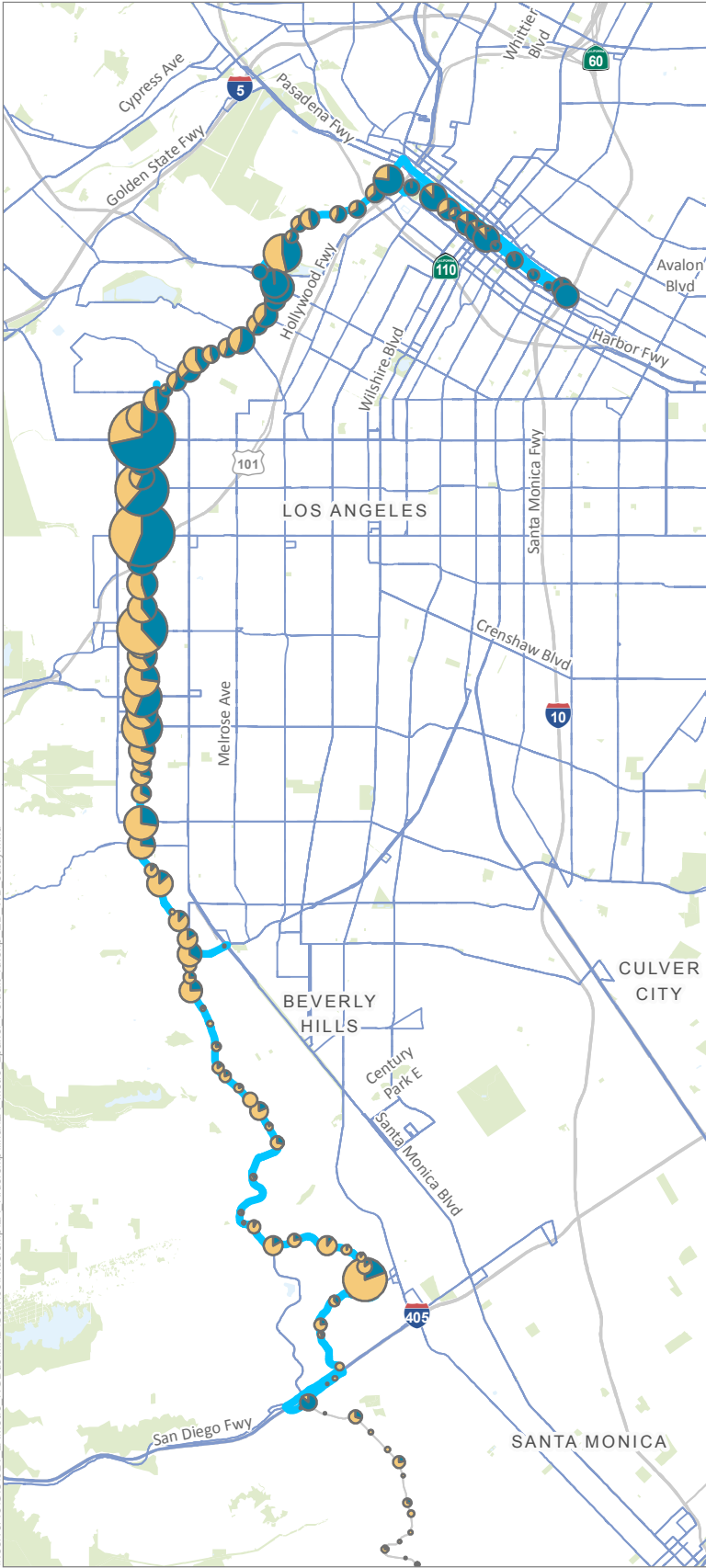
Daily Ridership



I:\Server18\GIS\924_LA\Metro_NGBus\MXD\ServiceRidership\LA_Ridership\final\LA_Metro_2panel_Portrait_rdstip_EB_WB_wkdy.mxd

EASTBOUND - SATURDAY

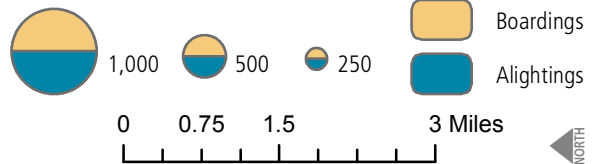
WESTBOUND - SATURDAY



LINE 2 Sunset Blvd



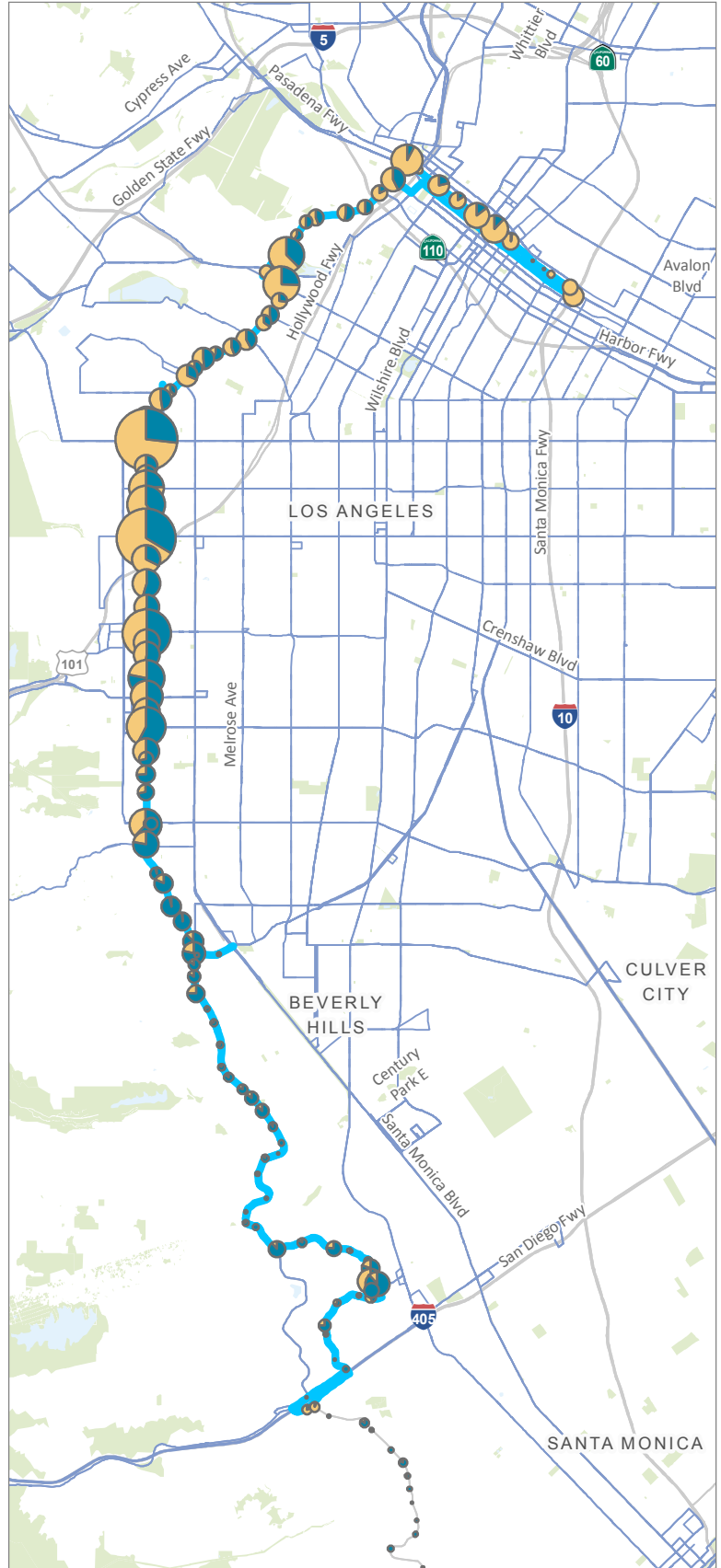
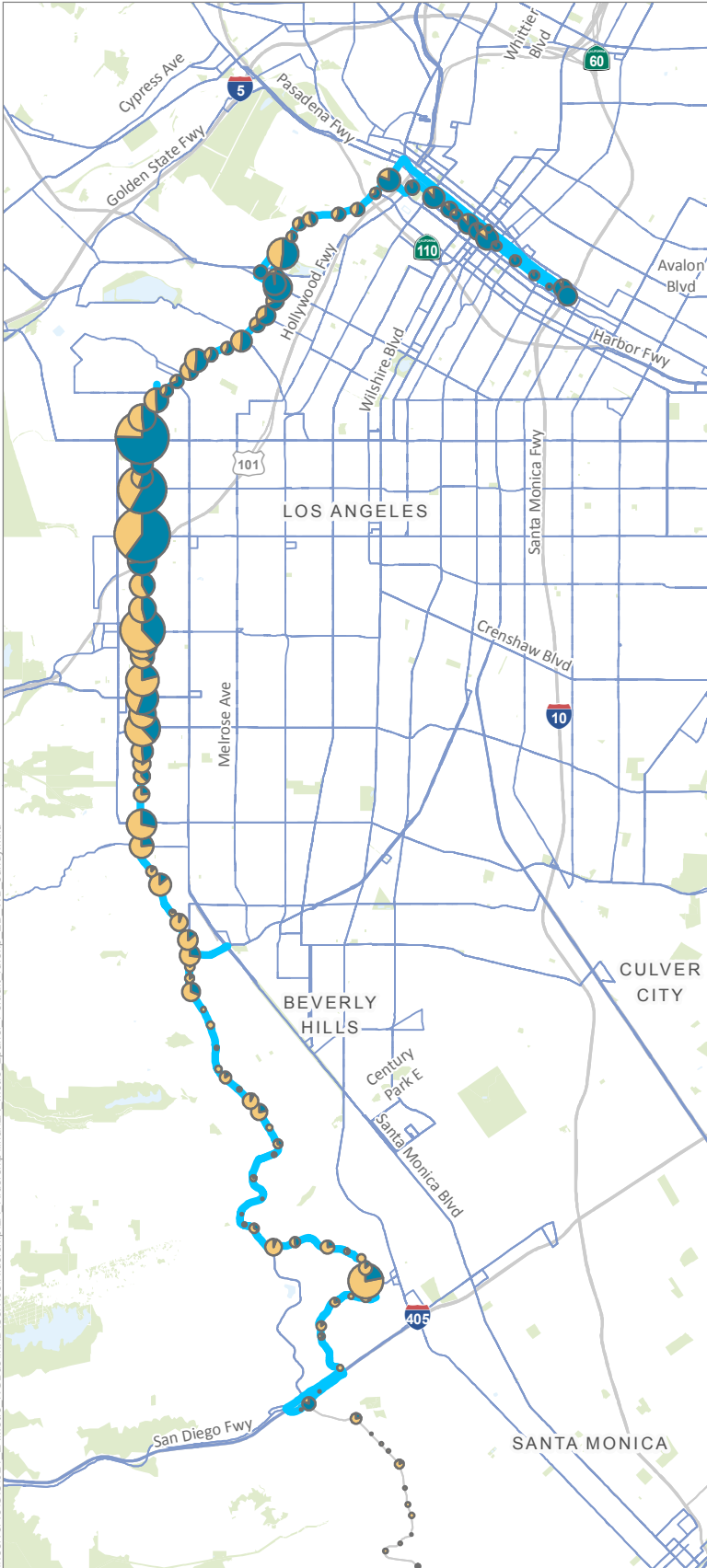
Daily Ridership



I:\Server18\GIS\924_LA\Metro_NG\Bus\MXD\ServiceRidership\LA_Ridership\final\LA_Metro_2panel_Portrait_rdrstip_EB_WB_satdy.mxd

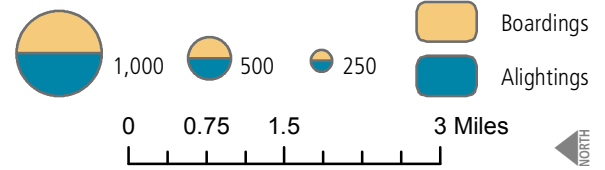
EASTBOUND - SUNDAY

WESTBOUND - SUNDAY



LINE 2
Sunset Blvd
TMD

Daily Ridership



\\tserver18\GIS\924_LA\Metro_NG\Bus\MXD\Service\RIDERSHIP\LA_Ridership\final\LA_Metro_2panel_Portrait_rdstp_EB_WB_sunday.mxd

NEXTGEN Bus Study



Public Engagement Summary

February 2018 – June 2019



Metro[®]

NEXTGEN Bus Study

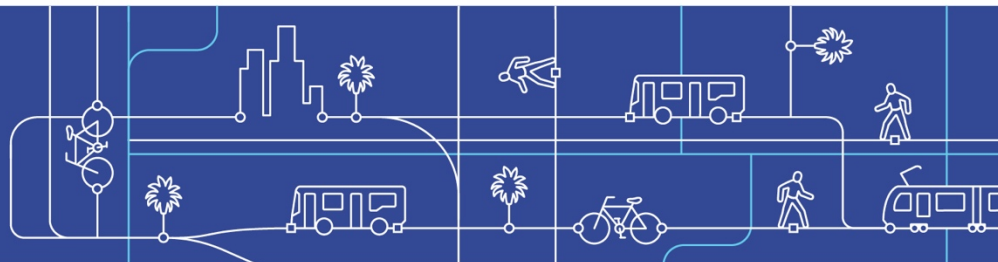
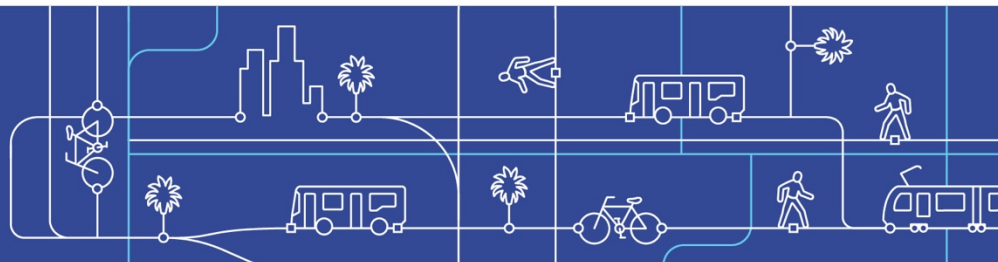


TABLE OF CONTENTS

Executive Summary	3
Overview	3
Public Engagement Activities (February 2018 – June 2019)	3
What We've Heard	6
NextGen Meetings and Events	7
Feedback Received Through Meetings and Events	7
Events/Meetings Table	7
Priorities Questionnaire	26
2019 Public Workshops	27
Public Workshops Overview	27
Workshop Locations Approach	28
Workshop Format	28
Notification and Extended Engagement for Public Workshops	28
Workshop Summary Themes by Service Council	30
Individual Workshop Summaries	32
Attachments	56

NEXTGEN Bus Study



EXECUTIVE SUMMARY

1 OVERVIEW

Throughout the 2018 and 2019 calendar year, public engagement to stakeholders across LA County was conducted in an effort to assist the NextGen Bus Study team design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. These efforts generated improved overall awareness of the NextGen Bus Study and garnered valuable feedback from a wide variety of stakeholder groups.

2 PUBLIC ENGAGEMENT ACTIVITIES (FEBRUARY 2018 – JUNE 2019)

Activities included NextGen Working Group meetings, stakeholder group presentations, participation in community events, transportation roundtables, collection of feedback through public awareness questionnaires, internal stakeholder group meetings and public workshops. Specifically, meetings with key stakeholder groups were held to build relationships with important community members and receive feedback on bus system priorities. We made a concerted effort to ensure that the public engagement cumulatively reflects input that is reflective of the diversity of LA County's population including race, age, ethnicity, geography, income levels, languages, different levels of ability (ADA), current riders and non-riders, and relevant characteristics.

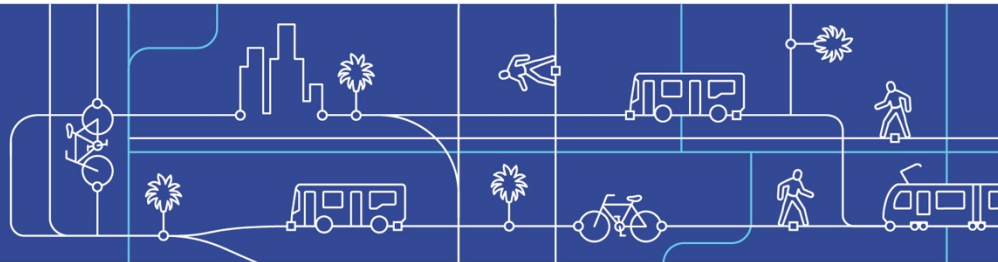
2.1 NextGen Working Group

The NextGen Working Group met a total of four times in 2018 and twice in 2019 with a cumulative attendance of more than 200 individuals. Members of the Working Group represent a variety of stakeholder groups and include representatives from nearly 70 community organizations throughout LA County, including groups such as Service Councils, Advisory Councils, Business and Community Organizations, Chambers of Commerce, Educational Institutions, Government Agencies, Non-Profit, Faith-Based Institutions, Transportation Agencies, Transportation Services and Groups and Union Groups. Attachment A provides a list of all member organizations that have participated in the working group meetings.

The first meeting in March 2018 provided the Working Group with an overview of the study and incorporated a listening session to get a baseline understanding of constituent needs. The second meeting in May 2018 focused on travel patterns, attitudes and preferences, and the Working Group members were asked to identify any additional information or insights that the data may have missed. The next meeting was in July 2018 and gave Working Group members an understanding of the challenges and opportunities that exist with Metro's current bus system, which included review of the evaluation criteria and exploring how market analysis data can help inform bus system redesign decisions. The fourth meeting was in September 2018 and invited Working Group members to explore and provide feedback on different service concepts and policy choices for each of the five different service council areas in the county, which included careful consideration of potential service trade-offs. The meeting in



NEXTGEN Bus Study



April 2019 allowed the Working Group members to dive deep into the practical applications of the data, service concepts and design considerations that will help guide the redesign of the Metro bus system. The most recent meeting in May 2019 addressed the question “How does the Equity Platform manifest and get reflected in how the bus network and service lines are redefined?” Three breakout sessions were held to address this question and various themes were identified by the Working Group. Feedback received from all six working group meetings has been compiled and shared with the NextGen team and will serve to inform the study process.

2.2 Community, Faith-Based, Student & Stakeholder Organizations Presentations & Briefings

In the course of the year, the Outreach Team also connected with and obtained feedback from a number of constituents through a variety of community, faith-based, underserved, student and other stakeholder organizations. This was achieved by providing approximately 60 stakeholder briefings and presentations to groups such as the Watts Rising Collaborative, Valley Industry Commerce Association, Commission on the Status of Women, Southeast LA Collaborative, Pacoima Beautiful, Los Angeles Council of Religious Leaders, LA Unified School District, Da Vinci Schools, and Temple City School District. Additionally, when meetings could not be arranged, stakeholder organizations were also provided with project updates through email and phone calls, including collateral materials for distribution to their members.

2.3 Local Government, Partner Agencies & Internal Stakeholder Group Meetings & Briefings

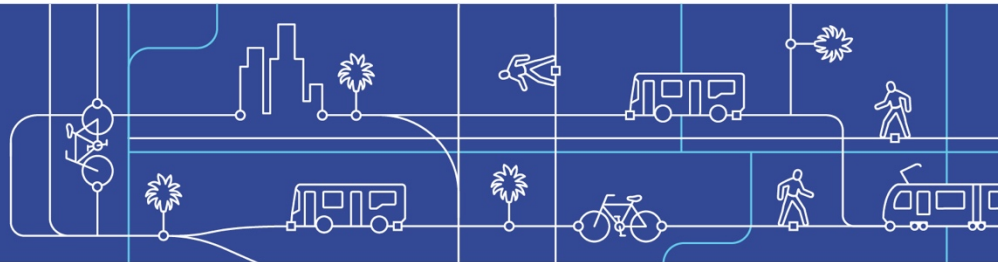
Insights provided by local government agency partners, elected officials, municipal operators and other internal Metro departments are also vital to this process; therefore, 75 meetings have been held to date with these stakeholders. These meetings took a variety of forms that were customized to each stakeholder group, including presentations at standing meetings (i.e. Service Council), one-on-one briefings, focus groups, working sessions (i.e. Metro bus operators and Customer Care) and an internal working group comprised of different Metro departments. Similar to the community groups, these stakeholders were also provided project updates via email and phone calls.

2.4 Public Events and Pop-Ups

Staff also connected with hundreds of community members one-on-one at more than 80 pop-ups and public events, such as the Cinco De Mayo Celebration at Olvera Street, Monrovia Family Music Festival, California African American Museum, Arcadia 626 Night Market, Huntington Park 4th of July Celebration and the NoHo Block Party. Additionally, a Mobile Unit pop-up was used in areas like La Mirada and Bellflower to connect with communities that have limited access to technology by providing access to laptops and knowledgeable staff to help educate and receive feedback from stakeholders. On-board bus questionnaires were also utilized to ensure input was received from Metro Bus riders and were targeted along Metro’s busiest bus corridors.



NEXTGEN Bus Study



2.5 Public Awareness Questionnaires

Two quantitative online questionnaires were also conducted, one in Summer 2018 and the other in Fall 2018. Printed versions of the questionnaires were also made available for use during stakeholder meetings and an ADA-compliant version was created upon request from a member of the seeing-impaired community. The first questionnaire collected information on ridership use and motivations, while the second survey asked respondents to prioritize service concepts and acknowledge tradeoffs via MetroQuest. For the second questionnaire, over 60% were people of color with a balance of genders, age groups, zip codes, and income levels equitably representing the diversity of Los Angeles County. Collectively, the questionnaires collected more than 12,000 responses from both riders and non-riders throughout LA County.

2.6 Public Workshops

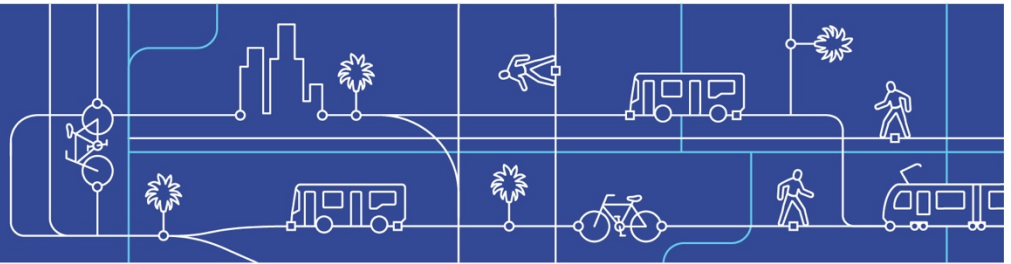
A series of 20 public workshops throughout Los Angeles County were held and served as an opportunity for the general public to learn about the study process, design criteria under consideration, data input received to date, community input heard to date and provide input on their concerns and what service changes they feel would be useful within their community. In total, about 1,800 comments were received from nearly more than 1,000 workshop attendees. The workshop format was strategically designed with stations to educate, inform and bring current all attendees in an interactive way; providing three different methods of commenting.

2.7 Project Information Distribution

Information about the project, availability of the questionnaires and public workshop details were promoted through print advertising, distribution of multi-lingual take-ones, bus advertisements and digital engagement via project toolkits for stakeholder groups, digital ads, social media, emails and website pageviews. This resulted in more than 10 million touchpoints with residents across LA County. Additionally, Working Group members, cities and elected offices were asked to distribute and promote the study and workshop information through their own websites, social media and member list.

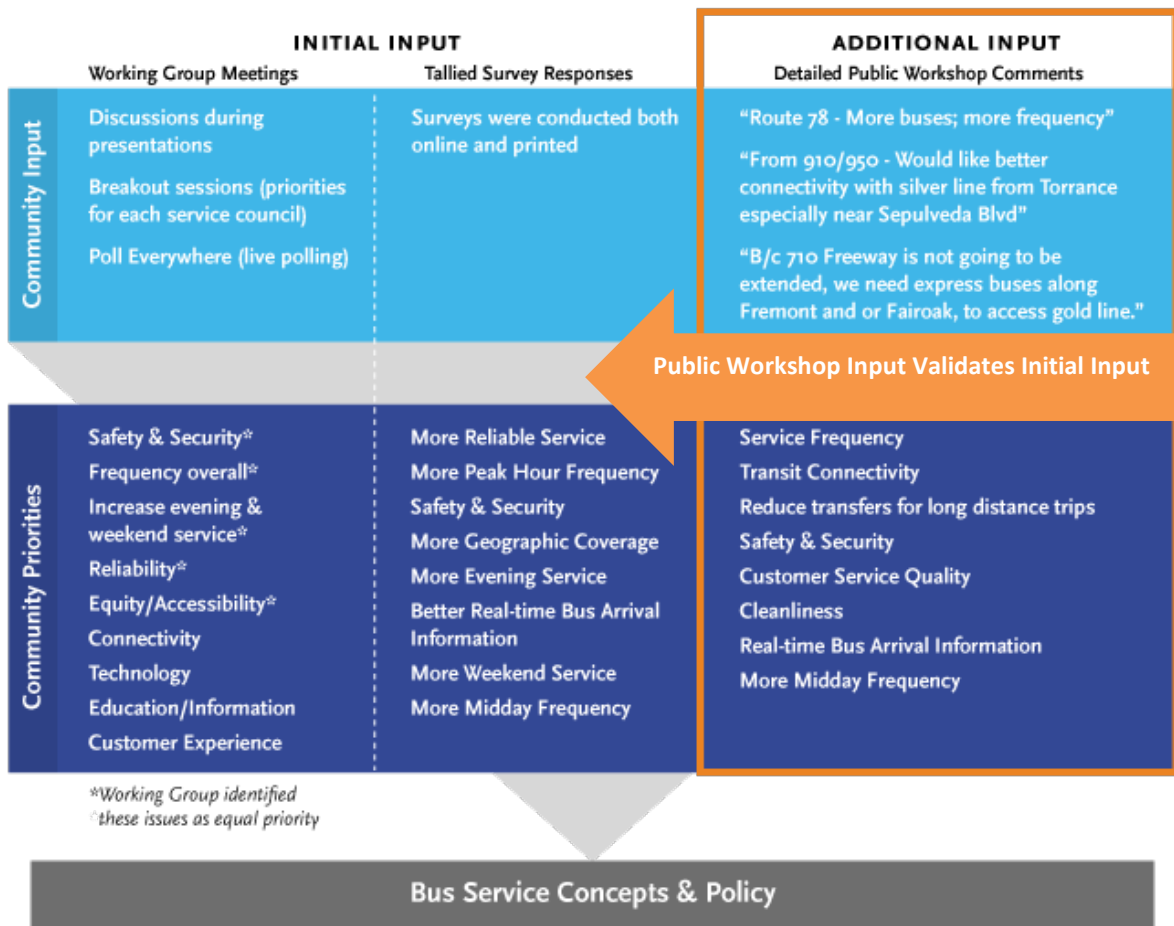
WHAT WE'VE HEARD SECTION ON FOLLOWING PAGE

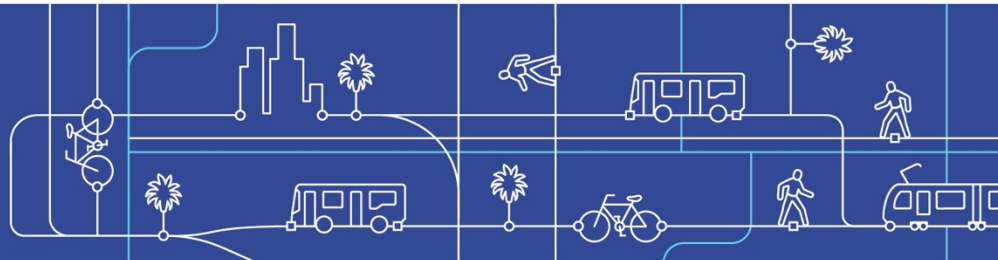
NEXTGEN Bus Study



3 WHAT WE'VE HEARD

The following summarizes the feedback received to date through the outreach activities previously discussed. The recurring themes that emerged during the public workshops reinforced and validated the feedback received from the NextGen Working Group and through online Questionnaires.





NEXTGEN MEETINGS, WORKSHOPS, AND EVENTS

The following table includes all 268 meetings, events and workshops that have taken place throughout the course of the NextGen Bus Study, which has included:

- 86 community events and pop-ups
- 75 briefings with local government, partner agencies, municipal operators, COGs, Metro TAC and other internal stakeholders
- 59 briefings and meetings with community/faith-based organizations and other stakeholder groups
- 22 public workshops (including 2 Telephone Town Halls)
- 20 Metro Service Council presentations
- 6 NextGen Working Group meetings

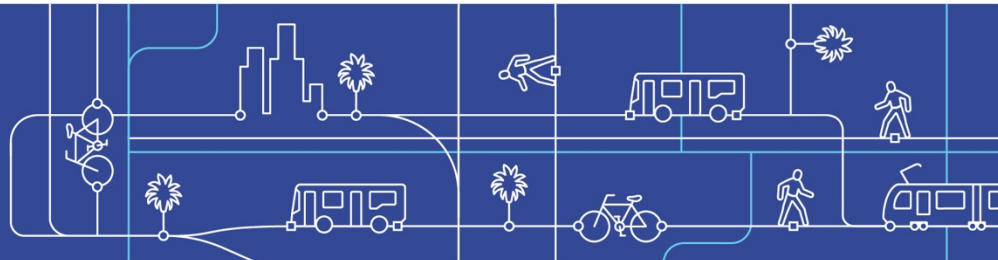
Feedback Received Through Meetings and Events

The desired service improvements and priorities that emerged during these meetings and events were consistent and complementary. Recurring themes included increased frequency, improved reliability, more evening/afternoon service, safety and security, and better connectivity with other systems. Local government and municipal transit operators especially emphasized coordination with Metro to ensure there is not duplication of service and a more seamless experience as a rider transfers between services.

Events/Meetings Table

Date	Event/Meeting	Location
6/14/2019	South Bay Service Council	Inglewood City Hall 1 W Manchester Blvd Inglewood, CA 90301
6/13/2019	Gateway Cities Service Council	Salt Lake Park Community Center 3401 E Florence Ave Huntington Park, CA 90255
6/12/2019	Westside/Central Service Council	Metro Headquarters, Board Room 1 Gateway Plaza Los Angeles, CA 90012
6/10/2019	San Gabriel Valley Service Council	El Monte Division 9 3rd Floor Conference Room 3449 Santa Anita Avenue El Monte, CA
6/4/2019	SELA Collaborative Event (NextGen Booth)	Bell Community Center

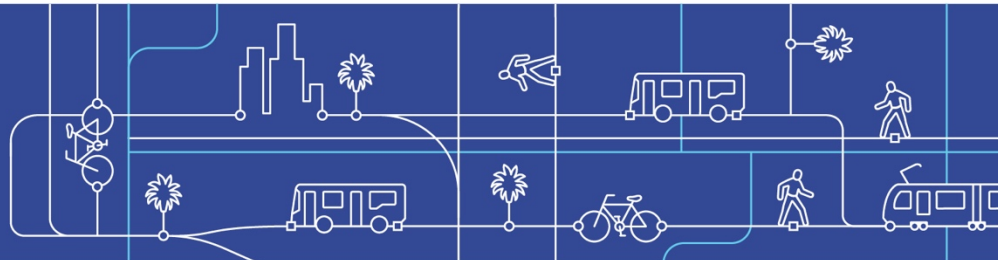
NEXTGEN Bus Study



Date	Event/Meeting	Location
4/30/2019	NextGen: LA Chamber and Bizfed Presentation	Los Angeles Area Chamber of Commerce 350 S. Bixel St. Los Angeles, CA 90017
4/30/2019	NextGen Bus Study Briefing (Norwalk Transit Systems)	12650 E. Imperial Hwy. Norwalk, CA 90650
4/28/2019	CicLAvia- Heart of the Harbor	N. Avalon Blvd and W. Anaheim Street Wilmington, CA
4/25/2019	Metro Board of Directors Meeting	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/23/2019	NBC Universal Earth Day (NextGen)	3900 Lankershim Blvd. Studio City, CA 91604
4/18/2019	Executive Management Committee Briefing	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/16/2019	Presentation to ACLU and DSA (Paloma Nafarrate)	300 N. Brand Blvd. Glendale, CA 91203
4/16/2019	NextGen Focused Workshop (Communities Actively Living Independent & Free)	634 S Spring St, Los Angeles, CA 90014
4/11/2019	NextGen Board Staff Workshop	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/9/2019	Policy Advisory Committee (PAC) NextGen update	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/9/2019	NextGen Focused Workshop	Malibu City Hall, 23825 Stuart Ranch Rd. Malibu, CA 90265
4/2/2019	Working Group Meeting #5	LA Trade Technical College – Aspen Hall
3/28/2019	Board of Directors Presentation (NextGen Bus Study)	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
3/21/2019	Executive Management Committee Briefing	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
3/19/2019	East LA Public Workshop Series Round #2	East Los Angeles Service Center, 133 N Sunol Dr Los Angeles, CA
3/19/2019	Las Virgenes Malibu COG Governing Board – Presentation	CALABASAS LIBRARY, Founders Hall Multipurpose Room 200 Civic Center Way, Calabasas, CA 91302
3/14/2019	Metro Board Staff Briefing	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012



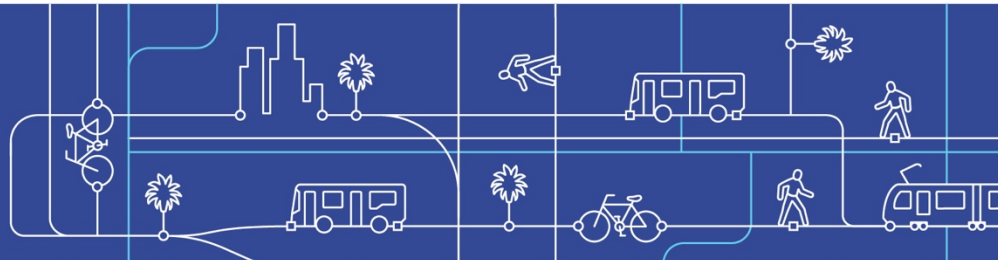
NEXTGEN Bus Study



Date	Event/Meeting	Location
2/17/2019	Bell 5k Run/Walk Booth	6250 Pine Ave, Bell, CA 90201
2/14/2019	Univision – TV Chan 34- Primer Impacto: Metro NextGen Tour	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
2/14/2019	Hollywood Chamber of Commerce Presentation	6255 Sunset Blvd, Ste 150, Hollywood, CA 90028
2/7/2019	Arroyo Verdugo Communities JPA	City Council Chambers – La Cañada City Hall 1327 Foothill Boulevard La Cañada Flintridge, CA 91011
2/6/2019	San Fernando Valley Service Council/ Public Workshop Series Round #1	Marvin Braude Constituent Center 6262 Van Nuys Blvd Van Nuys, CA 91401
1/31/2019	South Bay Service Council/ Public Workshop Series Round #1	Inglewood City Hall Community Room 1 W Manchester Blvd Inglewood, CA 90301
1/30/2019	Crenshaw Community Leadership Council Quarterly Meeting	LA Dept. of Water and Power, Community Room, 4030 Crenshaw Blvd., LA CA 90008
1/28/2019	Association of Commuter Transportation General Membership Meeting- NextGen Review	Anaheim City Hall 200 S Anaheim Blvd Anaheim, CA 92805
1/26/2019	Public Workshop Series Round #1: Central Los Angeles	LA Trade Tech 2215 S. Grand Av Los Angeles, CA 90012
1/24/2019	San Gabriel Valley Service Council/ Public Workshop Series Round #1	Pasadena Senior Center 85 E Holly St Pasadena, CA 91103
1/23/2019	Gateway Cities Service Council/ Public Workshop Series Round #1	Dollarhide 301 N Tamarind Ave Compton, CA 90220
1/21/2019	Rev. Dr. Martin Luther King, Jr. Day Parade	Los Angeles CA
1/18/2019	Central LA Faith Leaders Meeting	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012



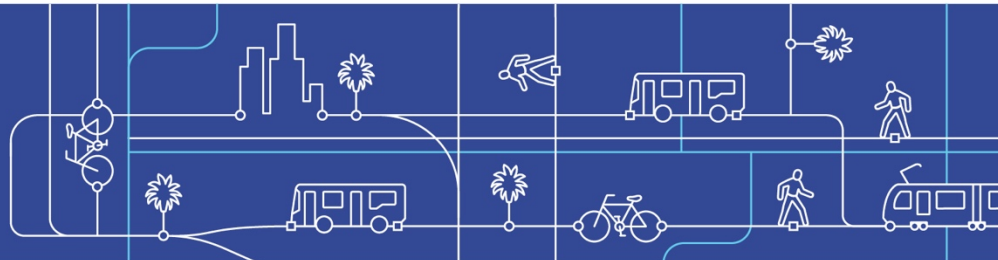
NEXTGEN Bus Study



Date	Event/Meeting	Location
1/17/2019	Public Workshop Series Round #1: Torrance	El Camino College 16007 Crenshaw Blvd Torrance, CA 90506
1/16/2019	Public Workshop Series Round #1: San Gabriel	Asian Youth Center 100 W. Clary Ave., San Gabriel, CA 91776
1/12/2019	Public Workshop Series Round #1: Bell	Bell Community Center
1/10/2019	San Gabriel Valley Transit Providers Meeting	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
1/10/2019	How Women Travel Advisory Group	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
1/9/2019	Westside/Central Cities Service Council/ Public Workshop Series Round #1	Plummer Park 7377 Santa Monica Bl West Hollywood, CA 90046
1/8/2019	Public Workshop Series Round #1: Pacoima	Hubert Humphrey Recreation Center 12560 Filmore Street Pacoima, CA 91331
12/13/2018	Gateway Cities Service Council- NextGen Bus Study Working Group Update	Salt Lake Park Community Center 3401 E Florence Av. Huntington Park
12/11/2019	South LA Transit Empowerment Zone	LA Trade Tech College-Aspen Hall, LA CA
12/11/2018	BSMLA/Para Los Ninos Presentation: San Pedro/All Peoples	All Peoples Community Center
12/11/2019	Watts Rising Collaborative/Housing Authority of Los Angeles	HACLA, 2600 Wilshire Blvd., LA CA
	NextGen PAC	
10/12/2018	LA Chamber of Commerce	
12/7/2018	BSMLA/Para Los Ninos Presentation: Alianza Best Start	Angelica Church (MacArthur Park/Koreatown)
12/6/2018	BSMLA/Para Los Ninos Presentation: Ambassador	Francis Community Garden
12/5/2018	BSMLA/Para Los Ninos Presentation: Universal Dream Team	Menlo Family Center



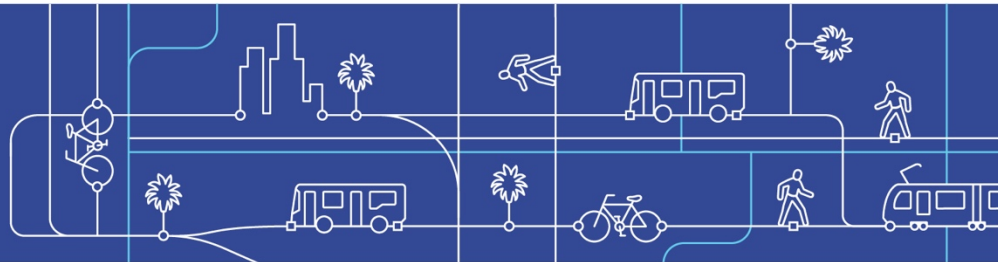
NEXTGEN Bus Study



Date	Event/Meeting	Location
12/4/2019	Metro BOS Committee	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
12/3/2018	BSMLA/Para Los Ninos Presentation: Richardson Park	Richardson Family Park
12/2/2018	CicLAvia: Heart of LA	Alameda and 3 rd , Los Angeles, CA (center of event)
11/30/2019	Union Station Area Roundtable	Metro Headquarters, One Gateway Plaza, LA CA 90012
11/29/2018	BSMLA/Para Los Ninos Presentation: Estrella	Living Hope 7 th Day Adventist Church 650 W. 21 st Street L.A. CA 90007
11/28/2018	BSMLA/Para Los Ninos Presentation: Angeles	Francis Community Garden
11/27/2018	BizFed Transportation Committee	SCAG – Regional Council Room 900 Wilshire Blvd Los Angeles, CA 90017
11/26/2018	BSMLA/Para Los Ninos Presentation: Hope Street	Hope Street Margolis Family Ctr.
11/19/2019	Northern Corridor Cities Quarterly Briefing	Burbank City Hall, Burbank CA
11/15/2019	Metro Streets and Freeways Committee	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
11/13/2018	Gateway Cities Transit Providers	Metro Division 13 920 N. Vignes St. LA, CA 90012
11/10/2018	Brave 5K Veterans Walk/Run	
11/8/2018	Move LA Presentation	Move LA HQ 634 South Spring St. Los Angeles, CA 90014
11/7/2018	Metro Technical Advisory Committee Presentation	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
11/6/2018	Valley Industry Commerce Association (VICA) Presentation	VICA HQ 16600 Sherman Wy. Van Nuys, CA 91406



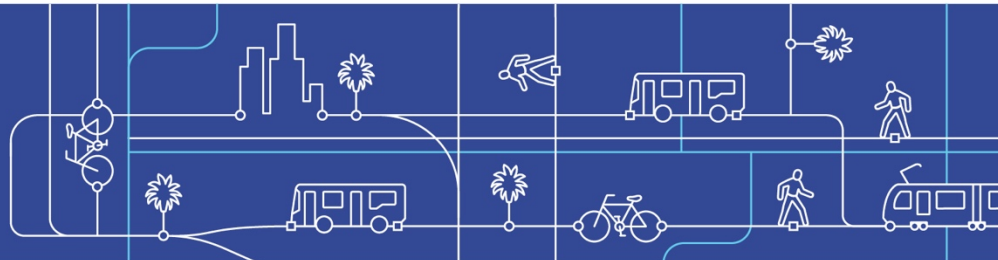
NEXTGEN Bus Study



Date	Event/Meeting	Location
11/6/2018	Slate-Z Presentation	Slate-Z HQ 400 W. Washington Blvd. Los Angeles, CA 90015
10/30/2019	NextGen Bus Study Technical Advisory Committee	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
10/26/2019	Older Adult Transportation Annual Expo	Cathedral of Our Lady of the Angels, Los Angeles, CA
10/25/2018	Greater Zion Church Family Workshop	Greater Zion Church Family 2408 N. Wilmington Compton CA
10/20/2018	Strides for Disabilities 5k Run/ Walk	
10/19/2018	Mobility 21	JW Marriott at LA Live 900 W. Olympic Blvd. Los Angeles, CA 90015
10/12/2018	BSMLA Community Guidance Meeting Presentation	First Baptist Church of LA 760 S Westmoreland Ave. Los Angeles, CA 90005
10/12/2018	On-Board Bus Surveying	Vermont/Wilshire Metro Station 3191 Wilshire Blvd. Los Angeles, CA 90010
10/9/2018	On-Board Bus Surveying	Vermont/Wilshire Metro Station 3191 Wilshire Blvd. Los Angeles, CA 90011
10/5/2018	CSULA Regional Student Mobility Forum-NextGen update	Third floor ASI Board room, University Student Union Building California State University, Los Angeles 5154 State University Drive L.A. 90032
10/2/2018	Los Angeles Area Chamber of Commerce- NextGen update to Transportation and Goods Movement Council	LOS ANGELES AREA CHAMBER OF COMMERCE 350 S. Bixel St. Los Angeles, CA 90017
10/1/2019	LA County Public Works Rideshare Event	900 Fremont Ave., Alhambra, CA
9/30/2018	Celebrate LA! LA Phil 100 x CicLAvia	Hollywood/Downtown Los Angeles
9/28/2018	Quarterly Legislative Briefing	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012



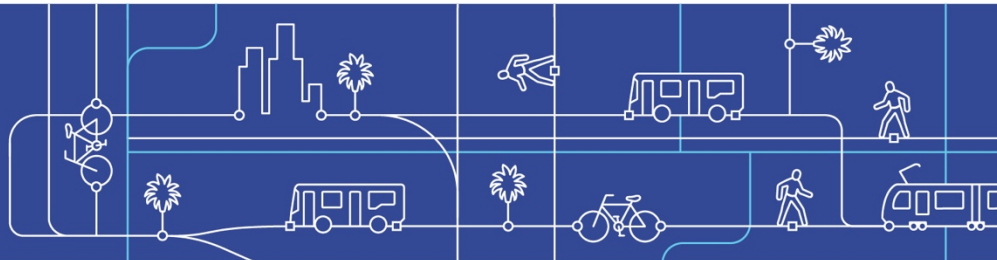
NEXTGEN Bus Study



Date	Event/Meeting	Location
6/24/2018	CicLAvia: The Valley	Pacoima's Mural Mile: 13520 Van Nuys Blvd Pacoima, CA 91331
6/21/2018	San Fernando Valley COG Transportation Committee	Valley Municipal Building, Council Chambers, 2ndFl 14410 Sylvan St, Van Nuys, CA 91401
6/21/2018	Metro Ad-hoc Customer Experience Committee	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
6/21/2018	Metro Operations Committee	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
6/20/2018	State of the Agency Breakfast	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
6/18/2018	San Gabriel Valley COG Public Works TAC	602 E Huntington Dr B, Monrovia, CA 91016
6/16/2018	Camina en Walnut Park	Pacific Blvd between Florence and Broadway 7623 Pacific Blvd Walnut Park, CA 90255
6/14/2018	Gateway Cities Service Council	Salt Lake Park Community Center 3401 E Florence Ave, Huntington Park, CA 90255
6/14/2018	Metro Community Education Safety Station Pop-Up Events: Willowbrook/Rosa Parks Station	Willowbrook/Rosa Parks Station 11611 Willowbrook Ave Los Angeles, CA 90059
6/13/2018	Westside Central Service Council	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
6/11/2018	San Gabriel Valley Service Council	Metro, El Monte Division 9 Building 3449 Santa Anita Ave, El Monte, CA 91731
6/10/2018	Dia de San Juan Festival, Long Beach	Rainbow Lagoon Park 400 E Shoreline Dr Long Beach, CA 90802
6/10/2018	LA Pride Festival (Metro Pop Up)	West Hollywood Park 647 N San Vicente Blvd West Hollywood, CA 90069
6/8/2018	Quarterly Legislative Briefing	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012



NEXTGEN Bus Study



Date	Event/Meeting	Location
4/25/2018	Bus Drivers RAP Session Meeting - Sun Valley	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/25/2018	Metro Citizen's Advisory Council	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/24/2018	Metro TAC Meeting	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/22/2018	CicLAvia x Earth Day Event - Foothills	671 E Bonita Ave San Dimas, CA 91773
4/19/2018	Metro Travel Buddy Program Quarterly Meeting - Presentation	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/18/2018	Bus Drivers RAP Session Meeting - WeHo	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/17/2018	Bus Drivers RAP Session Meeting - Chatsworth	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/13/2018	DaVinci Schools Presentation	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/13/2018	South Bay Service Council	Inglewood City Hall 1 W Manchester Blvd, Inglewood, CA 90301
4/12/2018	Gateway Cities Service Council	Salt Lake Park Community Center 3401 E Florence Ave, Huntington Park, CA 90255
4/12/2018	Bus Drivers RAP Session Meeting - Gardena	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/12/2018	Bus Drivers RAP Session Meeting - San Pedro	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/12/2018	Metro Customer Care Focus Group	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/11/2018	Westside/Central Service Council (Metro HQ)	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/11/2018	Bus Drivers RAP Session Meeting - Slauson	Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
4/9/2018	Gateway Cities Service Providers	Salt Lake Park Community Center 3401 E Florence Ave, Huntington Park, CA 90255



NEXTGEN Bus Study

PRIORITIES QUESTIONNAIRE

By building strong relationships with faith-based and community groups, the Metro team was able to leverage digital tools that help stakeholders understand the complexity of redesigning an entire bus system, resulting in obtaining quality feedback from often underrepresented stakeholders that considered both technical aspects of the system and personal needs and experiences. Ultimately, over 60% of respondents were people of color with a balance of genders, age groups, zip codes, and income levels equitably representing the diversity of LA County. The questionnaire input deadline was extended multiple times to accommodate request from Community Based Organizations for additional input time.

The MetroQuest questionnaire asked respondents to prioritize service concepts and acknowledge tradeoffs. The following highlight respondent priorities:

Set Your Budget Screen

Category	Total Budget Allocated	Percentage of Total
More reliable service	95,263	15.8%
More peak hour frequency	85,999	14.3%
More safety and security	81,252	13.5%
More geographic coverage	75,143	12.5%
More evening service	74,477	12.4%
Better real-time bus arrival info	74,183	12.3%
More weekend service	64,507	10.7%
More midday frequency	51,139	8.5%

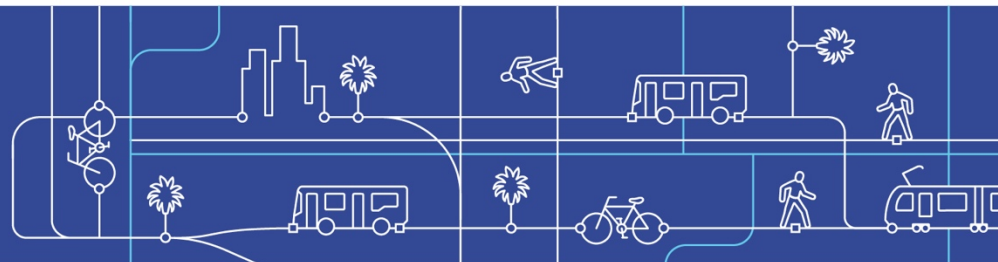
Note: Budget allocated refers to the total value of the coins allocated to each category.

Tradeoffs

Route Design			System Design			Service Times		
Fewer stops	Neutral	More stops	More buses	Neutral	More routes	Rush hour	Neutral	Non-rush hour
54.3%	22.3%	23.3%	54.0%	17.5%	28.5%	53.7%	15.5%	30.8%

Connectivity			Reliability		
More transfers	Neutral	Direct route	Reliable service	Neutral	Reliable info
41.9%	16.6%	41.6%	54.1%	10.9%	35.0%





2019 PUBLIC WORKSHOPS

Public Workshops Overview

The NextGen Bus Study public workshops leveraged stations that were intentionally designed to be interactive and create an environment of inclusion and collaboration, which opened a dialog between the Metro service planning team and the residents the system serves. All meetings emphasized the importance of Metro staff interacting with bus riders and residents, forging an understanding between service developers and Metro riders. These workshops provided an opportunity for the public to learn about and provide feedback on current Metro bus service, and a forum for community input that encouraged an ongoing dialogue with current and non-riders. Given the impact service changes may have on communities and residents, Metro placed great emphasis on engaging with the public and key stakeholders to ensure their concerns and comments are considered and included during the service redesign process.

At the end of the initial 10 public workshops, 1,083 public comments were received from 675 highly engaged attendees. Due to the success in attendance and constructive comments received, the NextGen Bus Study then hosted an additional 10 targeted public workshops, resulting in an additional 721 comments from 356 attendees. In total, **1,804 comments** were received from **1,031 individuals**.

Over the course of the 20 workshops, the following reoccurring themes for improving service across the county emerged (in order of most recurring):

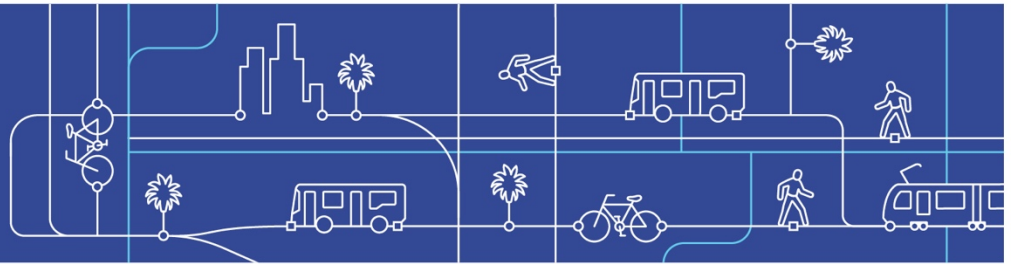
Bus Service Related Themes

- Increase service frequency and decrease average wait times.
- Provide real time information as it pertains to scheduling and bus arrivals.
- Create greater transit connectivity throughout Los Angeles County.
- Eliminate the number of transfers needed during long distance travel.
- Coordinate with other municipal bus operators and local transit providers.
- Provide more mid-day service and late-night service.

Passenger Experience Themes

- Enhance safety and security improvements on the bus and at bus stops.
- Increase quality of customer service from Metro staff.
- Improve cleanliness on buses and at bus stops.
- Provide better First-Last Mile improvements along bus routes

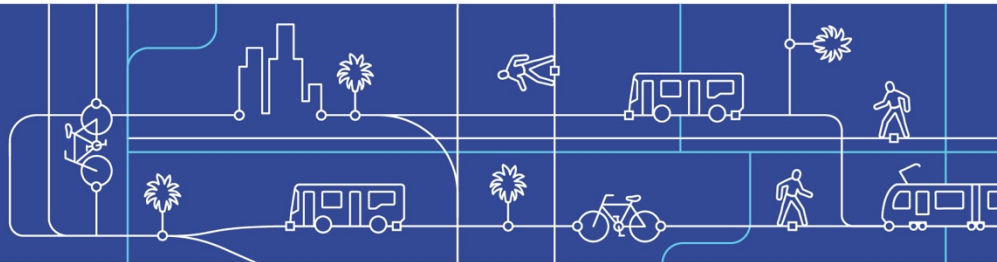
NEXTGEN Bus Study



The following table provides a high-level summary of these comprehensive notification efforts:

Notification of Public Workshops	
Print Notices	<ul style="list-style-type: none"> • Nearly 134,000 take-ones placed on Metro bus and rail lines • Approximately 12,300 notices hand-delivered to property owners, occupants and businesses in areas around the meeting locations • 330+ stakeholder organizations received notices via mail to distribute at activity centers
Digital Communications	<ul style="list-style-type: none"> • Electronic meeting notice emailed to 3,200 NextGen project database contacts • Electronic meeting notice emailed to 147,000 AARP database contacts • Nearly 500 media toolkits, which provided easily shareable information, sent to Working Group members, stakeholder organizations and Los Angeles County cities (Attachment D) • 160+ posts to stakeholder-owned social media platforms, community e-blasts, blog posts and online news articles recorded (Attachment E) • Metro social media posts (Facebook and Twitter) published before and during all 20 meetings, resulting in 100's of positive comments (Attachment F) • NextGen webpage included meeting information and was visited approximately 15,000 times between December 2018 and April 2019
Working Group Member Organization List	<ul style="list-style-type: none"> • List of all Working Group members attending a working group meeting (Attachment A)

NEXTGEN Bus Study



Workshop Summary Themes by Service Council Area

To create a broader view of bus rider requests and concerns, this section focuses on the most frequently submitted comments organized by Service Council area. Each area had a unique set of community priorities and concerns that were shared among workshops in similar geographic locations.

San Fernando Valley

- Frequency improvements to the Orange Line running through the San Fernando Valley are needed. Arrival/departure times of buses are inconsistent and make long distance travel difficult.
- Improvements to safety infrastructure are needed at bus stops. Implementing safety lights, emergency call systems and increasing the presence of security officers are requested improvements from the public.
- Service through Reseda and Northridge is inconsistent and involves long wait times and inconsistent arrival/ departure times. Improvements to service frequency in these highly congested areas are needed.

Westside/Central

- The 780 Rapid line should be extended east into San Gabriel Valley and south to West LA.
- Create service originating in West Hollywood/Hollywood that terminates in West Los Angeles.
- The consistency of arrival/departure times throughout the service council are unreliable. Transferring between lines becomes increasingly difficult when service is inconsistent.

South Bay

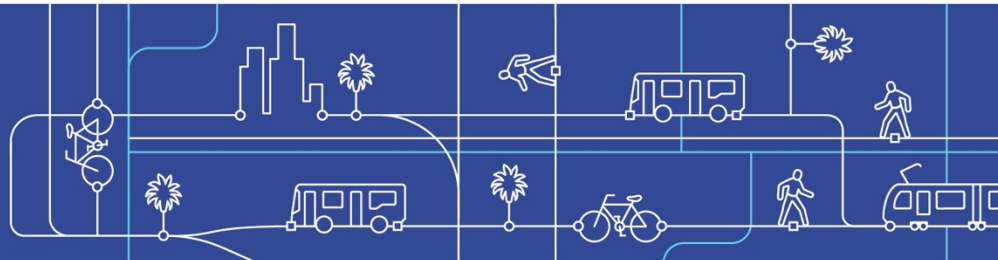
- Increase morning and evening peak hour service for routes connecting the South Bay to West Los Angeles.
- Increase the number of routes branching off rail lines. Routes that continue to travel in a similar direction are needed.
- The Metro 40 bus line needs service and security improvements. Wait times for this line are long and makes transferring difficult. Stops along this route feel unsafe to passengers due to a lack of security.

Gateway Cities

- An increase in the Metro police presence is needed at stops and on buses. Passengers feel unsafe when waiting for buses and when traveling.
- Extend the 760 into Compton. Traveling from Central Los Angeles to Downtown and areas of northern Los Angeles county is becoming increasingly difficult.
- Improvements to transit connectivity between Central Los Angeles and the San Gabriel Valley are needed.



NEXTGEN Bus Study

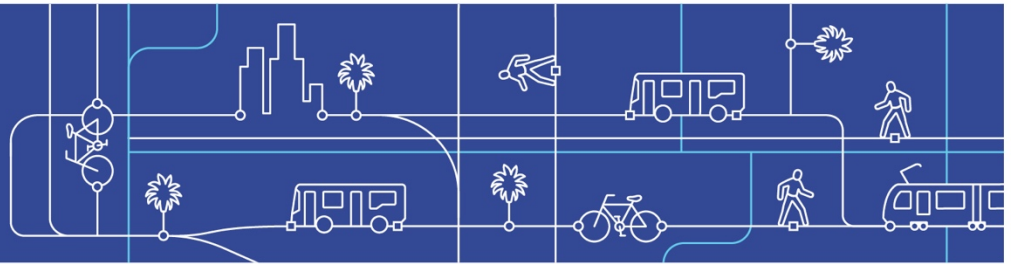


San Gabriel Valley

- Improvements to arrival time accuracy at bus stops and on the Metro app are needed.
- Provide more Rapid service from San Gabriel Valley into Downtown and Central Los Angeles.
- Hours of operation on major lines like the 489 and 780 need to begin earlier in the morning. Ideally before 6am Monday-Friday.
- The Temple City Youth Committee surveyed 148 students and 63 adults about their public transportation concerns. 37 percent of people surveyed have never taken public transportation. Common problems included the issues of safety, TAP cards are difficult to access, speed, reliability, and overcrowding. Participants felt additional stops are needed as well as shade covers, more security, and videos on how to ride the bus and read the maps.

INDIVIDUAL WORKSHOP SUMMARIES ON FOLLOWING PAGES

NEXTGEN Bus Study

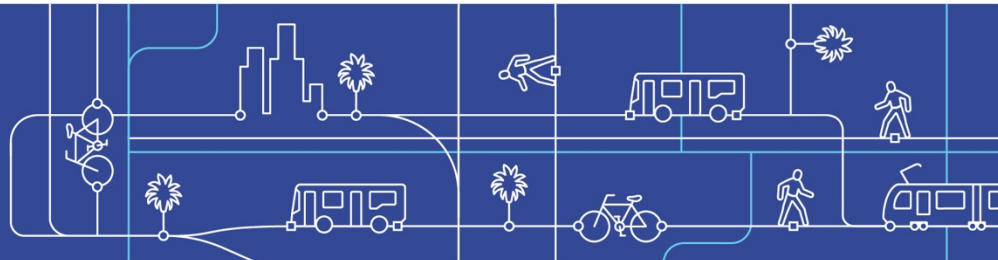


Individual Workshop Summaries

Pacoima - Hubert Humphrey Recreation Center Tuesday, January 8th, 2019	
People Attending	A total of 58 people signed into the workshop <ul style="list-style-type: none"> 54 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 47 roll-out map comment submissions 10 comment card submissions 14 online GIS comment submissions 71 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Lea Gonzalez, Field Deputy, Office of Congressman Tony Cardenas 29th District San Fernando Valley Jessica Orellana, Field Deputy, LA County Board of Supervisors, Office of Sheila Kuehl 3rd District Yvette López Ledesma, San Fernando Valley Service Council Jose Miguel, Pacoima Neighborhood Council Veronica Padilla, Pacoima Beautiful Armando Flores, Valley Industry and Commerce Assoc. Imelda Padilla, LA County Women and Girls Initiative
Media	<ul style="list-style-type: none"> Spectrum 1 News Los Angeles Estrella TV
Key Themes	<ul style="list-style-type: none"> Increase service running west of Reseda Blvd. (line 169, 166/364) Increase service coming from the north Valley (Sylmar) into the central region (Northridge/ Reseda). Including lines 734, 733, 233, 234. Increase frequency to Orange Line service in both directions. Lighting and security improvements at all stops. Mentioned primarily at the North Hollywood stop/ station. Cleanliness improvements to buses. Specifically removing cloth seats and replacing with vinyl.



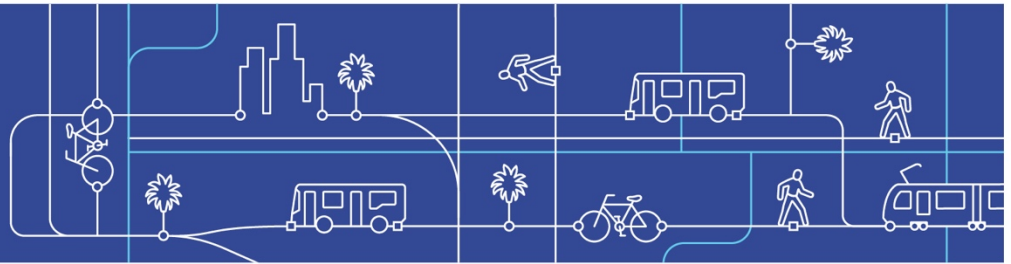
NEXTGEN Bus Study



West Hollywood - Plummer Park Wednesday, January 9 th , 2019	
People Attending	<p>A total of 97 people signed into the workshop</p> <ul style="list-style-type: none"> • 91 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 84 roll-out map comment submissions • 38 comment card submissions • 20 online GIS comment submissions • 142 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Malcolm Harris, Los Angeles Black Worker Center (LABWC) • Zachary Gaidzik, LA Field Deputy & Caseworker- LA County Board of Supervisors, Office of Sheila Kuehl 3rd District • Madeline Brozen, City of Beverly Hills • Martha Eros, City of Beverly Hills • David Feinberg, Santa Monica Big Blue Bus • Ernesto Hidalgo, City of West Hollywood • Alba Velasquez, City of West Hollywood • Elliot Petty, City of West Hollywood • Perri Sloane Goodman, City of West Hollywood • Josh Kurpies, District Director, Office of Congressman Richard Bloom 50th District West Los Angeles • Nathan Serafin, Westside Cities Council of Government • David Eichman, West Hollywood Transportation Commission • Matt Stauffer, Santa Monica Chamber of Commerce • George Taule, Westside/Central Service Council • Alba Velasquez, Westside/Central Service Council • Elliot Petty, Westside/Central Service Council • David Feinberg, Santa Monica Big Blue Bus • Leor Alpern, South Coast Air Quality Management District (SCAQMD)
Media	<ul style="list-style-type: none"> • N/A



NEXTGEN Bus Study

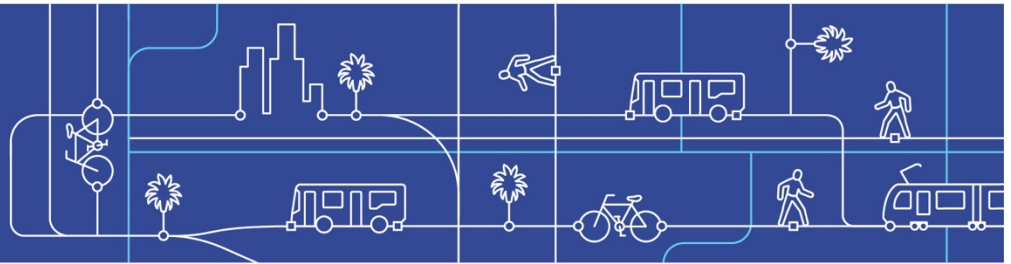


West Hollywood - Plummer Park Wednesday, January 9th, 2019 *(cont.)*

Key Themes

- Increase service frequency to following lines: 217, 712, 312, 780, 704
- Increase bus lanes on Santa Monica Blvd.
- Create/provide more bus service from West Hollywood to LAX.
- More accurate real-time arrival departure times for routes.
- Increase safety measures at stops (lighting, emergency buttons, Metro police).
- Increase first/last miles options (shuttles) in area.
- Concern that all riders should be providing full payment and no “free” rides are allowed.

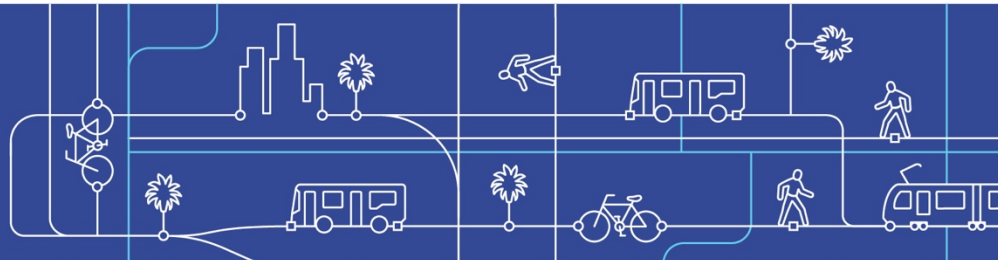
NEXTGEN Bus Study



Bell - Bell Community Center Saturday, January 12th, 2019	
People Attending	A total of 38 people signed into the workshop <ul style="list-style-type: none"> 31 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 59 roll-out map comment submissions 15 comment card submissions 7 online GIS comment submissions 81 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Wally Shidler, Gateway Cities Service Council Wajeha Bilal, Watts Rising Collaborative Kristina Valenzuela, UCLA Transportation, Association for Commuter Transportation (ACT) Wilma Franco, SELA Collaborative Antonio Chapa, District Director, LA County Board of Supervisors Office of Hilda Solis 1st District Al Rios, South Gate City Council Sam Pena, Gateway Cities Service Council Joe Strapac, Gateway Cities Service Council Lori Woods, Signal Hill City Council
Media	<ul style="list-style-type: none"> N/A
Key Themes	<ul style="list-style-type: none"> Increase bus service at the end of rail lines traveling in similar direction. Increase mid-day service to all lines. Improve public transportation diversity in South East Los Angeles (shuttles, scooters, Metro bikes). Increase service to East Los Angeles College and Cal State LA. Increase visibility of Metro police presence at stops/stations. Rapid buses down major thoroughfares like Huntington Blvd, Rosecrans Ave, Sepulveda. Service running from Central Los Angeles to South East Los Angeles cities should be increased. Improve customer service of operators.



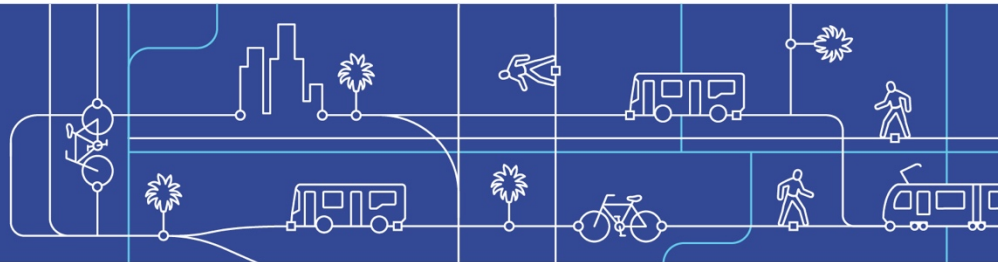
NEXTGEN Bus Study



San Gabriel - Asian Youth Center Wednesday, January 16th, 2019	
People Attending	A total of 84 people signed into the workshop <ul style="list-style-type: none"> • 70 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 34 roll-out map comment submissions • 28 comment card submissions • 12 online GIS comment submissions • 74 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Chin Ho Liao, Councilmember, City of San Gabriel • Peggy Kuo, City of Temple City • Jillian Nunez, Deputy City Clerk, City of Temple City • Lisa Thong, Asian Pacific Islander Forward Movement • Chloe Chuong, Temple City Youth Committee • Florence Lin, Director, Asian Youth Center • Eduardo Vega, City of Cerritos
Media	<ul style="list-style-type: none"> • Shawn Liu, News Agency America • Gigi Lee China Press
Key Themes	<ul style="list-style-type: none"> • Service for the 489 and 487 lines should begin before 5:30AM on weekdays. • Improve arrival/departure reporting accuracy at stops and on Metro app. • Provide more Rapid service originating in San Gabriel Valley to Downtown Los Angeles. • Increase service coming to and departing from Gold Line stations in San Gabriel Valley. • Silver Line is not reliable during peak am/pm hours. • Expand the TAP U-Pass program to high schools.



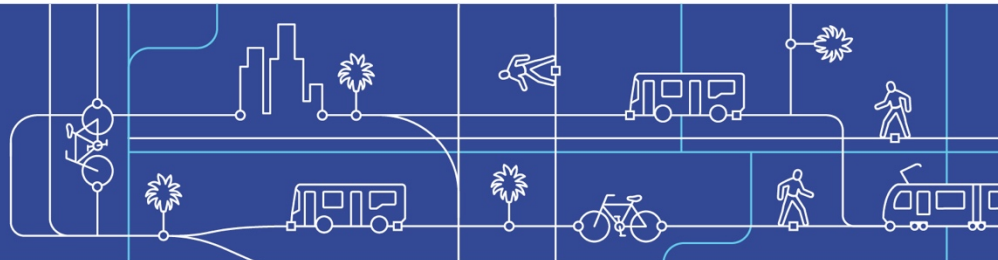
NEXTGEN Bus Study



Torrance - El Camino Community College Thursday, January 17th, 2019	
People Attending	A total of 25 people signed into the workshop <ul style="list-style-type: none"> 22 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 31 roll-out map comment submissions 11 comment card submissions 8 online GIS comment submissions 51 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Steve Lantz, South Bay Cities Council of Government Michael Ervin, Asst. Deputy of Transportation, Office of County Supervisor Janice Hahn 4th District Luis Duran, South Bay Service Council Mark MacDougall, Torrance Transit Hamilton Cloud, Office of Congresswomen Maxine Waters 43rd District Central Los Angeles
Media	<ul style="list-style-type: none"> N/A
Key Themes	<ul style="list-style-type: none"> Convert the 344 to a Rapid service or increase the number of buses on the route. Service is too infrequent. Increase daily peak service from South Bay to West Los Angeles. Incorporate fare payment ability into Metro app. Consider piloting a distance-based fare model for some bus routes.



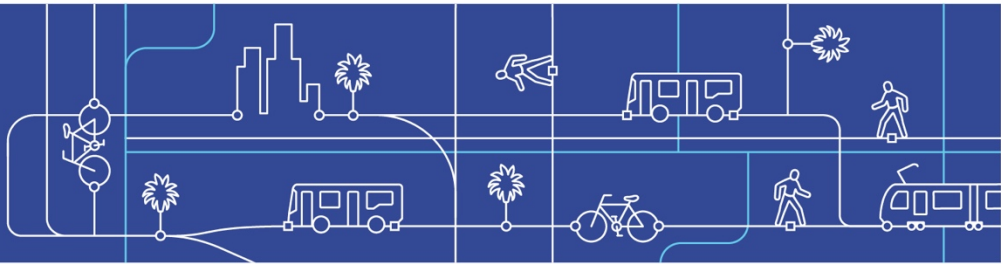
NEXTGEN Bus Study



Compton - Dollarhide Community Center Wednesday, January 23rd, 2019	
People Attending	A total of 41 people signed into the workshop <ul style="list-style-type: none"> • 38 attendees provided home addresses and/or email address
Comment Cards	<ul style="list-style-type: none"> • 26 roll-out map comment submissions • 7 comment card submissions • 6 online GIS comment submissions • 39 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Diana Medel, Field Representative, Office of State Assembly Member Mike Gipson 64th District South Los Angeles • Jo Ann Eros Delgado, Metro Gateway Cities Service Council • Al Rios, South Gate City Council • Sam Pena, Gateway Cities Service Council • Joe Strapac, Gateway Cities Service Council • Wally Shidler, Gateway Cities Service Council • Sharon Weissman, Board Deputy and Sr Advisor to Long Beach Mayor Robert Garcia • Michael Ervin, Asst. Deputy of Transportation, Office of Los Angeles Board Supervisor Janice Hahn 4th District • Norchelle Brown, Policy Assistant, Office of Congresswoman Nanette Diaz Barragan 44th District South Los Angeles • Wajeha Bilal, Watts Rising Collaborative • Lori Woods, Metro Gateway Service Council • Billy Earley, Build Plus Community
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Improve the service in Compton for lines 51 and 35 • Create a Silver Line type service that ends in DTLA that only stops three times. • More buses and better overall service to the 270 and 130 lines • Extend the 760 Rapid into Compton.

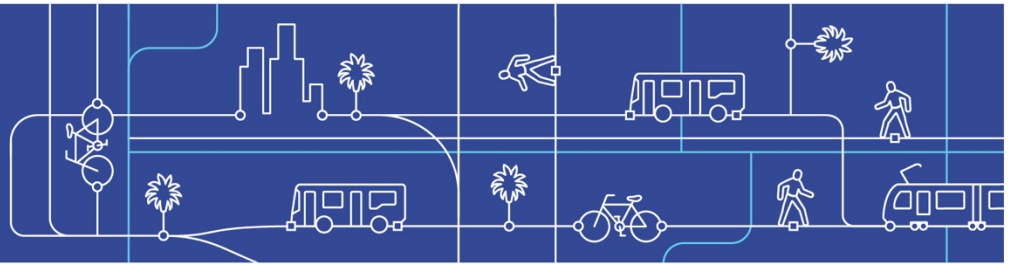


NEXTGEN Bus Study



Compton - Dollarhide Community Center Wednesday, January 23 rd , 2019 <i>(cont.)</i>	
Key Themes <i>(cont.)</i>	<ul style="list-style-type: none">• More amenities and infrastructure for ADA riders.• Create additional service from South Bay to San Gabriel Valley• Improve signage and arrival/departure accuracy at stops.

NEXTGEN Bus Study

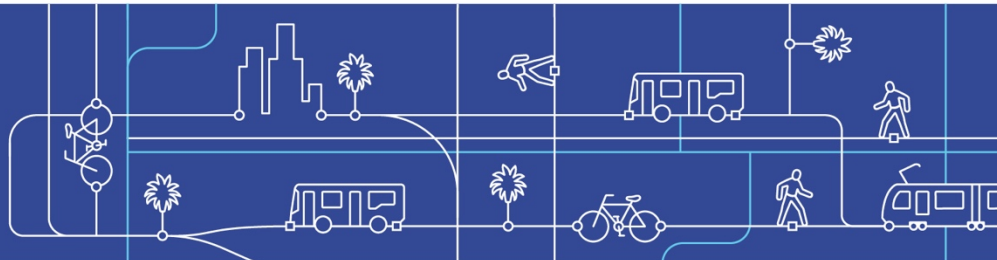


Pasadena - Pasadena Senior Center Thursday, January 24th, 2019 *(cont.)*

Key Themes *(cont.)*

- Work with neighboring transit agencies to eliminate transit gaps.
- Improve accuracy of arrival/departure times on signage.

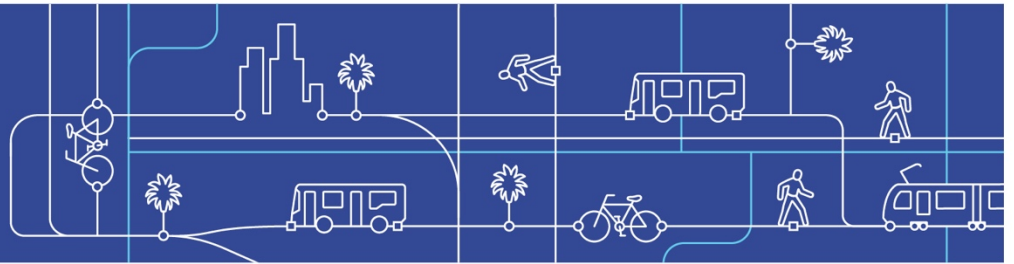
NEXTGEN Bus Study



Los Angeles - Los Angeles Trade-Tech College (LATTC) Saturday, January 26 th , 2019	
People Attending	<p>A total of 80 people signed into the workshop</p> <ul style="list-style-type: none"> 74 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 156 roll-out map comment submissions 35 comment card submissions 20 online GIS comment submissions 211 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Wajeha Bilal, Watts Rising Collaborative Effie Turnbull-Sanders, Executive Director, SLATE-Z Erma Bernard-Gibson, Commissioner, LA Status of Women Karmin Canales, SLATE-Z
Media	<ul style="list-style-type: none"> N/A
Key Themes	<ul style="list-style-type: none"> Extend the 780 in both directions. Provide weekend and Owl Service on the 780. Service on the 183 is very infrequent and arrival times are inconsistent. 24-hour bus lanes on major thoroughfares throughout the city (Wilshire Blvd, La Brea Ave, Santa Monica Blvd, Beverly Blvd) Improve bus service traveling to/from Pasadena. Service from Pasadena to DTLA is lacking. Eliminate the number of stops in DTLA. Stops in DTLA slow the entire route down. Create more consistent wait times for all routes. Riders take several lines while commuting and mixed wait times increases travel difficulty. Create signal priority for buses on major thoroughfares.

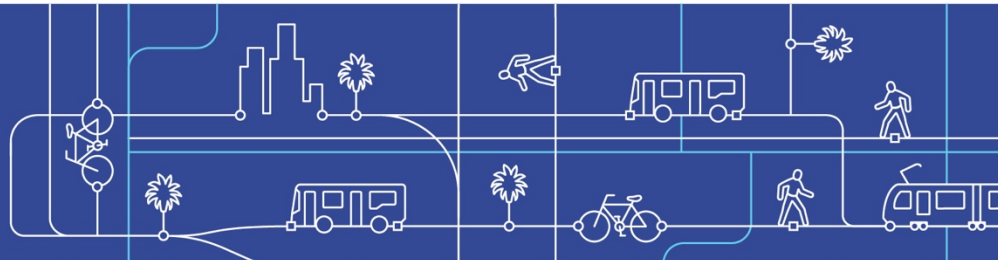


NEXTGEN Bus Study



Inglewood - Inglewood City Hall Thursday, January 31st, 2019	
People Attending	A total of 53 people signed into the workshop <ul style="list-style-type: none"> • 51 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 51 roll-out map comment submissions • 6 comment card submissions • 8 online GIS comment submissions • 65 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Jason Jo, Transportation Service Supervisor, City of Carson • Pamela Tang, Torrance Transit • Meighan Langlois, South Bay Service Council • Charles Deemer, South Bay Service Council, Torrance Environmental Quality & Energy Conservation Commission • Ralph L. Franklin, Inglewood City Council • Aaron Baum, South Bay Cities Council of Governments
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Increase to the security presence on the 40 bus and at stops along the route. • 40 bus frequency should be increased. Wait times for buses are long and buses are crowded. • The 232 buses are very outdated compared to other lines. The route can benefit from using larger more updated buses. • The arrival of buses along the 232 is very infrequent. A more predictable and regular schedule is needed. • Create 7-day service for line 625. • Create 7-day service for lines 51 and 52. • More transit connectivity between Central Los Angeles and West Los Angeles. • Increase the security presence in the evenings at bus stops. Wait times are long and people feel unsafe waiting for the bus.

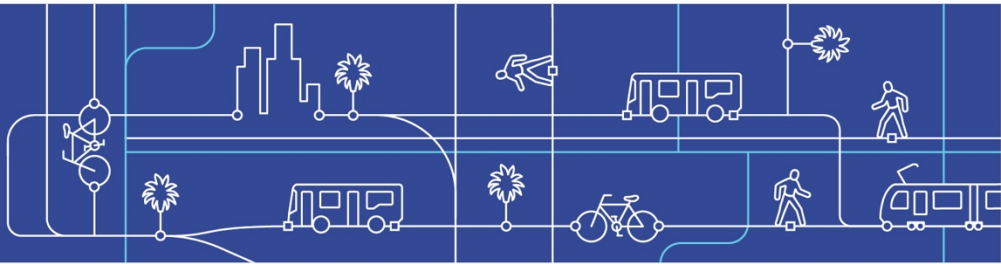
NEXTGEN Bus Study



Van Nuys - Marvin Braude Constituent Center Wednesday, February 6th, 2019	
People Attending	A total of 83 people signed into the workshop <ul style="list-style-type: none"> • 80 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 110 roll-out map comment submissions • 27 comment card submissions • 21 online GIS comment submissions • 158 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Jenny Freese-Daniels, San Fernando Valley Service Council • Dennis Washburn, San Fernando Valley Service Council • David Perry, San Fernando Valley Service Council, Transportation Deputy to Supervisor Kathryn Barger 5th District • Rosalba Gonzalez, San Fernando Valley Service Council • Jess Talamantes, Burbank City Council • Carla Canales, San Fernando Valley Service Council • Miles Orr, City of Los Angeles Department of Planning • Delia Arriaya, City of Los Angeles Department of Planning • Julia Hendelman, City of Los Angeles Department of Planning • Jason Ackerman, Van Nuys Neighborhood City Councilmember • Martin Rosales, Pacoima Beautiful • Mayra Valadez, Field Representative, Office of State Assembly Member Jesse Gabriel 45th District • Sanath Sengupta, Field Representative, Office of State Assembly Member Jesse Gabriel 45th District • Jude Hernandez, Community Outreach, Office of State Assembly Member Luz Rivas 39th District North San Fernando Valley • Robert Gonzalez, San Fernando City Council, San Fernando Valley Service Council

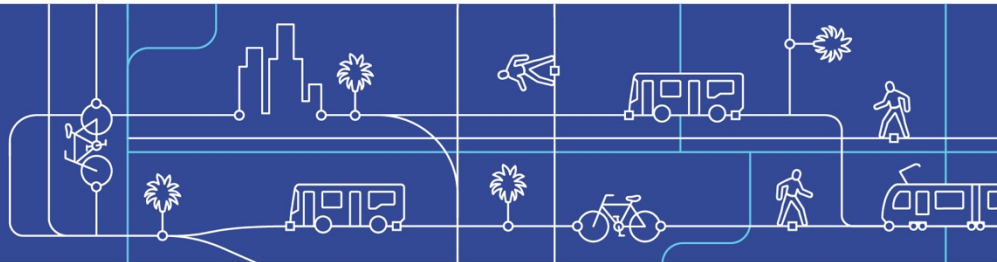


NEXTGEN Bus Study



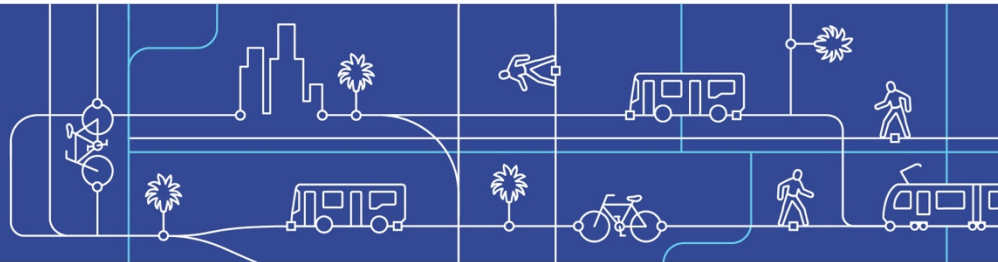
Van Nuys - Marvin Braude Constituent Center Wednesday, February 6th, 2019 <i>(cont.)</i>	
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Run the 750 during evening hours and implement weekend service. • Operate the 232 in the evenings and late-night. • Improve the timing of transfers between major lines like the 794 and 734. • Incorporate more art and innovation into buses and bus stops. • Increase the amount of service through Calabasas and Hidden Hills. • Increase the overall level of evening service throughout the San Fernando Valley. • Create more mid-day service on the Silver line.

NEXTGEN Bus Study



Wilmington - Providence Wellness & Activity Center Saturday, March 2 nd , 2019	
People Attending	A total of 83 people signed into the workshop <ul style="list-style-type: none"> 80 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 67 roll-out map comment submissions 17 comment card submissions 1 online GIS comment submission 85 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Danny Hom, South Bay Service Council Gabriela Cid, Field Representative, Office of Congresswomen Nanette Diaz Barragan 44th District of California Victor Ibarra, Field Representative, Office of Assembly Member Mike Gipson 64th District Irais Colin, Best Start Wilmington/Providence
Media	<ul style="list-style-type: none"> N/A
Key Themes	<ul style="list-style-type: none"> Service frequency improvements to the 130 and 202 lines are needed through Harbor cities. The 232 line should run later into the evening or past midnight. Install more shelters for bus stops. Metro operators are rude and not helpful on buses. Increase the number of security officers at bus stops and on the buses. Riders feel unsafe when waiting for the bus.

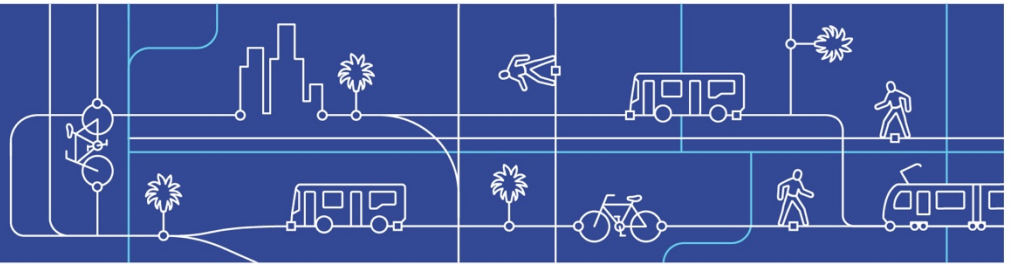
NEXTGEN Bus Study



South Los Angeles (Watts) - St Lawrence Brindisi Church Monday, March 4 th , 2019	
People Attending	A total of 36 people signed into the workshop <ul style="list-style-type: none"> 35 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 35 roll-out map comment submissions 12 comment card submissions 0 online GIS comment submissions 47 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Andrew Wang, Los Angeles County Bike Coalition (LACBC) Billy Early, Build Plus Community Maria Mamano, Best Start Wajeha Bilal, Watts Rising Collaborative Guadalupe Zapata, Best Start Watts/Willowbrook Michelle Chambers, Sr Field Representative, Office of State Assemblymember Mike Gipson 64th District of California Leticia Martinez, Best Start Watts/Willowbrook
Media	<ul style="list-style-type: none"> Saul Gonzalez, KCRW
Key Themes	<ul style="list-style-type: none"> Existing service hours throughout Compton/Watts area should be extended later into the evening. Increased service on the weekend. Cleanliness on the buses should be improved. Seats should be cleaned regularly.



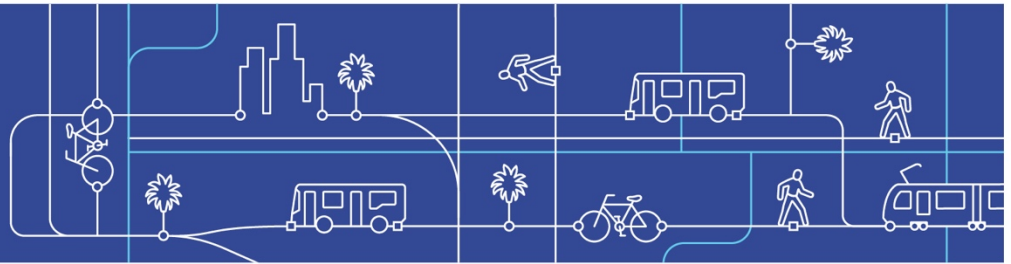
NEXTGEN Bus Study



West Los Angeles - Felicia Mahood Multipurpose Center Tuesday, March 5 th , 2019	
People Attending	<p>A total of 50 people signed into the workshop</p> <ul style="list-style-type: none"> 47 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> 113 roll-out map comment submissions 16 comment card submissions 0 online GIS comment submissions 129 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> Mike Bonin, Los Angeles City Council Member, West LA 11th District Alfredo Torales, Santa Monica Big Blue Bus Tim McCormick, Santa Monica Big Blue Bus James Morez, Venice Neighborhood Council Erin Schneider, Field Deputy, Office of LA County Board Supervisor Sheila Kuehl, 3rd District Rob Kadota, Mar Vista Community Council David Graham-Caso, Deputy Chief of Staff, Office of Los Angeles City Council Member Mike Bonin, West LA 11th District Eric Bruins, Transportation Director, Office of Los Angeles City Council Member Mike Bonin, West LA 11th District
Media	<ul style="list-style-type: none"> N/A
Key Themes	<ul style="list-style-type: none"> Reduce the number of police officers on buses. The use of alternative security like security guards and social workers should be promoted. Provide interactive touchscreen maps for the public to plan trips using the bus and rail. Create late night bus service running from West LA into Downton LA. Improve the service frequency of the 10 and 105 bus lines. Create Owl service for the 94 and 212 bus lines.

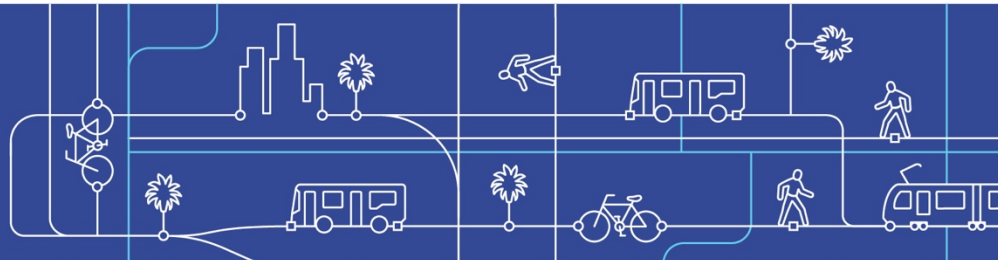


NEXTGEN Bus Study



Compton - Greater Zion Church Family Thursday, March 7 th , 2019	
People Attending	<p>A total of 31 people signed into the workshop</p> <ul style="list-style-type: none"> • 29 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 25 roll-out map comment submissions • 13 comment card submissions • 0 online GIS comment submissions • 38 total comments
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Diana Medel, Field Representative, Office of Assembly Member Mike Gibson 64th District • Gustavo Romo, City of Bell
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Improvements to bus stops and stations are needed. Increase the presence of Metro security officers at stops and on buses. • Buses in Compton are very crowded. Service frequency improvements are needed especially during peak hours. • Increase the number of restrooms available to those using public transit. • Greater safety measures are needed to ensure women and children traveling alone are safe. • Increase the frequency of buses branching from Blue and Green rail lines.

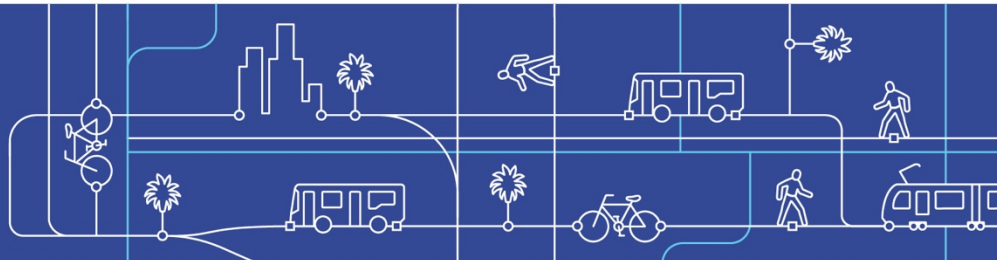
NEXTGEN Bus Study



South West Los Angeles - Holman United Methodist Church Wednesday, March 13th, 2019	
People Attending	A total of 34 people signed into the workshop <ul style="list-style-type: none"> • 34 attendees provided a home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 79 roll-out map comment submissions • 12 comment card submissions • 0 online GIS comment submissions • 91 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Cynthia Langley, Los Angeles Christian Health Centers (LACHC) • Kenneth Galbreth, Los Angeles Christian Health Centers (LACHC) • L. Kerr, National Association for the Advancement of Colored People (NAACP) • Wajeha Bilal, Build Plus • Julia Salinas, Transportation Manager, Office of Mayor Eric Garcetti • Cesar Montoya, Field Representative, California State Assembly
Media	<ul style="list-style-type: none"> • Elizabeth Fuller, Larchmont Buzz
Key Themes	<ul style="list-style-type: none"> • Implement the use of larger buses for more frequented lines. • Improve the Metro app to include loading fares and improve accuracy of arrival/departure times. • Increase the amount of Owl service bus lines in Central Los Angeles. • Improve the frequency of the 28 line. • Expand weekend service to lines throughout Central Los Angeles.

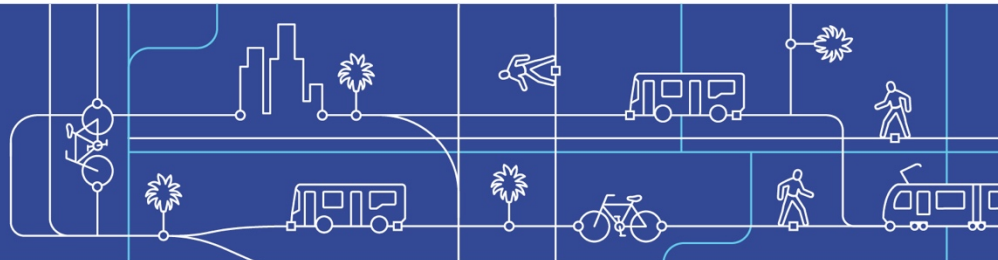


NEXTGEN Bus Study



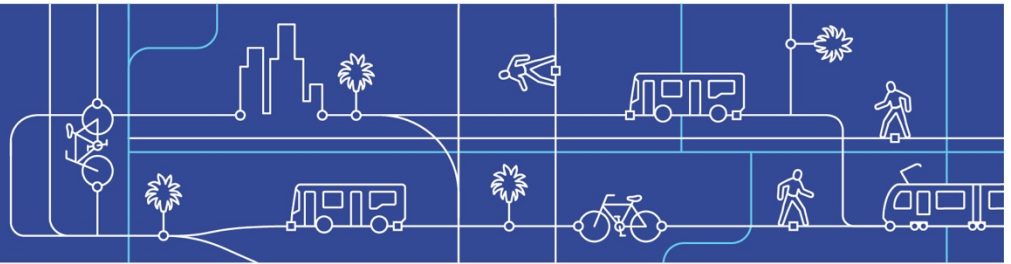
East Los Angeles - East Los Angeles Service Center Tuesday, March 19 th , 2019	
People Attending	<p>A total of 49 people signed into the workshop</p> <ul style="list-style-type: none"> • 45 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 120 roll-out map comment submissions • 26 comment card submissions • 0 online GIS comment submissions • 146 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Henry Lo, Senior Field Representative, Office of State Assembly Member Ed Chau District 49 • Louis Burns, Access Services • Joseph Martinez, Director of District Operations, Office of LA County Board Supervisor Hilda Solis District 1 • Abigail Marquez, Office of State Assembly Member Ed Chau District 49
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Increase safety for students and children using the bus system. • Increase the number of bus stop shelters. • Include Santa Monica Big Blue Bus and OCTA in accepting the Metro EZ pass. • Increase weekend service of the 780 through Pasadena. • Improve the frequency of the 78 line through East Los Angeles. • Extend the 258 and 260 lines south into Gateway/South Bay cities.

NEXTGEN Bus Study

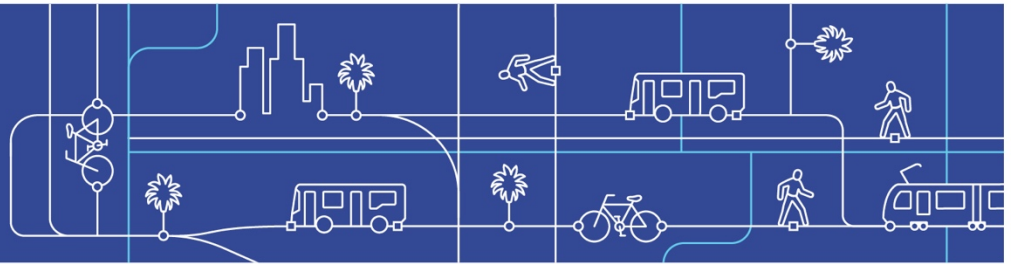


Malibu - Malibu City Hall, Multipurpose Room Tuesday, April 9th, 2019	
People Attending	A total of 17 people signed into the workshop <ul style="list-style-type: none"> • 13 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 13 roll-out map comment submissions • 6 comment card submissions • 0 online GIS comment submissions • 19 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Skylar Peak, Malibu City Council • Elizabeth Shavelson, Assistant to the Malibu City Manager • Tim Pershing, Senior Field Representative, Office of State Assembly Member Richard Bloom 50th District
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Improve transit connectivity between Malibu and the San Fernando Valley • Collaborate with Ventura County Transportation Commission (VCTC) to increase transit trips between Malibu and Ventura County coastal cities. • Implement the use of smaller, full electric buses in the Metro bus fleet. • Consider extending the 534 bus through Santa Monica into Westwood and West Los Angeles. • Redesign the location of bus stops along PCH to make stops safer for those waiting for buses and passengers exiting.

NEXTGEN Bus Study



Los Angeles - Communities Actively Living Independent & Free Tuesday, April 16 th , 2019	
People Attending	<p>A total of 45 people signed into the workshop</p> <ul style="list-style-type: none"> • 34 attendees provided home address and/or email address
Comment Cards	<ul style="list-style-type: none"> • 63 roll-out map comment submissions • 33 comment card submissions • 0 online GIS comment submissions • 96 total comments submitted
Elected Offices / Key Stakeholders	<ul style="list-style-type: none"> • Luis Mata, City of Los Angeles, Department on Disability • Wendy Cabil, Access Services/CAC
Media	<ul style="list-style-type: none"> • N/A
Key Themes	<ul style="list-style-type: none"> • Drivers need to be more patient with disabled patrons, people with speech impairments, and deaf riders. • Increase the frequency on busy routes. When the buses are full it becomes more difficult to be on the bus with a wheelchair. • Improve transit connectivity with other routes in case one bus is missed, there is another option. • Create more shelters at bus stops to accommodate wheelchairs. • Increase accommodation for the disabled community such as: internal bus signage to notify stops, additional wheelchair mounts and space and increased usage of braille. • Consider Access services when redesigning the bus system so disabled riders do not lose service or coverage. • Ramps on the new buses are steeper and make those in wheelchairs feel uneasy while using them.



ATTACHMENTS

Attachment A: Working Group Organizations

Attachment B: Workshop Locations

B.1 Round 1 Workshop Locations

B.2 Round 2 Workshop Locations

Attachment C: Workshop Materials

C.1 Workshop Guide

C.2 Fact Sheet

C.3 FAQ

C.4 Comment Card

Attachment D: Media Toolkits Examples

D.1 Stakeholder Toolkit

D.2 Elected Official Toolkit

Attachment E: Earned Media Table

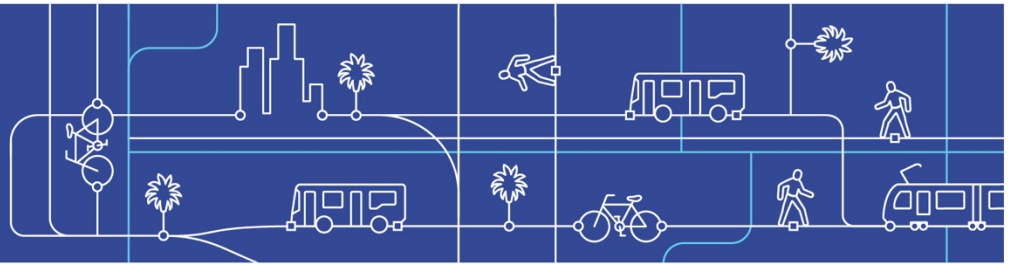
E.1 Round 1 Earned Media

E.2 Round 2 Earned Media

Attachment F: Social Media Examples

F.1 Facebook

F.2 Twitter



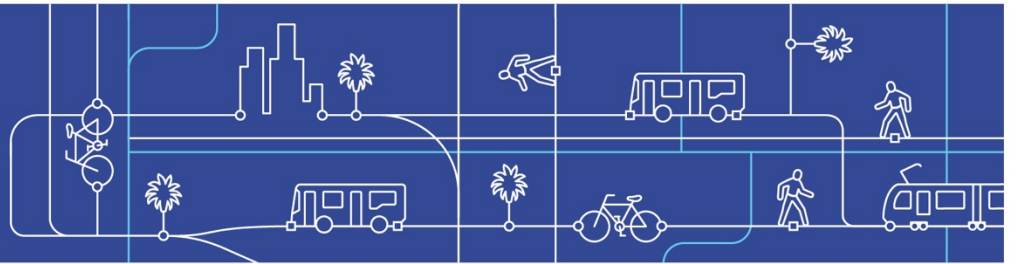
Attachment A: Working Group Organizations

Working Group Organizations

#	Category	Sub Category	Organization
1	Advisory Council	Metro Advisory Council	Citizens' Advisory Council (CAC)
2	Business Organizations	Business Development	BizFed
3	Business Organizations	Economic Development	Los Angeles Economic Development Corporation
4	Business Organizations	Tourism	Los Angeles Tourist Visitors & Convention Bureau
5	Chamber of Commerce		Los Angeles Area Chamber of Commerce
6	Community Organizations	Environmental/Social Equity/Low Income Groups	Build Plus Community Marketplace
7	Community Organizations	Bicycle Groups	CicLAvia
8	Community Organizations	Environmental/Social Equity/Low Income Groups	Climate Reality Leadership Corps
9	Community Organizations	Environmental/Social Equity/Low Income Groups	Climate Resolve
10	Community Organizations	Environmental/Social Equity/Low Income Groups	Commission on the Status of Women
11	Community Organizations	Environmental/Social Equity/Low Income Groups	Communities for a Better Environment
12	Community Organizations	Environmental/Social Equity/Low Income Groups	Community Build/Watts Rising Collaborative
13	Community Organizations	Environmental/Social Equity/Low Income Groups	East Yard Communities for Environmental Justice (EYCEJ)
14	Community Organizations	Professional Development	Encounter LA (LATTTC Architecture)
15	Community Organizations	Environmental/Social Justice	Enterprise Community Partners
16	Community Organizations	Environmental/Social Equity/Low Income Groups	Fixing Angelenos Stuck in Traffic (FAST)
17	Community Organizations	Previous EWG Member	Global First Ladies Alliance
18	Community Organizations	Environmental/Social Equity/Low Income Groups	Investing in Place
19	Community Organizations	Environmental/Social Equity/Low Income Groups	LA Voice
20	Community Organizations		LA Walks
21	Community Organizations	Bicycle Groups	Los Angeles County Bicycle Coalition (LACBC)
22	Community Organizations	Environmental/Social Equity/Low Income Groups	Pacoima Beautiful
23	Community Organizations	Environmental/Social Equity/Low Income Groups	SELA Collaborative
24	Community Organizations	Environmental/Social Equity/Low Income Groups	South Los Angeles Transit Empowerment Zone (Slate-Z)
25	Community Organizations	Environmental/Social Equity/Low Income Groups	Trust South LA

#	Category	Sub Category	Organization
26	Community Organizations	Environmental/Social Equity/Low Income Groups	USC Cecil Murray Center
27	Educational Institutions	University	Cal State University System
28	Educational Institutions	University	Cal State University, Northridge
29	Educational Institutions	Community College	Los Angeles Community College District
30	Educational Institutions	County	Los Angeles County Office of Education
31	Educational Institutions	Community College	Los Angeles Trade Technical College
32	Educational Institutions	School District	Los Angeles Unified School District
33	Educational Institutions	Environmental/Social Equity/Low Income Groups University	Cal State LA Pat Brown Institute
34	Educational Institutions	Educational Institutions	University of California, Los Angeles
35	Educational Institutions	University	University of Southern California
36	Educational Institutions	University	USC Program for Environmental and Regional Equity
37	Government Agencies	COG	Arroyo Verdugo Council of Governments
38	Government Agencies	Military and Veterans	Department of Military and Veterans Affairs
39	Government Agencies		Gateway Cities Council of Governments (GCCOG)
40	Government Agencies	Housing	Housing Authority of the City of Los Angeles
41	Government Agencies	Cities	LADCP
42	Government Agencies	COG	Las Virgenes Malibu Council of Governments (LADCP)
43	Government Agencies	COG	Las Virgenes/Malibu Council of Governments
44	Government Agencies	County	Los Angeles Department of City Planning (LADCP)
45	Government Agencies	Homeless Services	Los Angeles Homeless Services Authority
46	Government Agencies	COG	San Fernando Valley Council of Government (SFVCOG)
47	Government Agencies	COG	San Gabriel Valley Council of Governments (SGVCOG)
48	Government Agencies	COG	South Bay Cities Council of Governments
49	Government Agencies	COG	Westside Cities Council of Governments
50	Non-Profit	Seniors	AARP
51	Religious Institutions		Endless Touch Church
52	Religious Institutions		Greater Zion Church Family

#	Category	Sub Category	Organization
53	Service Council		Gateway Cities Service Council
54	Service Council		San Fernando Valley Service Council
55	Service Council		San Gabriel Valley Service Council
56	Service Council		South Bay Cities Service Council
57	Service Council		Westside/Central Service Council
58	Transportation Agencies	Municipal Operators	Big Blue Bus
59	Transportation Agencies	Municipal Operators	Los Angeles Department of Transportation (LADOT)
60	Transportation Agencies	Rail	South Bay Cities Council of Governments/SCAG
61	Transportation Agencies	Rail	Southern California Regional Rail Authority (Metrolink)
62	Transportation Services and Groups	Paratransit Service Agency	Access Services
63	Transportation Services and Groups	ADA	Accessibility Advisory Committee
64	Transportation Services and Groups	ADA	Aging & Disability Transportation Network
65	Transportation Services and Groups	Advocacy	Association for Commuter Transportation
66	Transportation Services and Groups	Advocacy	Move LA



Attachment B: Workshop Locations

B.1

Round 1 Workshop Locations

B.2

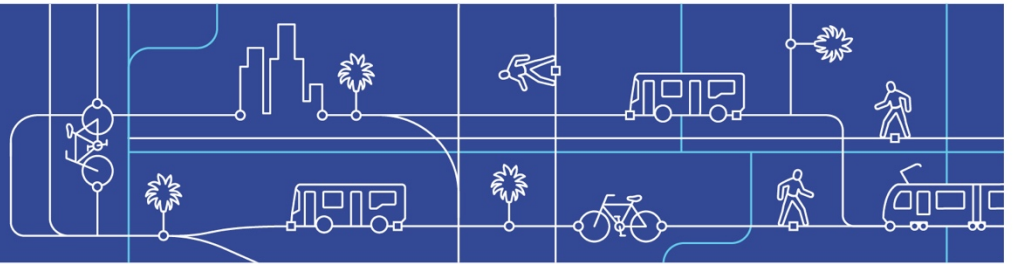
Round 2 Workshop Locations

Round 1 Workshop Locations

Metro NextGen Bus Study Public Workshops - Round 1			
Workshop	Date	Location/ Address	Service Council
Community Workshop- #1	Tues., January 8, 2019 4pm-7pm	Hubert Humphrey Park 12560 Filmore St, Pacoima, CA 91331	San Fernando Valley
Community Workshop- #2	Wed., January 9, 2019 4pm-7pm	Plummer Park 7377 Santa Monica Blvd, West Hollywood, CA 90046	Westside/ Central
Community Workshop- #3	Sat., January 12, 2019 9am-12pm	Bell Community Center 6250 Pine Ave, Bell Gardens, CA 90201	Gateway Cities
Community Workshop- #4	Wed., January 16, 2019 4pm-7pm	Asian Youth Center 100 Clary Ave, San Gabriel, CA 91776	San Gabriel
Community Workshop- #5	Thurs., January 17, 2019 5:30pm-8:30pm	El Camino Community College 16007 Crenshaw Blvd, Torrance, CA 90506	South Bay
Community Workshop- #6	Wed., January 23, 2019 4pm-7pm	Dollarhide Community Center 301 N Tamarind Ave, Compton, CA 90220	Gateway Cities
Community Workshop- #7	Thurs., January 24, 2019 4pm-7pm	Pasadena Senior Center 85 E Holly St, Pasadena, CA 91103	San Gabriel
Community Workshop- #8	Sat., January 26, 2019 9am-12pm	Los Angeles Trade-Tech College 400 W Washington Blvd, Los Angeles, CA 90015	Westside/ Central
Community Workshop- #9	Thurs., January 31, 2019 4pm-7pm	Inglewood City Hall One Manchester Blvd, Inglewood, CA 90301	South Bay
Community Workshop- #10	Wed., February 6, 2019 4pm-7pm	Marvin Braude Constituent Center 6262 Van Nuys Blvd, Van Nuys, CA 91401	San Fernando Valley

Round 2 Workshop Locations

Metro NextGen Bus Study Public Workshops - Round 2			
Workshop	Date	Location/ Address	Service Council
Community Workshop- #1	Thurs., February 28, 2019 12:30pm-3:30pm	Independent Living Center of Southern California 14151 Haynes St, Van Nuys, CA 91401	San Fernando Valley
Community Workshop- #2	Sat., March 2, 2019 10am-1pm	Providence Wellness and Activity Center (MPR) 470 Hawaiian Av, Wilmington, CA 90744	South Bay
Community Workshop- #3	Mon., March 4, 2019 4pm-7pm	St. Lawrence Brindisi Church 10122 Compton Av, Los Angeles, CA 90002	South Bay
Community Workshop- #4	Tues., March 5, 2019 4pm-7pm	Felicia Mahood Senior Multipurpose Center 11338 Santa Monica Bl, Los Angeles, CA 90025	Westside/Central
Community Workshop- #5	Thurs., March 7, 2019 4pm-7pm	Greater Zion Church Family 2408 N Wilmington Av, Compton, CA 90222	Gateway Cities
Community Workshop- #6	Tues., March 12, 2019 4pm-7pm	Supervisor Sheila Kuehl's District Office, Community Room 26600 Agoura Rd, Calabasas, CA 91302	San Fernando Valley
Community Workshop- #7	Wed., March 13, 2019 4pm-7pm	Holman United Methodist Church 3320 W Adams Bl, Los Angeles, CA 90018	Westside/Central
Community Workshop- #8	Tues., March 19, 2019 4pm-7pm	East Los Angeles Service Center 133 N Sunol Dr Los Angeles, CA 90063	San Gabriel valley
Community Workshop- #9	Tues., April 9, 2019 6pm-7:30pm	Malibu City Hall, Multipurpose Room 23825 Stuart Ranch Rd. Malibu, CA 90265	Westside/Central
Community Workshop- #10	Tues., April 16, 2019 12:30pm-2:30pm	Communities Actively Living Independent & Free 634 South Spring Street Los Angeles, CA 90014	Westside/Central



Attachment C: Workshop Materials

C.1

Workshop Guide

C.2

Fact Sheet

C.3

FAQ

C.4

Comment Card

NEXTGEN Bus Study

STAY CONNECTED

 metro.net/nextgen

 nextgen@metro.net

 323.466.3876 x2

Español

323.466.3876 x3

한국어	日本語
中文	русский
ភាសាខ្មែរ	ภาษาไทย
Tiếng Việt	ភាសាជប៉ុន

Welcome Public Workshop

Winter 2019



Station Summaries

Station 1 - Project Purpose

Through the NextGen Bus Study, Metro is designing a modern, more useful bus network that better fits the needs of today's rider.

Station 2 - What We've Heard

We're gathering input from stakeholders across LA County. To date, this feedback has resulted in the following recurring themes to be addressed by the NextGen Bus Study:

TO BE ADDRESSED BY NEXTGEN:

- > Equity
- > Customer Experience
- > Accessibility
- > Connectivity
- > Schedule
- > Engagement

TO BE ADDRESSED BY OTHER METRO INITIATIVES:

- > Operator Issues
- > Education
- > Safety and Security
- > Technology
- > Fares

Station 3 - What We've Learned Through Data

We've studied travel patterns and preferences of more than 5 million people in LA County and we've learned where transit is already successful and where we need to improve and rethink service.

Station 4 - Service Redesign Considerations

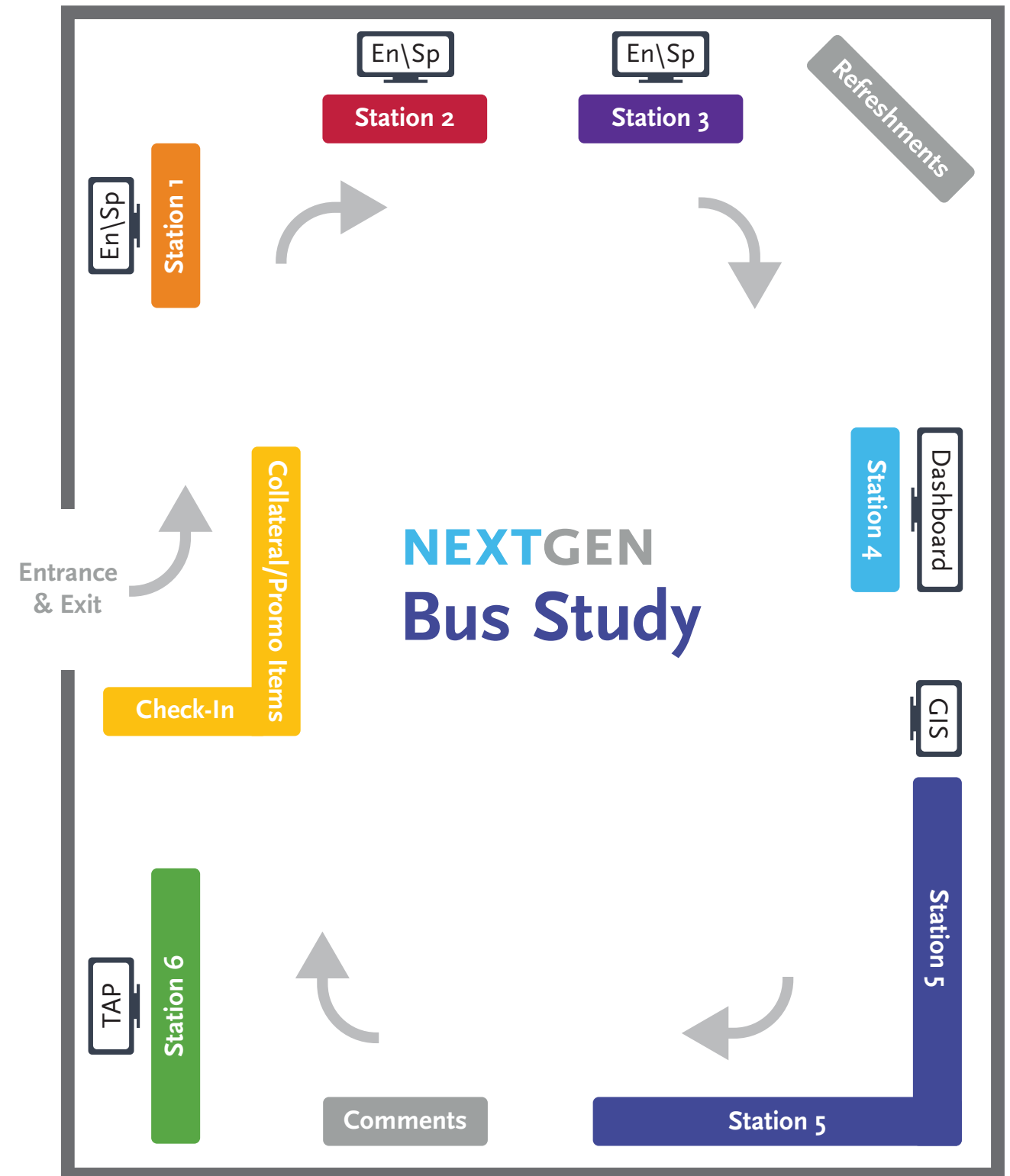
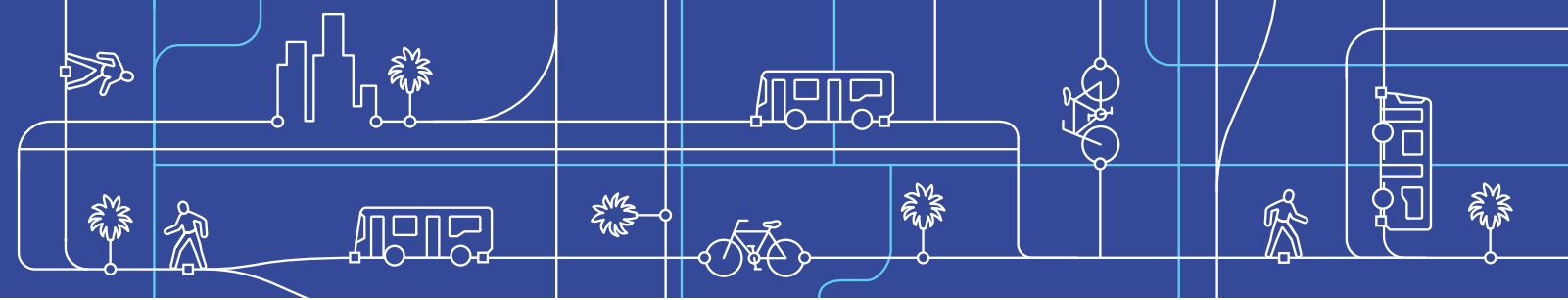
We're reviewing many considerations in evaluating the bus service. These include which areas perform the strongest, where more service is needed, where riders want/need to go, and how much service is needed for each corridor, and more.

Station 5 - Interactive Mapping and Public Comments

Public participation throughout LA County is critical to the success of this study. Interactive maps will gather valuable input and information from you to help us shape the new Bus Service Plan.

Station 6 - Metro Departments and Other Initiatives

Metro representatives from various departments will be on hand to answer questions and discuss other initiatives that will integrate with the NextGen Bus Study.



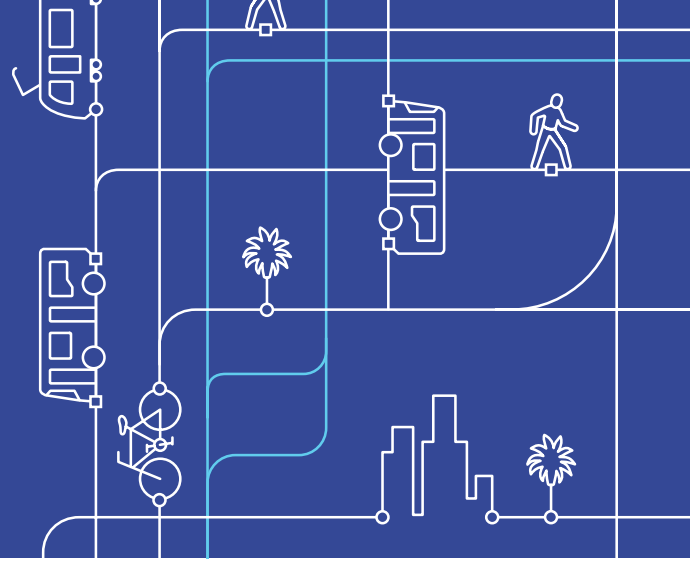
*En = English, Sp = Spanish

NEXTGEN Bus Study

Fact Sheet - Winter 2019

Every day, we hear your comments about how Metro's buses can better serve you.

We've listened. We've heard you. We've taken action.



So, what is NextGen?

In 2018 Metro began the process to reimagine and restructure our bus system to better meet the needs of past, current and future riders. The goal of the NextGen Bus Study is to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. We believe this redesigned network will improve service to current customers, attract new customers and win back past customers.

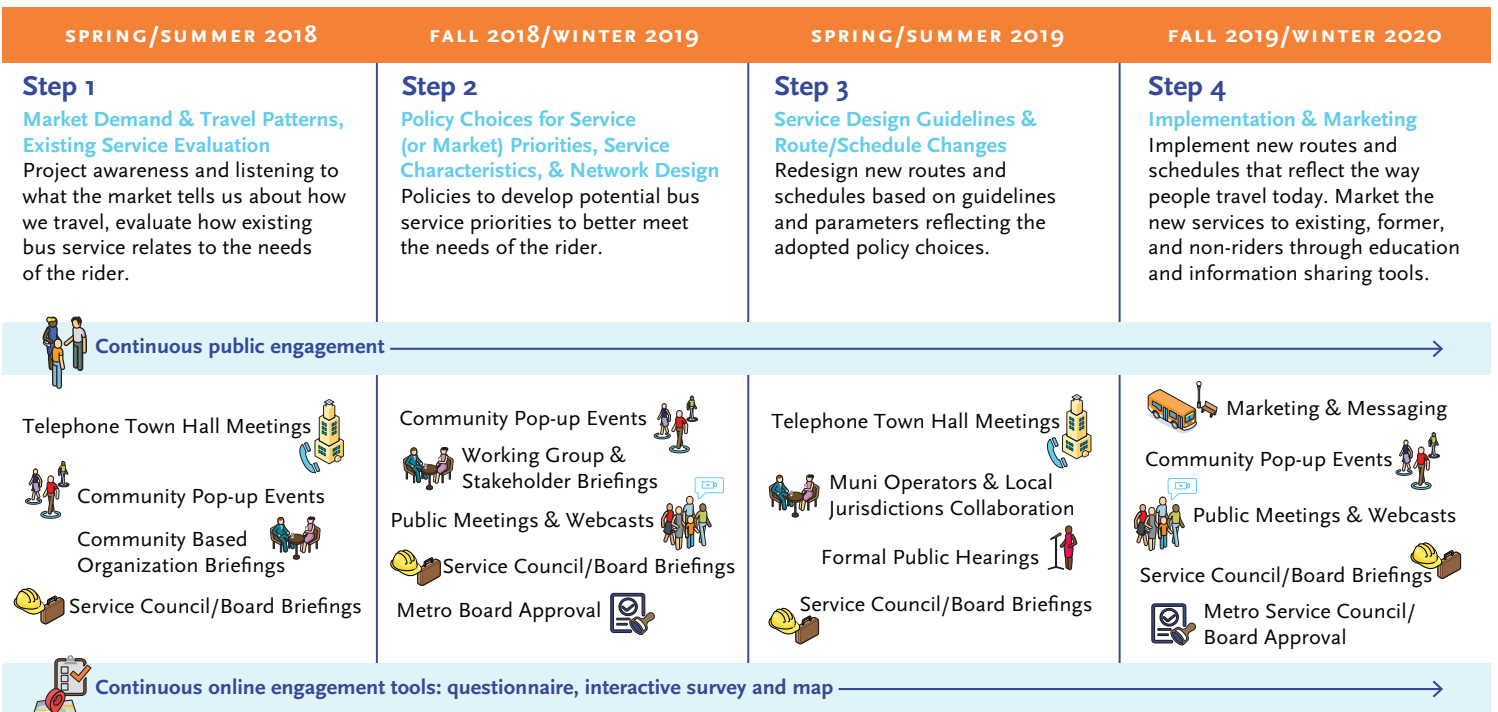
Why is Metro doing this?

Simply put, the bus network in LA County carries over 70% of Metro customers but has not had a major overhaul in 25 years. Since that time, our county has evolved dramatically. Over a million residents have been added, transforming many local

communities with new travel patterns. The Metro Rail system was just beginning 25 years ago, but now LA County has 105 miles of service and service will continue to grow steadily over the next 25 years. In addition, with new transportation options like ride hailing apps and bike share, it is important that our bus system integrates with all the ways Angelinos travel today, with flexibility built in for the future.

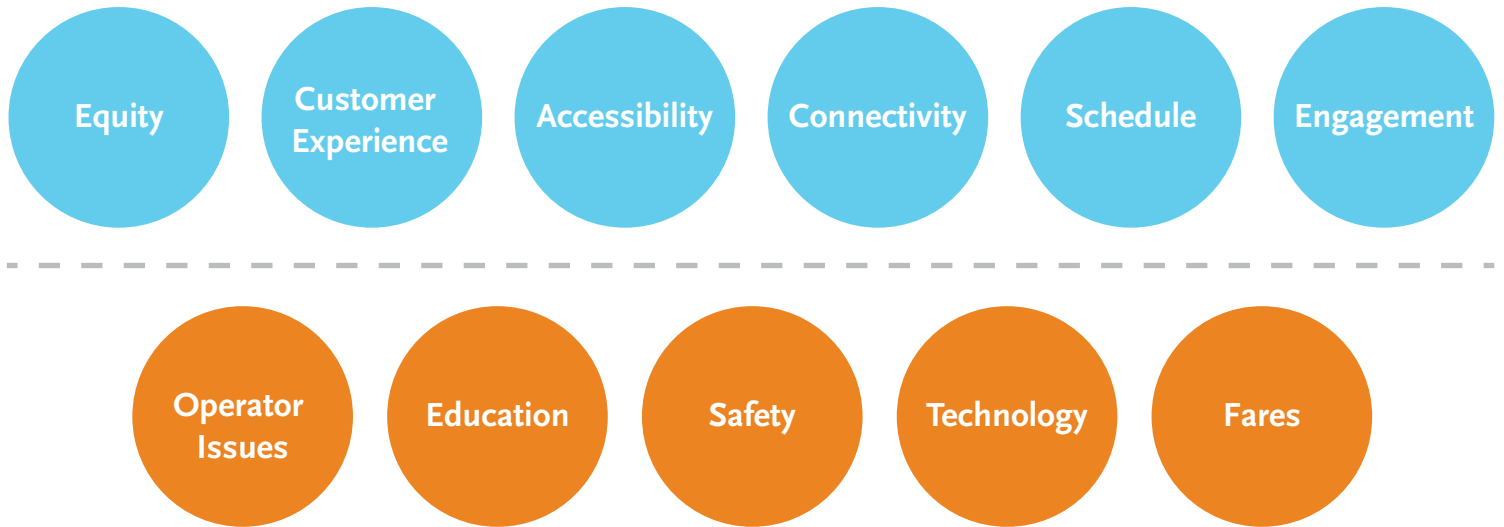
What is the timeline?

The NextGen Bus Study began in spring 2018 with a new bus service plan scheduled for rollout as early as December 2019. The NextGen Bus Study consists of four steps. At each step, the public will be encouraged to actively participate. We are currently in step 2 and Metro is working on processing all of the robust input received to date to prepare the draft service concepts.



What We've Heard

Metro is gathering input from stakeholders across LA County. To date, we have identified the following recurring themes as a result of this input.



● To be addressed by **NEXTGEN** ● To be addressed by other Metro initiatives

How can you participate?

This is all about you. So, we need you as our partner. Public engagement is critical to the success of the NextGen Bus Study and every step of the process will include several opportunities for public input. Here are some of the current and upcoming opportunities:

- > Attend any of the 10 public workshops being held throughout the county between January 8 and February 6, 2019 - visit metro.net/nextgen to find a location in your Service Council area
- > Email your thoughts or request a presentation for your organization or event by contacting Robert Cáliz at nextgen@metro.net
- > Check the project website regularly or sign-up for our mailing list at metro.net/nextgen

STAY CONNECTED

 metro.net/nextgen

 nextgen@metro.net

 323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ພາສາລາວ

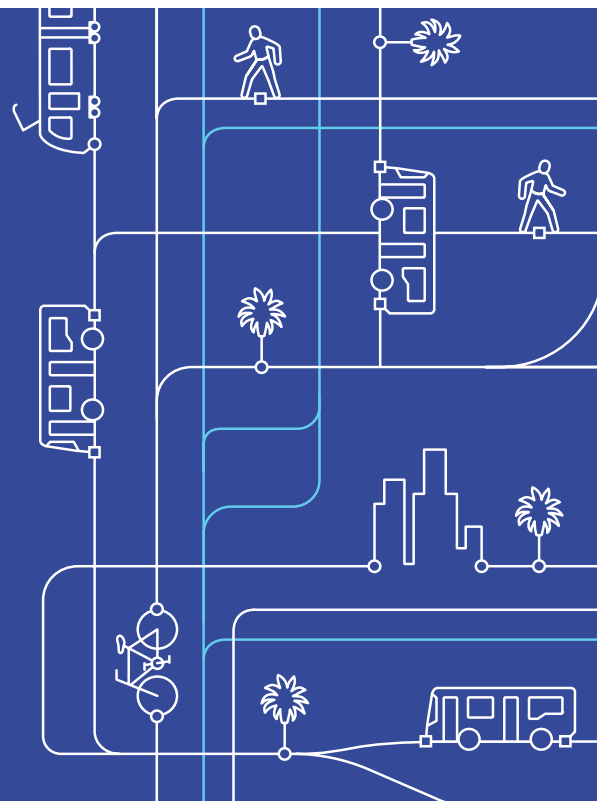
ภาษาไทย

Tiếng Việt

ភាសាខ្មែរ



Metro[®]



6) Will bus service provided by the LA County municipal transit operators also be included in the NextGen Bus Study?

Through the NextGen Bus Study, we are taking a holistic approach to the LA County bus system that does not look at Metro alone but instead leverages all resources, including municipal operators.

7) At this point in the NextGen Bus Study what type of feedback has been received?

In an effort to gain public input Metro has participated in public outreach activities including the distribution of surveys and attendance at over 170 meetings and events. Metro has received input from the public and stakeholders, including responses from over 12,000 survey participants. To date, this feedback has resulted in the following recurring themes to be addressed by the NextGen Study: equity, customer experience, connectivity, engagement, accessibility and schedules. Additional input received focuses on operator issues, education, safety, technology and fares. While these issues will not be specifically addressed by the NextGen Bus Study, comments related to these topics will be shared with the appropriate internal departments for consideration.

8) Will the NextGen Bus Study consider the unique needs and desires of my community?

One of the goals of the NextGen Bus Study is to receive input from stakeholders throughout LA County. Public participation will help ensure that the NextGen Bus Service Plan considers each community's needs and character.

FUNDING/RESOURCES

9) Will the NextGen Bus Service Plan be constrained to the current level of service hours?

The initial assumption of the NextGen Bus Study is to develop a service plan within the range of 7 million service hours, plus or minus 10 percent (6.3 million to 7.7 million hours). However, this does not preclude Metro from developing a service plan that exceeds this range should the benefits justify any tradeoffs to other Metro projects and programs.

10) How will fares be affected?

Fares are not being considered as part of this effort.

11) Will there be further opportunities for public input on the NextGen Bus Study?

Yes. Public engagement is critical to the success of the NextGen Bus Study and Metro is actively soliciting input. Here are some of the current and upcoming opportunities:

- > Attend any of the 10 public workshops being held throughout the county between January 8 and February 6, 2019 - visit metro.net/nextgen to find a location near you
- > Email your thoughts or request a presentation for your organization or event by contacting Robert Cáliz at nextgen@metro.net
- > Check the project website regularly or sign-up for our mailing list at metro.net/nextgen

STAY CONNECTED

 metro.net/nextgen

 nextgen@metro.net

 323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

Հայերեն

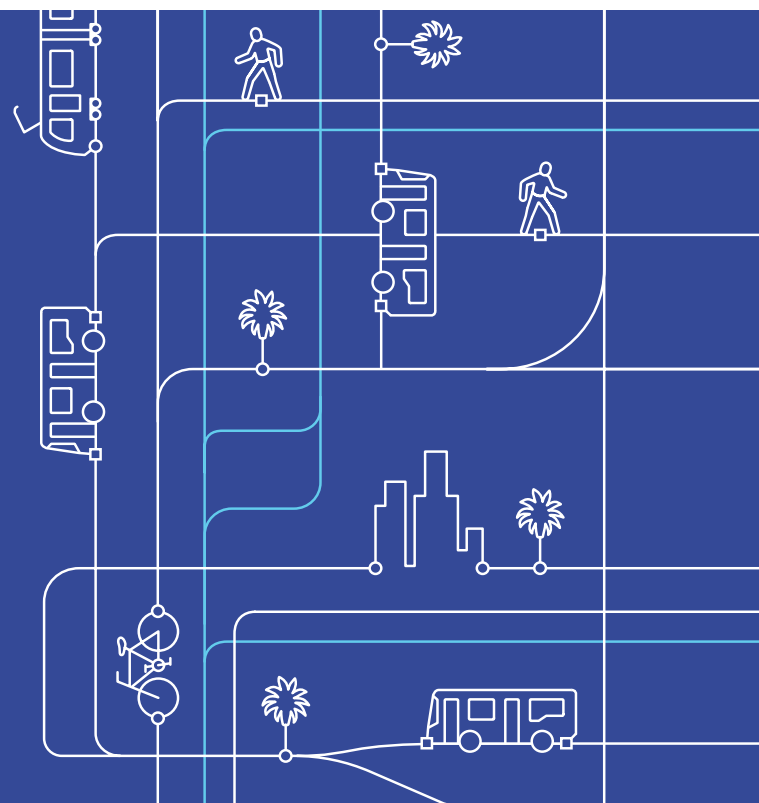
ภาษาไทย

Tiếng Việt

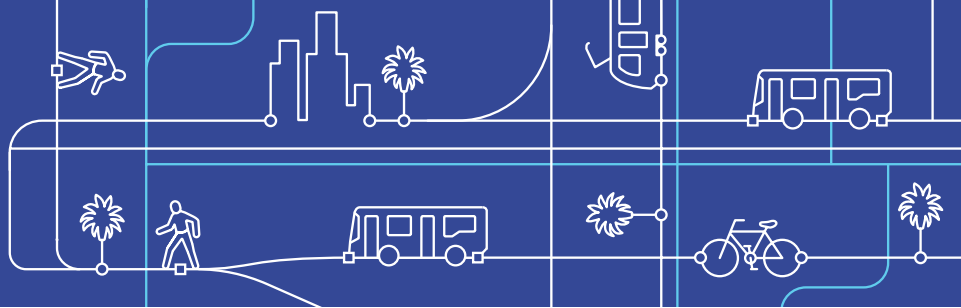
ភាសាខ្មែរ



Metro®



NEXTGEN Bus Study



COMMENT CARD (OPTIONAL INFORMATION)

NAME:		DATE:
AGE: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-49 <input type="checkbox"/> 50-64 <input type="checkbox"/> 65 or older		GENDER: <input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Non-binary
AFFILIATION:		PHONE:
ADDRESS:		EMAIL:
CITY:	STATE:	ZIP:

PLEASE SPECIFY WHICH MEETING YOU ARE ATTENDING:

- | | | |
|--|---|---|
| <input type="checkbox"/> Tuesday, January 8, 2019 - Pacoima | <input type="checkbox"/> Thursday, January 17, 2019 - Torrance | <input type="checkbox"/> Thursday, January 31, 2019 - Inglewood |
| <input type="checkbox"/> Wednesday, January 9, 2019 - West Hollywood | <input type="checkbox"/> Wednesday, January 23, 2019 - Compton | <input type="checkbox"/> Wednesday, February 6, 2019 - Van Nuys |
| <input type="checkbox"/> Saturday, January 12, 2019 - Bell | <input type="checkbox"/> Thursday, January 24, 2019 - Pasadena | |
| <input type="checkbox"/> Wednesday, January 16, 2019 - San Gabriel | <input type="checkbox"/> Saturday, January 26, 2019 - Los Angeles | |

PLEASE SPECIFY WHICH OPERATIONAL TOOLS YOU PREFER FOR EACH TRANSIT MARKET: (CHECK UP TO 3 MAXIMUM)

HIGH TRAVEL: URBAN

Example: Downtown LA

- More peak hour frequency
- More midday frequency
- More evening service
- More weekend service
- More geographic coverage
- More reliable service
- Better real-time bus arrival information

MEDIUM TRAVEL: URBAN/SUBURBAN

Example: Pasadena/West Hills

- More peak hour frequency
- More midday frequency
- More evening service
- More weekend service
- More geographic coverage
- More reliable service
- Better real-time bus arrival information

LOW TRAVEL: SUBURBAN

Example: Rancho Palos Verdes

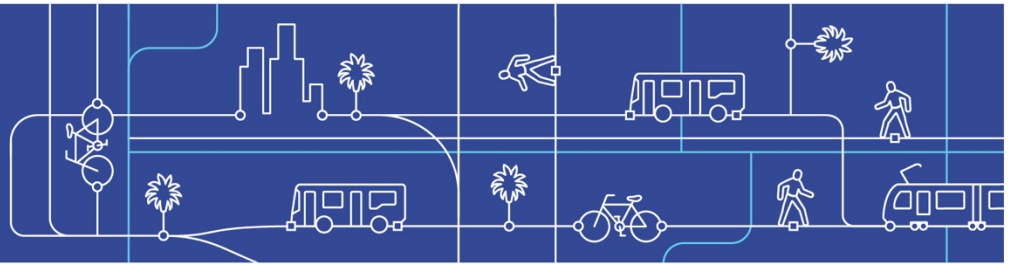
- More peak hour frequency
- More midday frequency
- More evening service
- More weekend service
- More geographic coverage
- More reliable service
- Better real-time bus arrival information

ADDITIONAL COMMENTS:

Fold Here

Place
Stamp
Here

**Metro NextGen Bus Study
c/o Arellano Associates
5851 Pine Avenue, Suite A
Chino Hills, CA 91709**



Attachment D: Media Toolkits

Examples

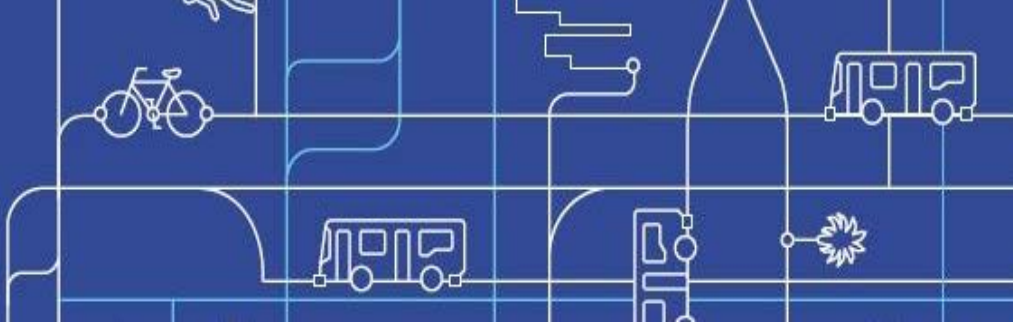
D.1

Stakeholder Toolkit

D.2

Elected Official Toolkit

NEXTGEN Bus Study



Dear Stakeholder,

The purpose of this electronic toolkit is to provide you with notification materials to assure that your community is aware about this initiative and has the opportunity to provide input regarding the redesign of Metro's bus system. The copy-ready text allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us spread the word about the upcoming series of public workshops.

1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage. Link the image to the online workshop notice.
3. **Feature the workshop dates and details on your events calendar:** promote the upcoming workshop dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Workshop Notice:** share the workshop notices we will be sending you by placing it on your front counters, message boards, and other publicly accessible areas. Let us know if you need additional notices.
6. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

Thank you in advance for your assistance in getting the word out for the NextGen Bus Study public workshops. If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

Sincerely,

Robert Calix
Senior Manager
Los Angeles County Metropolitan Transportation Authority

NEXTGEN Bus Study



Eblast:

– Text:

Subject: Join us at a Workshop Jan 8 to Feb 6, 2019, and Receive a Free TAP card

Come to any public workshop between January 8 and February 6, 2019, to help us redesign the bus system. You'll meet with Metro staff, learn about the study and share your thoughts on how to improve LA's bus system. We want your thoughts on bus routes, frequencies, day and times of operation. Stop in anytime during the workshop hours.

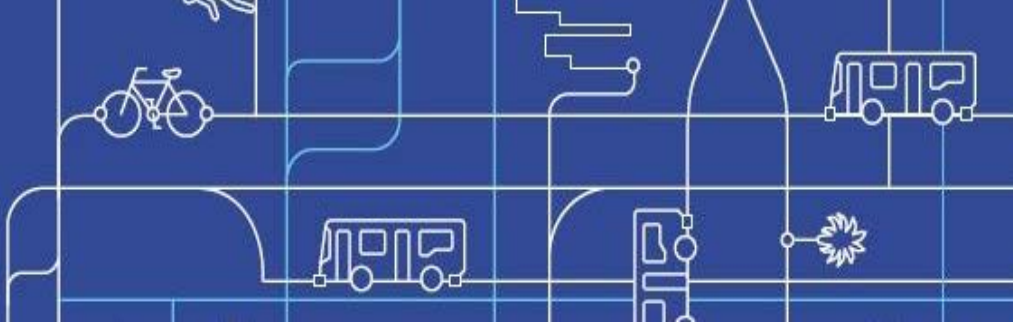
*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit metro.net/projects/nextgen/upcoming-meetings or view the [workshop notice](#) to find a location near you.

Link the Metro NextGen Bus Study image to the following link:
<https://tinyurl.com/NGWNotice>



NEXTGEN Bus Study



Website:

– Text:

Help Metro design our new bus system, and get a free TAP card*, you might even win a transit pass! Come to any NextGen public workshop between January 8 and February 6, 2019, to help us redesign the bus system. You'll meet with Metro staff, learn about the study and share your thoughts on how to improve LA's bus system. We want your thoughts on bus routes, frequencies, day and times of operation. Stop in anytime during the workshop hours.

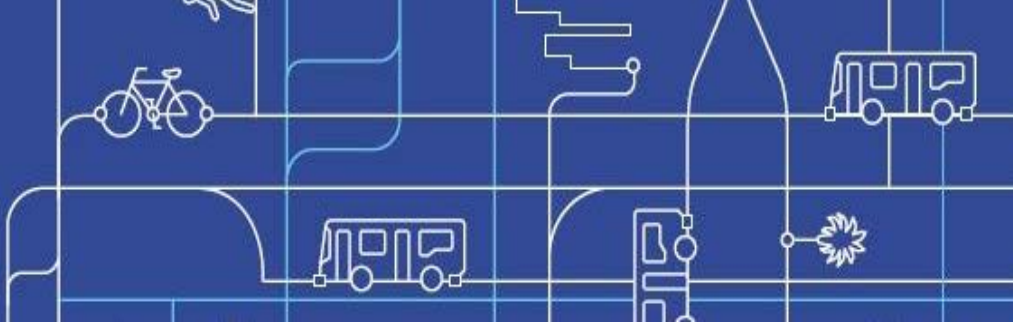
*Everyone will receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

For more information, visit metro.net/projects/nextgen/upcoming-meetings or view the [workshop notice](#) to find a location near you.

Link the Metro NextGen Bus Study image to the following link: <https://tinyurl.com/NGWNotice>



NEXTGEN Bus Study



Facebook:

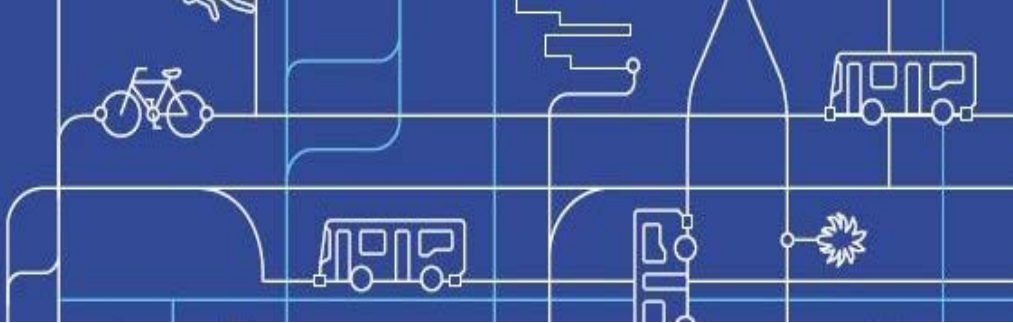
– Text:

Join @losangelesmetro at any of our 10 public workshops and receive a free TAP card, while supplies last! Visit metro.net/projects/nextgen/upcoming-meetings for more information and to find a location near you!

Link the Metro NextGen Bus Study image to the following: <https://tinyurl.com/NGWNotice>



NEXTGEN Bus Study



Twitter:

– Text:

Join @metrolosangeles at any of our 10 public workshops and receive a free TAP card, while supplies last! More info at metro.net/projects/nextgen/upcoming-meetings

Link the Metro NextGen Bus Study image to the following: <https://tinyurl.com/NGWNotice>

metro.net/nextgen

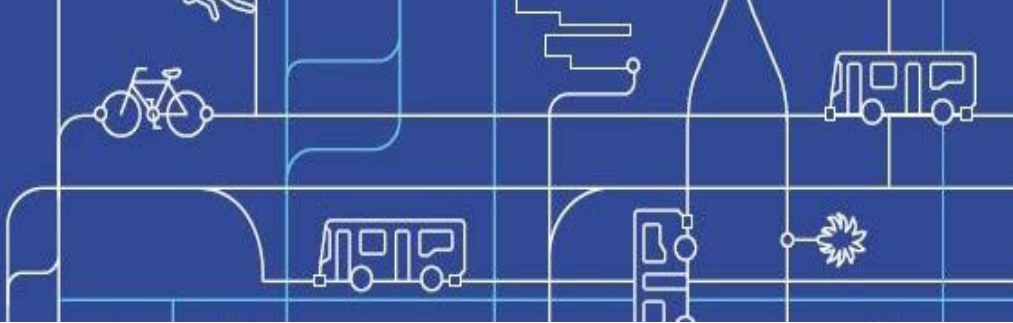
Help us make the bus system better.

Public Workshops - Jan 8 to Feb 6, 2019

Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

M Metro **NEXTGEN Bus Study**

NEXTGEN Bus Study



Dear Honorable Representative,

The purpose of this electronic toolkit is to provide you with notification materials to assure that your community is aware about this initiative and has the opportunity to provide their input regarding the redesign of Metro's bus system. The copy-ready text allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us spread the word about the upcoming series of public workshops.

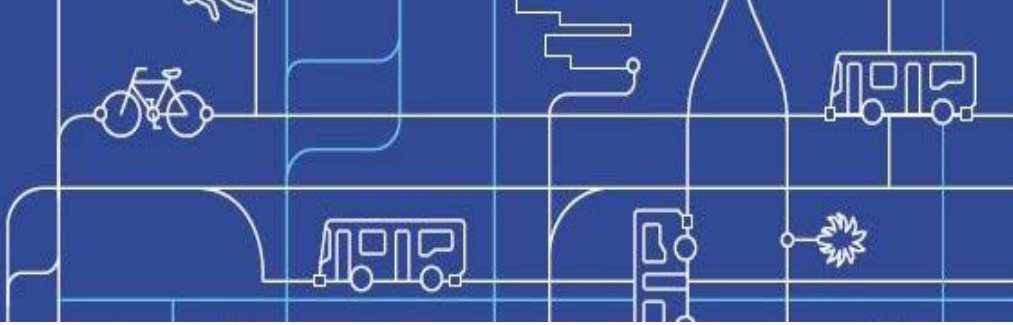
1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage. Link the image to the online workshop notice.
3. **Feature the workshop dates and details on your events calendar:** promote the upcoming workshop dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

Thank you in advance for your assistance in getting the word out for the NextGen Bus Study public workshops. If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

Sincerely,

Robert Calix
Senior Manager
Los Angeles County Metropolitan Transportation Authority

NEXTGEN Bus Study



Eblast:

– Text:

Subject: Join us at a Workshop Jan 8 to Feb 6, 2019, and Receive a Free TAP Card

Come to any public workshop between January 8 and February 6, 2019, to help us redesign the bus system. You'll meet with Metro staff, learn about the study and share your thoughts on how to improve LA's bus system. We want your thoughts on bus routes, frequencies, day and times of operation. Stop in anytime during the workshop hours.

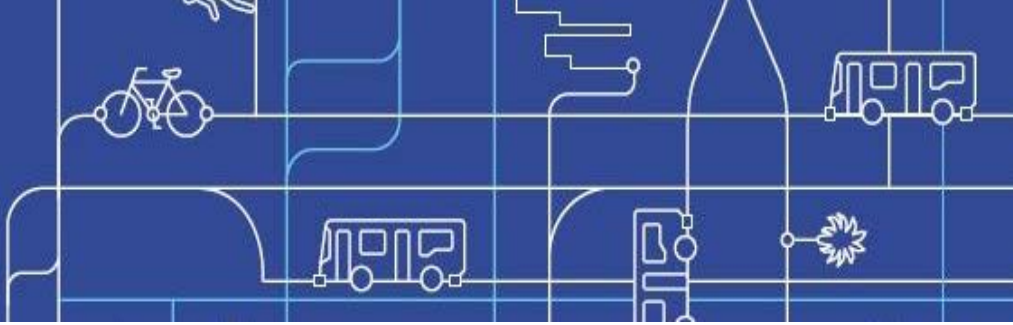
*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit metro.net/projects/nextgen/upcoming-meetings or view the [workshop notice](#) to find a location near you.

Link the Metro NextGen Bus Study image to the following link:
<https://tinyurl.com/NGWNotice>



NEXTGEN Bus Study



Website:

– Text:

Help Metro design our new bus system, and get a free TAP card*, you might even win a transit pass! Come to any NextGen public workshop between January 8 and February 6, 2019, to help us redesign the bus system. You'll meet with Metro staff, learn about the study and share your thoughts on how to improve LA's bus system. We want your thoughts on bus routes, frequencies, day and times of operation. Stop in anytime during the workshop hours.

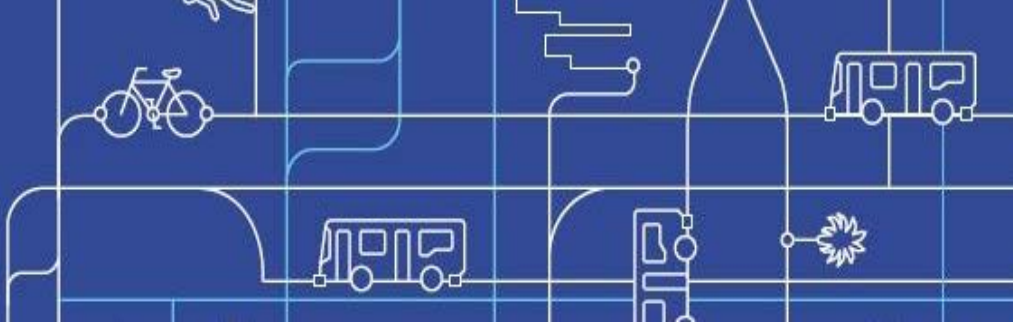
*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit metro.net/projects/nextgen/upcoming-meetings or view the [workshop notice](#) to find a location near you.

Link the Metro NextGen Bus Study image to the following link: <https://tinyurl.com/NGWNotice>



NEXTGEN Bus Study



Facebook:

– Text:

Join @losangelesmetro at any of our 10 public workshops and receive a free TAP card, while supplies last! Visit metro.net/projects/nextgen/upcoming-meetings for more information and to find a location near you!

Link the Metro NextGen Bus Study image to the following: <https://tinyurl.com/NGWNotice>

metro.net/nextgen

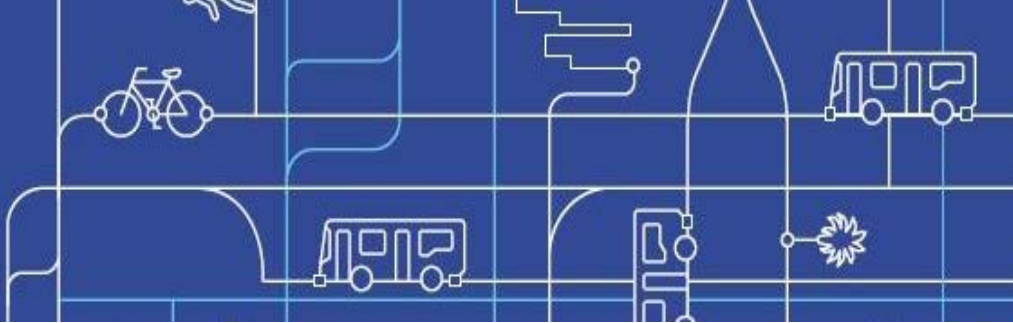
Help us make the bus system better.

Public Workshops - Jan 8 to Feb 6, 2019

Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

M Metro **NEXTGEN Bus Study**

NEXTGEN Bus Study



Twitter:

– Text:

Join @metrolosangeles at any of our 10 public workshops and receive a free TAP card, while supplies last! More info at metro.net/projects/nextgen/upcoming-meetings

Link the Metro NextGen Bus Study image to the following: <https://tinyurl.com/NGWNotice>

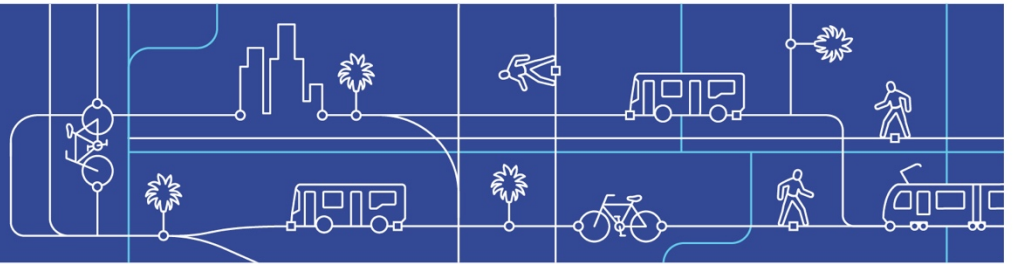
metro.net/nextgen

Help us make the bus system better.

Public Workshops - Jan 8 to Feb 6, 2019

Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

M Metro **NEXTGEN Bus Study**



Attachment E: Earned Media Table

E.1

Round 1 Earned Media

E.2

Round 2 Earned Media

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1095749516068864003	2/13/2019	Link included in post announcing second round of meetings.
Facebook	LA Metro	Transit Agency	https://www.facebook.com/losangelesmetro/?tn=%2C&cp=R&eid=ARBFo7_YhLZ_g5WzmBl-CZO8SU3wHi-251nBsu6z48QUpFTI_GNSHh2Q9_BmxCNGhAPkUxerMFC7_r1B	2/7/2019	Link to The Source included in post.
Twitter	Foodie&Nerdie	Resident	https://twitter.com/FoodieandNerdie/status/1093567655468969986	2/7/2019	Post wondering if there will be a meeting in Long Beach.
Twitter	ILCSC	Company/ Organization	https://twitter.com/ILCSC/status/1093583861638778880	2/7/2019	Post includes flyer for ADA Van Nuys meeting.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1093321920534249472	2/6/2019	Photo of Van Nuys workshop included in post.
Twitter	Southeast Valley Community Plan Update	Company/ Organization	https://twitter.com/SEValleyCPU/status/1092931079470600192	2/5/2019	Link to Van Nuys meeting included in post.
Twitter	LA County Bike Coalition	Company/ Organization	https://twitter.com/lacbc/status/1091050743052656640	1/31/2019	Information regarding the Inglewood meeting included in post.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1091134806237343749	1/31/2019	Pictures from Inglewood meeting included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Colleen Stoll (Santa Monica office of transportation)	Resident	https://twitter.com/cefisherstoll/status/1090068538096640001	1/28/2019	
Blog Post	Streets Blog LA	Blog	https://la.streetsblog.org/2019/01/28/this-week-in-livable-streets-183/	1/28/2019	Schedule for Inglewood and Van Nuys meetings included in blog post.
Twitter	Kenny Uong	Resident	https://twitter.com/KennyUong/status/1089217988723597313	1/26/2019	Photos from Compton meeting included in post.
Facebook	Marc Caraan	Resident	https://www.facebook.com/search/top?q=NextGen%20bus%20study&epa=SEARCH_BOX	1/26/2019	
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1089233723877441536	1/26/2019	Photos from LATTTC meeting included in post.
Blog Post	Streets Blog LA	Blog	https://la.streetsblog.org/2019/01/25/also-in-metros-28-by-2028-funding-proposal-new-mobility-fees-mostly-on-lyft-uber/	1/25/2019	Article mentions NextGen bus study as part of 28 by 2028 funding proposal
Twitter	Angels Moving Forward	Company/ Organization	https://twitter.com/angelsmovingfwd/status/1088525138285318144	1/24/2019	Pictures from Compton meeting included in post.
Twitter	Dan Wentzel	Resident	https://twitter.com/danwentzel/status/1088523808808423424	1/24/2019	Post includes photo of GIS map as well as a link to news article.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	San Gabriel Valley COG	Municipality	https://twitter.com/SGVCOG/status/1088477213534474240	1/24/2019	Post advertises Pasadena NextGen community meeting.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1088599122263855104	1/24/2019	Photos from Pasadena meeting included in post.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1088245293462761477	1/23/2019	Photo from community meeting included in post.
Twitter	City of Pasadena	Municipality	https://twitter.com/PasadenaGov/status/1088117365995229184	1/23/2019	Information regarding Pasadena Senior Center included in post.
Twitter	LATTC	University		1/23/2019	Meeting notice for 1.26.19 meeting at LATTC.
Twitter	City of Beverly Hills	Municipality	https://twitter.com/CityofBevHills/status/1087784496387239938	1/22/2019	Link to NextGen meeting schedule included in link
Blog Post	Joe Linton/ Streets Blog LA	Blog	https://la.streetsblog.org/2019/01/22/this-week-in-livable-streets-182/	1/22/2019	
Twitter	Matt	Resident	https://twitter.com/mwinner213/status/1087409749350445056	1/21/2019	
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1087120111708852224	1/20/2019	Link to Metro NextGen website included in post.
Twitter	Pasadena DOT	Transit Agency	https://twitter.com/PasadenaDOT/status/1086065676534587393	1/17/2019	Post includes information for Pasadena meeting.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1086097585524346883	1/17/2019	Post promoting El Camino College meeting.
Twitter	City of Glendora	Municipality	https://twitter.com/CityofGlendora/status/1086036340184014848	1/17/2019	Image of meeting schedule included in post.
Facebook	Arellano Associates	Company/ Organization	https://www.facebook.com/arellanoassociates/?_tn_=%2Cd%2CP-R&eid=ARDjhu_n2EyfhWrmXUBTT6_VEVipK9BbJELvIqB8h5J6pA7RJ7NWAKJTXBayS_7JY6bZoWHDNzeBCBCI	1/16/2019	Video of West Hollywood meeting included in post.
Twitter	Burbank Transportation Management Organization	Company/ Organization	https://www.facebook.com/TheBTMO/?ref=search&_tn_=%2Cd%2CP-R&eid=ARAGbd7HHhDCJ3T68v5F_Y09SYIC_bZwVLHO28ugaETXpRYeYV1tgpnvphyya8VZDVYMX8hIWvMxy-	1/16/2019	Link to Van Nuys meeting included in post.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1085703538716565504	1/16/2019	Photos from San Gabriel meeting included in post.
Twitter	City of San Gabriel	Municipality	https://twitter.com/search?q=NextGen&src=typd	1/15/2019	Post includes link to meeting schedule.
Twitter	Urbanize.LA	Company/ Organization	https://twitter.com/UrbanizeLA	1/14/2019	Retweet of City of Alhambra post.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	San Gabriel Valley COG	Municipality	https://twitter.com/SGVCOG/status/1084965164992974849	1/14/2019	Reminder post of upcoming SGV community meeting
Twitter	City of Alhambra	Municipality	https://twitter.com/cityofalhambra/status/1084877642157805568	1/14/2019	Link to meeting schedule included in link.
Twitter	Kenny Uong	Resident	https://twitter.com/KennyUong/status/1084269536591790080	1/12/2019	Multiple Posts that include pictures from Bell community meeting.
Twitter	Hilda Solis	Elected Official	https://twitter.com/HildaSolis/status/1084152061694926848	1/12/2019	Photos of Bell meeting included in post.
Facebook	Francisco Valencia	Resident	https://www.instagram.com/p/Bsb4dPGhbpT/	1/10/2019	Photos of event from Plummer Park.
Twitter	Dan Wentzel	Resident	https://twitter.com/danwentzel/status/1083159625728327681	1/9/2019	Video of attendance at WeHo meeting included in post.
Instagram	Pacoima Beautiful	Company/ Organization	https://www.instagram.com/p/BsZGOYBE7z/	1/9/2019	Post includes image of meeting schedule.
Twitter	City of West Hollywood	Municipality	https://twitter.com/WeHoCity/status/1083136335857229824	1/9/2019	Link to meeting dates included in post
Twitter	City of Glendale	Municipality	https://twitter.com/MyGlendale/status/1083106186566815754	1/9/2019	
Twitter	Pacoima Beautiful	Company/ Organization	https://twitter.com/PB_Community/status/1082782300465700864	1/8/2019	Post includes time and date of Pacoima meeting.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	City of Malibu- Government	Municipality	ok.com/CityofMalibu/photos/basw.Abo5yGD8JPX1EBoiEa75JSdJSz8lulns_5oHNeiR1N3bVvGw8d2T_rL7f3EKFUaZ2ysl_ItE6RPWtWI_Sc6P8PWrYIQSagKxrwiV5NYwGX--NwBjrYVOPDJSWxrh6y2A9E_38jPWJ5UZEGDkfzPQOEHCfY2X9wp2ufkEUAXWeBnHg.2085749794825215.2402529143110080.2164108256950665.1526747467453470.1745422005524664.1845533918846805.1186241431529832.1711417935591738.1745421915524673/2402529143110080/?type=1&opaqueCursor=AbrW8Xye_5W6X3hOEBqlquaolsJhU_59Pssdf2aiK3esWvl5TO8FALp1D5X6uNb	1/9/2019	Link to meeting dates included in post
Twitter	Women & Girls Initiative	Company/ Organization	https://twitter.com/LACWGI/status/1083055505218560000	1/9/2019	Pictures of Pacoima meeting included in post.
Twitter	West Hollywood Advocates for Metro Rail (WHAM)	Company/ Organization	https://twitter.com/WHAMRAIL/status/1083152649770262529	1/9/2019	Photo of WeHo event space included in post.
Twitter	UCLA Transportation	University	https://twitter.com/UCLACommute/status/1082795395900674049	1/8/2019	Link to meeting dates included in post

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	City of Lynwood	Municipality	https://www.facebook.com/search/str/metro+nextgen+bus+study/keywords_search?epa=SEARCH_BOX	1/8/2019	Link to meeting schedule included in post.
Twitter	Radio Justice LA	Company/ Organization	https://twitter.com/RadioJusticeLA	1/8/2019	Link to South Bay and San Gabriel meetings included in post.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Link to <i>The Source</i> included in post.
Twitter	AARP California	Company/ Organization	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Retweet of Metro post
Twitter	Discover Arcadia	Municipality	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Retweet of Metro post
Twitter	Valerie	Resident	https://twitter.com/oneroadrunner/status/1082409302751555584	1/7/2019	Link to Metro NextGen Website included in post.
Twitter	LA County Bike Coalition	Company/ Organization	https://twitter.com/lacbc/status/1082355647293796352	1/7/2019	Link to Metro NextGen Website included in post.
Twitter	Hilda Solis	Resident/ Elected Official	https://twitter.com/HildaSolis/status/1082434226652409856	1/7/2019	Post includes information regarding the City of Bell NextGen meeting.
Twitter	Angeles Moving Forward	Company/ Organization	https://twitter.com/angelsmovingfwd/status/1082399643219030016	1/7/2019	Link to Metro NextGen Website included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Bryan M. Sastokas	Resident (Metro CIO)	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Retweet of original Metro tweet.
Facebook	Go Glendale	TMO/TMA	https://www.facebook.com/search/str/nextgen+bus+study/keywords_search?epa=SEARCH_BOX	1/7/2019	Link to meeting schedule included in link.
Twitter	Go Glendale	TMO/TMA	https://twitter.com/GoGlendaleTMA/status/1082336993835544576	1/7/2019	Link to meeting schedule included in link.
Twitter	Pau Aguilar	Resident	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Retweet of original Metro tweet.
Twitter	Arthur Sohikian	Resident/ Local Busines Owner	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Retweet of original Metro tweet.
Twitter	Transit Tweets	Company/ Organization	https://twitter.com/metrolosangeles/status/1082422935695036416	1/7/2019	Link to <i>The Souce</i> included in post.
Web Post	City of West Hollywood	Municipality	https://www.weho.org/Home/Components/News/News/8236/23	1/7/2019	Includes link to Metro NextGen website.
Twitter	Kathryn E. Campbell	Resident	https://twitter.com/sparks_kc/status/1081587816935546880	1/5/2019	Link to Metro NextGen Website included in post.
Twitter	Laura Barrera	Resident	https://twitter.com/LauraBarreraMPH/status/1081574406176952321	1/5/2019	Link to community meeting dates included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	City of Alhambra	Municipality	https://twitter.com/cityofalhambra/status/1081244598943379456	1/4/2019	Link to meeting schedule included in link.
Twitter	Southeast LA Collaborative (SELA)	Company/ Organization	https://twitter.com/elacollab/status/1081229430675202049	1/4/2019	Post also shared on Instagram page.
Twitter	City of Diamond Bar	Municipality	https://twitter.com/DiamondBarCity/status/1081291072981094401	1/4/2019	Link to Metro NextGen website included in post.
Twitter	Women & Girls Initiative	Company/ Organization	https://twitter.com/LACWGI/status/1080904775279902721	1/3/2019	Link include to <i>The Source</i> in post.
Twitter	Move LA Transit	Company/ Organization	https://twitter.com/MoveLATransit/status/1080913869353041921	1/3/2019	Link to meeting dates included in post
Twitter	Justin Bonney	Personal Account/ Resident	https://twitter.com/JustinTBonney/status/1080901421275508741	1/3/2019	Link to news article included in post.
Twitter	Curbed LA	Company/ Organization	https://twitter.com/CurbedLA/status/1080900136228679681	1/3/2019	Included in list of thing to look forward to in 2019 in LA.
Twitter	Cambridge Systematics	Company/ Organization	https://twitter.com/Camsys/status/1080858872850583552	1/3/2019	Link to NextGen Tradeoffs video included in post.
Twitter	UCLA Transportation	University	https://twitter.com/UCLACommute/status/1080931501762588673	1/3/2019	

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Mike Bonin	Elected Official	https://twitter.com/MikeBoninLA/status/1078777407400603648	1/2/2019	Official Twitter account of Councilmember Mike Bonin.
Twitter	Jena Roth	Resident	https://twitter.com/jrotem/status/1080591307838509057	1/2/2019	Link to all 10 community meetings included in post.
Blog Post	Curbed Los Angeles	Company/ Organization	https://la.curbed.com/2019/1/2/18156744/dodgers-earthquake-tarantino-hollywood-2019	1/2/2019	Link to NextGen information and data listed in article.
Twitter	La Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1080525463850795008	1/2/2019	Link to <i>The Source</i> blog listed in post.
Twitter	SCAG	Municipality	https://twitter.com/SCAGnews/status/1080624686256410624	1/2/2019	
Twitter	Cuong T.	Resident	https://twitter.com/metrolosangeles/status/1080525463850795008	1/2/2019	Retweet of original Metro tweet.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	City of South El Monte	Municipality	https://www.facebook.com/CityOfSouthElMonteGovernment/photos/basw.Abo_iHIN1IDA8WIYfyk7sQkiKaackKFQniTSFLibsNTm-CoiU6N7MCvnOaHT4As6BXIIPH36cf_6cHxQqZx_Gg9S5_zoKdQzkiMGtEOV7iq23DyQ15vl85uvzZvNXetpxLijhMh61JQ3HAeXzz_OINmHxy4QKDZLuMXQqbkt0LsHaw.2085749794825215.2402529143110080.2164108256950665.1526747467453470.1745422005524664.1845533918846805.1186241431529832.1711417935591738.1745421915524673/1186241431529832/?type=1&theater	1/2/2019	Image of meeting schedule included in post.
Twitter	San Gabriel Valley Cog	Municipality	https://twitter.com/SGVCOG/status/1080609108393246721	1/2/2019	Listed times and dates for meeting taking place in SGV (Pasadena & San Gabriel).
Twitter	City of El Monte	Municipality	https://twitter.com/metrolosangeles/status/1080525463850795008	1/2/2019	Retweet of original Metro tweet.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	City of Rosemead-City Hall	Municipality	https://www.facebook.com/search/str/nextgen+bus+study/keywords_search?epa=SEARCH_BOX	1/2/2019	Post includes link to meeting schedule
Twitter	City of Duarte	Municipality	https://twitter.com/metrolosangeles/status/1080525463850795008	1/2/2019	Retweet of Metro NextGen post.
Twitter	City of Rosemead	Municipality	https://twitter.com/CityofRosemead	1/2/2019	Retweet of Metro NextGen post.
Twitter	LA Community College District	Company/ Organization	https://twitter.com/laccd	1/2/2019	Retweet of Metro NextGen post.
Twitter	Eric Bruins	Individual Resident	https://twitter.com/ejfb Bruins	1/2/2019	Transportation Policy Director for Mike Bonin.
Twitter	City of Bell	Municipality	https://twitter.com/CityofBell/status/1080543698444791808	1/2/2019	Link to Instagram posted on same day.
Instagram	City of Bell	Municipality	https://www.instagram.com/p/BsJMOBGbtUJ/?utm_source=ig_twitter_share&igshid=nw6egmzuh9jr	1/2/2019	
Twitter	San Gabriel Valley NOW	Company/ Organization	https://twitter.com/SGVNOW/status/1080523484093140992	1/2/2019	Link to Instagram posted on same day.
Instagram	San Gabriel Valley NOW	Company/ Organization	https://twitter.com/SGVNOW/status/1080523484093140992	1/2/2019	
Twitter	Keep California Moving	Company/ Organization	https://twitter.com/KeepCaliMoving/status/1079425627478884352	12/30/2018	Post includes link to meeting schedule

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Southern California Association for Commuter Transportation	Company/ Organization	https://twitter.com/SoCal_ACT	12/30/2018	Retweet of Metro Twitter Post
Twitter	Beach City Transit	Transit Agency	https://twitter.com/metrolosangeles/status/1079101036235800578	12/29/2018	Retweet of Metro NextGen tweet.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1079101036235800578	12/29/2018	Link to January community meetings included in post.
News Post	LA Daily News	Company/ Organization	https://www.dailynews.com/2018/12/28/metro-wants-to-upgrade-its-bus-system-and-now-it-seeks-your-input/	12/28/2018	Included link to NextGen Transit Competitiveness and Market Potential.
Twitter	Los Angeles Informer	Blog	https://twitter.com/losangelesinfor/status/1078789653661126656	12/28/2018	Link to online article included in post.
Website Post	City of Signal Hill	Municipality	https://cityofsignalhill.org/CivicAlerts.aspx?AID=493	12/28/2018	Provided link to Metro NextGen website.
Facebook	LA Metro	Transit Agency	https://www.facebook.com/losangelesmetro/	12/28/2018	Link to <i>The Source</i> blog listed in post.
Twitter	LA Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1078416510471884800	12/27/2018	Link to January community meetings included in post.
Blog Post	The Source (LA Metro)	Company/ Organization	https://thesource.metro.net/tag/nextgen-bus-study/	12/26/2018	
Twitter	Kenny Uong	Resident	https://twitter.com/KennyUong_/status/1076209500015611905	12/21/2018	

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Ryan Young	Individual Resident	https://twitter.com/ryanayng/status/1075208868009897985	12/18/2018	Image of travel operation study included in post.
Website Post	City of Gardena	Company/ Organization	http://www.cityofgardena.org/21479-2/	11/17/2018	
Twitter	Investing in Place	Company/ Organization	https://twitter.com/InvestinPlace/status/1051992510006849537	10/15/2018	Link to Metro Board Report included in post.
Twitter	Big Blue Bus	Transit Agency	https://twitter.com/SMBigBlueBus/status/1044677996358045696	9/25/2018	Link to NextGen website included in post.
Twitter	Culver City Bus	Transit Agency	https://twitter.com/CulverCityBus/status/1044337085509906432	9/24/2018	Link to NextGen website included in post.
Twitter	GTrans	Transit Agency	https://twitter.com/RideGTrans/status/1040393341471547395	9/17/2018	Link to survey included in post.
Instagram	City of Vernon	Municipality	https://www.instagram.com/p/BnruSo8nCTt/	9/13/2018	Provided link to Metro NextGen website.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	Friends of South Gate Parks	Company/ Organization	https://www.facebook.com/160675350686535/photos/basw.Abq0K5W-a6krYerEsyP5-bEVcC2PGsi3LoTXLB1EZTHRWW2vHfuYcbxj5cMLLI9iV4N_5pvVS7Y_51b1giRh4HJWoCOJoMTVwiW3Hlf-Y9Q62m4tbiZ7rb7sBQEBVrZJznD18m2xsZlF3eXkouR219_6.1186241431529832.2274793395895399.2083696978326633.1871399709614082.10153549554283999.1526747467453470.1411281222291048.1881427291868695.1968390890094395/1871399709614082/?type=1&theater	9/1/2018	Link to Metroquest included in post.
Twitter	Ross Zelen	Bart Doyle Assoc./ VERDE Xchange	https://twitter.com/RZelen/status/1039574793421447168	9/11/2018	
Twitter	Carter Rubin	Individual Resident	https://twitter.com/CarterRubin/status/1037412550676082688	9/5/2018	Provided link to Metro Blog <i>The Source</i> .
Twitter	Mike Bonin	Elected Official	https://twitter.com/MikeBoninLA/status/1037310675373240320	9/5/2018	Link to The Source online engagement tool included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Carter Rubin	Personal Account/ Resident	https://twitter.com/CarterRubin/status/1037412550676082688	9/5/2018	Link to <i>The Source</i> online engagement tool included in post.
Twitter	Ross Zelen	Bart Doyle Assoc./ VERDE Xchange	https://twitter.com/RZelen/status/1039574793421447168	9/1/2018	
Twitter	People for Mobility Justice	Company/ Organization	https://twitter.com/peopleforMJ/status/1035259443359825920	8/30/2018	
Twitter	LA County CSO	Company/ Organization	https://twitter.com/CSO_LACo/status/1032658758080421893	8/23/2018	Link to survey included in post.
Facebook	City of Pomona	Municipality	https://d.facebook.com/thecityofpomona/photos/a.534855086542665/2164108256950665/?type=3&tn=EH-R	8/1/2018	
Twitter	SLATE-Z	Company/ Organization	https://twitter.com/LA_SlateZ/status/1021874941610741761	7/24/2018	
Twitter	Bryn Lindblad	Individual Resident	https://twitter.com/Bryn_Lindblad/status/993529518970191872	5/7/2018	

Metro NextGen Bus Study Workshops Earned Media

Round 1

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	Westside Urban Forum	Company/ Organization	https://www.facebook.com/WestsideUrbanForum/posts/here-s-a-link-to-metros-nextgen-bus-study-that-conan-cheung-discussed-at-last-wee/10155904657293113/	4/26/2018	
News Post	Curbed Los Angeles	Company/ Organization	https://la.curbed.com/2018/4/9/17202902/metro-los-angeles-bus-improvements-ridership	4/9/2018	
Twitter	Crenshaw/ LAX Rail	Transit Agency	https://twitter.com/crenshawrail/status/983388775140216832	4/9/2018	Link to Metro NextGen Website included in post.
Website Post	Empower LA	Company/ Organization	http://empowerla.org/metro-nextgen-bus-study/	3/27/2018	
Youtube	Los Anelist	Individual Resident	https://www.youtube.com/watch?v=8vuUHSzp8Os	3/21/2018	
Twitter	Mark Vallianatos	Individual Resident	https://twitter.com/markvalli/status/960286542622175232	2/4/2018	
Website Post	City of San Gabriel	Municipality	http://sangabrielcity.com/Calendar.aspx?EID=1877	NA	Event listed on city calendar of events.
Website Post	City of Lakewood	Municipality	http://www.lakewoodcity.org/news/displaynews.asp?NewsID=1025&TargetID=1	NA	Link to Metroquest survey listed in post.

Metro NextGen Bus Study Workshops Earned Media

Round 2

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	Invest in Place	Company/Organization	https://twitter.com/InvestinPlace/status/1108764895846121472	3/21/2019	Post includes photo and references Metro Board of Directors meeting
Twitter	StreetblogLA	Blog	https://twitter.com/StreetblogLA/status/1108778069366456320	3/21/2019	Post includes minutes from Metro Ops Committee meeting
Twitter	Arellano Associates	Company/Organization	https://twitter.com/ArellanoAssoc/status/1108470831653384193	3/20/2019	Post includes photo from East LA workshop
Twitter	West Hills Neighborhood Council	Municipality	https://twitter.com/WestHillsNC/status/1108355657478987776	3/20/2019	Post includes comment card from NextGen workshops and also includes information as to where it can be mailed.
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1107685659207188480	3/18/2019	Post information regarding East LA workshop
Twitter	City of Lynwood	Municipality	https://twitter.com/MyLynwoodca/status/1105876262151749633	3/13/2019	Link to workshop series schedule included in post. Three total posts.
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1105998633730801664	3/13/2019	Photo from South West Los Angeles workshop included in post.
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1105622526716231681	3/12/2019	Photo from Calabasas workshop included in post.
Facebook	City of Malibu Office of Public Safety	Municipality	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvb190aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCjzdGFydF9tb250aFxcXCi6XFxcjilwMTktMDNcXFwiLFxcXCjIbmRfbW9udGhcXFwiOlxcXClyMDE5LTAzXFxcIn1cIn0ifQ%3D%3D	3/11/2019	Information regarding Calabasas meeting included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 2

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Twitter	City of Malibu	Municipality	https://twitter.com/CityMalibu/status/1105304903277256704	3/11/2019	Link to Supervisor Kuehl's office workshop included in post.
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1104855725380120578	3/10/2019	Link to Metro NextGen Bus Study website included in post.
Twitter	Vroom Vroom	Resident	https://twitter.com/elanahan/status/1103873556033593346	3/7/2019	
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1103719525118300160	3/7/2019	Link to The Source included in post.
Twitter	Richard Bloom	Assemblymember District 50	https://twitter.com/AsmRichardBloom/status/1103032647175946241	3/5/2019	Information regarding Felicia Mahood workshop included in post.
Twitter	Mike Bonin	LA City Council Member	https://twitter.com/mikebonin/status/1102951381093167104	3/5/2019	Information regarding Felicia Mahood workshop included in post.
Twitter	Eric Bruins	Resident	https://twitter.com/ejfb Bruins/status/1103100150023544832	3/5/2019	Pictures from Felicia Mahood workshop included in post.
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1102738939385954306	3/4/2019	
Facebook	Mike Bonin	LA City Council Member	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvbI90aW1lIjoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCi6XFxcljIwMTktMDNcXFwiLFxcXCJlbnRfbW9udGhcXFwiOlxcXClyMDE5LTAzXFxcln1cln0ifQ%3D%3D	3/5/2019	Link to NextGen YouTube video included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 2

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	Arellano Associates	Company/ Organization	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvb190aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCI6XFxcljIwMTktMDNcXFwiLFxcXCI6bW9udGhcXFwiOlxcXCIyMDE5LTAzXFxcln1cIn0ifQ%3D%3D	3/4/2019	Photos from Independent Living Center included in post.
Twitter	Arellano Associates	Company/ Organization	https://twitter.com/ArellanoAssoc/status/1102723110724235264	3/4/2019	Photos from Van Nuys meeting included in post.
Twitter	Alliance for a Better Community	Company/ Organization	https://twitter.com/afabc_la/status/1101304681551167489	2/28/2019	Photo of entire meeting schedule included in post.
Twitter	Big Blue Bus	Transit Agency	https://twitter.com/SMBigBlueBus/status/1101245682801876997	2/28/2019	Link to The Source included in post.
Facebook	Wilmington Neighborhood Council	Local Government	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvb190aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCI6XFxcljIwMTktMDJcXFwiLFxcXCI6bW9udGhcXFwiOlxcXCIyMDE5LTAyXFxcln1cIn0ifQ%3D%3D	2/28/2019	Information regarding Wilmington workshop included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 2

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	Big Blue Bus	Transit Agency	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvbl90aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCI6FxcjllwMTktMDJcXFwiLFxcXCJlbmRfbW9udGhcXFwiOlxcXClyMDE5LTAyXFxcln1cIn0ifQ%3D%3D	2/28/2019	Information regarding Felicia Mahood workshop included in post.
Newsletter	Mike Bonin	LA City Council Member	https://us16.campaign-archive.com/?u=cd65eddac57247afc23a13b71&id=c72be6d97b	2/28/2019	
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1101237990355955712	2/28/2019	Photo from Van Nuys meeting included in post
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1100571241776377857	2/26/2019	Link to The Source included in post.
Facebook	Harbor Los Angeles Community Plans	CBO	https://www.facebook.com/search/str/metro+nextgen+/keywords/blended/posts?epa=FILTERS&filters=eyJycF9jcmVhdGlvbl90aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCI6FxcjllwMTktMDJcXFwiLFxcXCJlbmRfbW9udGhcXFwiOlxcXClyMDE5LTAyXFxcln1cIn0ifQ%3D%3D	2/25/2019	Information regarding 2nd round of workshops included in post.

Metro NextGen Bus Study Workshops Earned Media

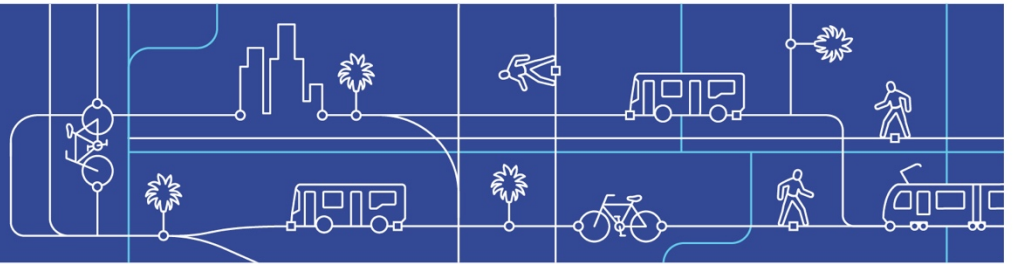
Round 2

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	Paul Koretz	LA City Council Member	https://www.facebook.com/search/str/metro+nextgen+/keywords/blended_posts?epa=FILTERS&filters=eyJycF9jcmVhdGlvbI90aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCi6XFxcljllwMTktMDJcXFwiLFxcXCJlbmRfbW9udGhcXFwiOlxcClyMDE5LTAYXFxcln1cIn0ifQ%3D%3D	2/22/2019	Information regarding 2nd round of workshops included in post.
Twitter	Los Angeles Metro	Transit Agency	https://twitter.com/metrolosangeles/status/1098695151655026689	2/21/2019	Link to The Source included in post.
Twitter	Streets Blog LA	Blog	https://twitter.com/StreetsblogLA/status/1098649004735254529	2/21/2019	Post includes financial breakdown of NextGen bus study.
Facebook	Los Angeles Metro	Transit Agency	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvbI90aW1ljoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCi6XFxcljllwMTktMDJcXFwiLFxcXCJlbmRfbW9udGhcXFwiOlxcClyMDE5LTAYXFxcln1cIn0ifQ%3D%3D	2/7/2019	Link to 2nd round of workshops included in post.

Metro NextGen Bus Study Workshops Earned Media

Round 2

Platform	Individual/ Organization	User Type	Link	Date of Post	Details
Facebook	Los Angeles Informer	Blog	https://www.facebook.com/search/top/?q=metro%20nextgen%20bus%20study&epa=FILTERS&filters=eyJycF9jcmVhdGlvbI90aW1lIjoie1wibmFtZVwiOlwiY3JlYXRpb25fdGltZVwiLFwiYXJnc1wiOlwie1xcXCJzdGFydF9tb250aFxcXCi6XFxcjllwMTktMDJcXFwiLFxcXCJlbnRfbW9udGhcXFwiOlxcXClyMDE5LTAyXFxcIn1cIn0ifQ%3D%3D	2/7/2019	Information regarding 2nd round of workshops included in post.



Attachment F: Social Media Examples

F.1

Facebook

F.2

Twitter

Facebook Examples



JAN 8 **NextGen Workshop (San Fernando Valley)**
Public · Hosted by Metro Los Angeles

★ Interested ✓ Going ...

🕒 Tuesday, January 8, 2019 at 4 PM – 7 PM
about 2 months ago

📍 Hubert H. Humphrey Recreation Center
12560 Filmore St, Pacoima, California 91311 [Show Map](#)

 **Metro Los Angeles**
December 28, 2018 · 🌐

Help redesign our bus system!



THESOURCE.METRO.NET

10 community meetings to be held for NextGen Bus Study beginning in January

👍❤️ 47 18 Shares

Twitter Examples

LA Metro @metrolosangeles · Mar 12

Our NextGen Bus Study team is at Supervisor Sheila Kuehl's district office in Calabasas through 7pm. Come by and learn more about how we're improving our system!



1 1 19

LA Metro @metrolosangeles · Jan 26

One hour left of our NextGen Bus Study meeting at LATT! If you're in the area, come on by via the Expo Line and speak to staff about how we can improve our bus system.



2 12

Attachment D

Transit Propensity Score for Census Tracts in Los Angeles County

Methodology

The concept of a Transit Propensity Score (TPS) is that there are physical, locational, and socio-economic factors that can potentially serve as a predictor of where transit service, if made available, could thrive. Most models, either regionally based or corridor based rely on the supply of transit service, its frequency, etc. as a key element to predict transit use. The Centers for Neighborhood Technology (AllTransit™), for example, provides a Transit, Jobs, Health, Equity, Bikeshare and Carshare, among other scores for each area or region selected. Their goal is to explore the social and economic impacts of Public Transit that is offered.¹ Alternatively, many cities have turned to the Census to collect data and compare the results of the socio-economic factors, journey to work, and other parameters that can be associated with transit use. Robert Bush, AICP of HDR presented a paper at the APTA Bus and Paratransit Conference held in Raleigh North Carolina on May 8, 2012. The principal question at the heart of the work was “Where should transit service be provided?”

Mr. Bush examined characteristics of transit riders using the following demographic factors:

1. Zero Vehicle housing units
2. Mobility limitations that prevented individuals from going outside the home
3. Employment disabilities
4. Minority populations
5. Recent immigrant populations with a tenure of less than 10 years
6. Low income households (Income less than or equal to \$15,000)
7. Females

All these factors were found to be relevant when controlling for income. Certain factors were rejected because of a lack of available data at the census block group level. These rejected variables included younger and older workers. Education played a significant role in defining a category of commuters that were found to have higher income but primarily related to rail travel. Finally, the team did not use categories of individuals who were primarily renters and non-licensed drivers because the variables could not be controlled for income. The resultant model, added an 8th factor to the above list – population density.

Ultimately, the research came down to two major factors – population and employment density. Figure 1 displays the results of the research and displays the linkage between the two highest ranking factors – population and employment density and the transit service supportive of that ratio. The study also provided a table which displayed the relationships between Mode and Density. Shown in Exhibit 1.

¹ CNT has created a robust, one of a kind database consisting of stop, route and frequency information for 824 transit agencies in regions with populations greater than 100,000 as well as a large number of smaller regions and agencies. Metropolitan areas as defined by the U.S. Office of Management and Budget with 2013 populations greater than 100,000 were chosen, and the transit agencies serving these areas were compiled from the 2013 National Transit Database as well as the American Public Transportation Agency. Based on their website, CNT has collected data from 824 Transit Agencies, covers 661,966 stop locations, and 13,099 routes.

Figure 1: Employment and Population Supportiveness by Mode

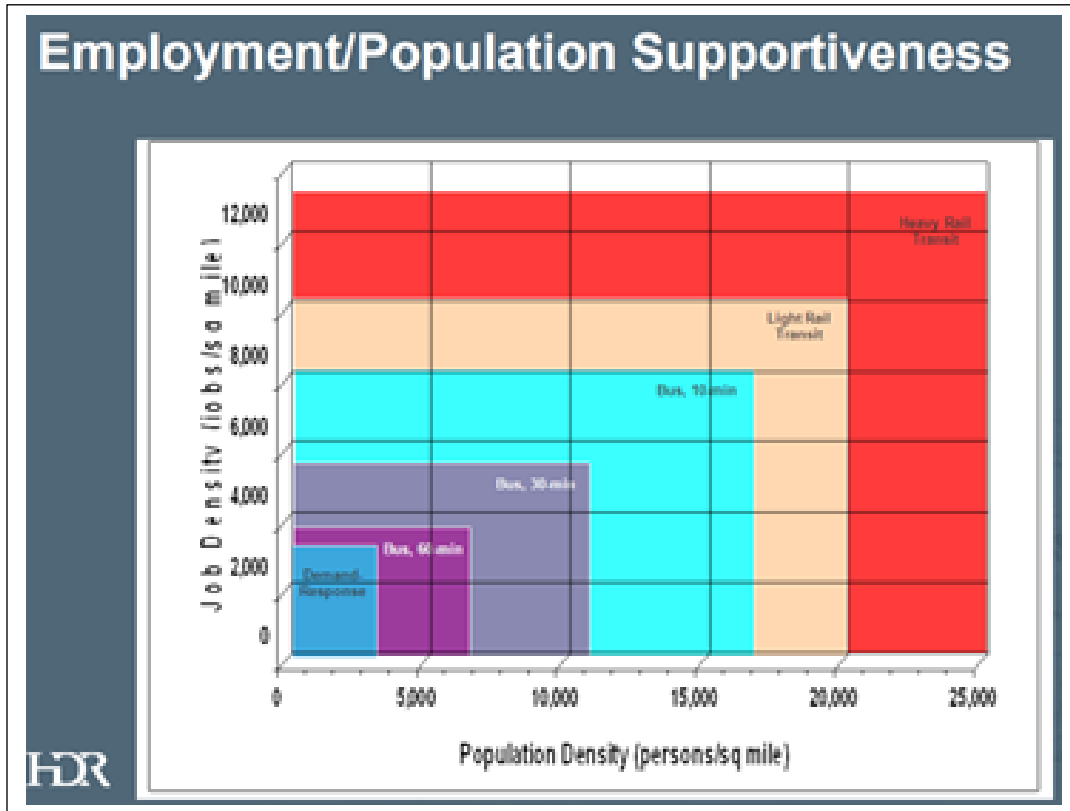


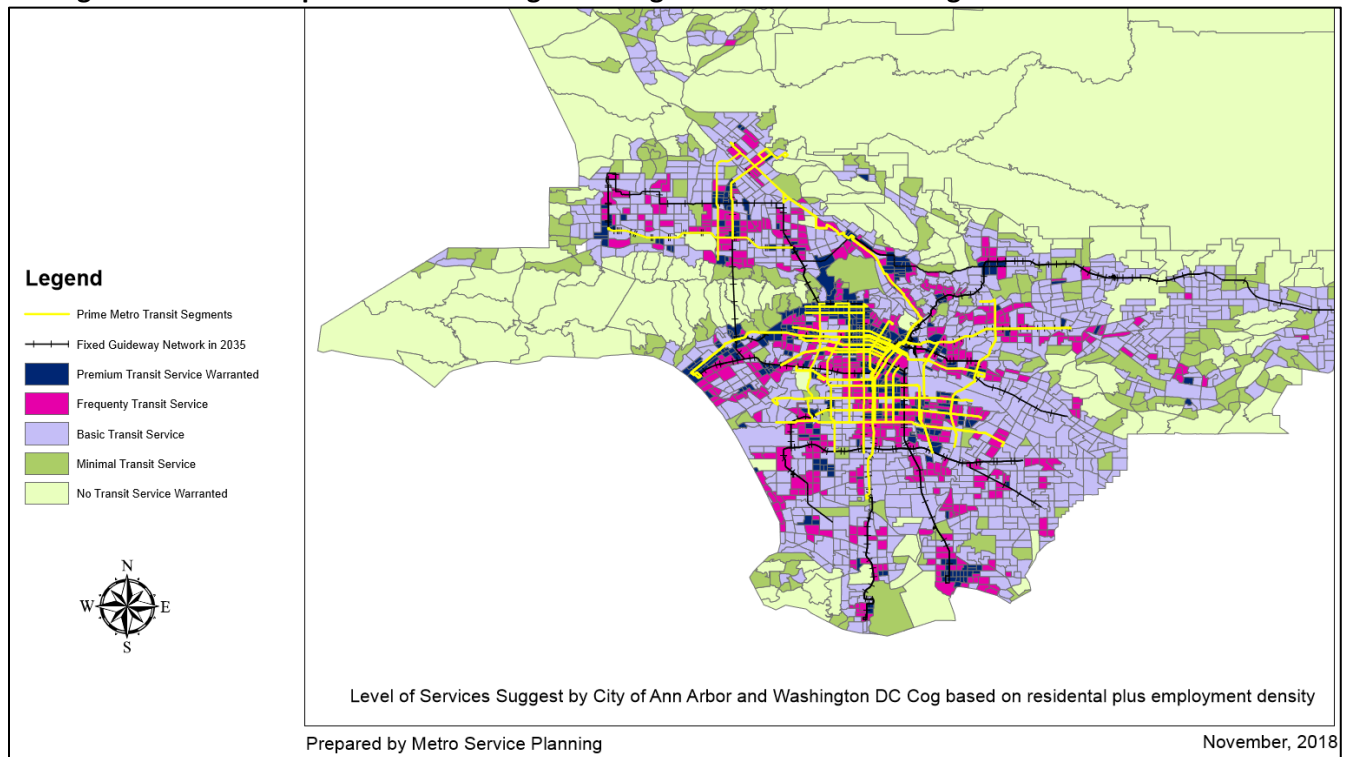
Exhibit 1 – Relationship between Mode and Density

Service Level	DU / Acre		Population / Square Mile		Jobs / Acre	
	Low	High	Low	High	Low	High
Demand Resp	2	3	3,500	5,000	2,000	3,000
60 Min Freq	3	4	5,000	6,500	3,000	3,000
30 min Freq	4.5	6	7,500	10,00	4,000	5,000
10 min freq	7.5	10	12,500	16,500	6,000	8,000
LRT	9	12	15,000	20,000	8,000	10,000
Rapid	12	15	20,000	25,000	10,000	13,000

In a study completed for Ann Arbor Michigan, the researchers there found that population and employment density are two key factors that can be used to predict transit service.² Applying these two criteria to census tracts in Los Angeles the resultant mapping of transit propensity results are shown in Figure 2.

² The Study was conducted for the City of Ann Arbor Michigan in 2009 as part of the *Transportation Plan Update*. In their approach, thresholds were estimated from Urban Development Intensities in the Washington, D.C. area by Terry Holzheimer and residential densities from in *Public Transportation and Land Use Policy*.

Figure 2 -Transit Propensities in Los Angeles Using Ann Arbor and Washington DC Studies



The most notable result of application of the Ann Arbor model is the definition of major transit corridors in the Los Angeles area that are supportive of different types of service. The model suggests that the darker the area, the more likely people are to be disposed towards transit services. As the population and employment densities are reduced, as expected, the propensity for transit use also declines. This result using the Ann Arbor Study mirrors the result in the HDR work done for Raleigh North Carolina. Importantly, the Ann Arbor method was completed without looking specifically at the availability of transit service. This approach is very useful for informing the NextGen study as will be discussed later.

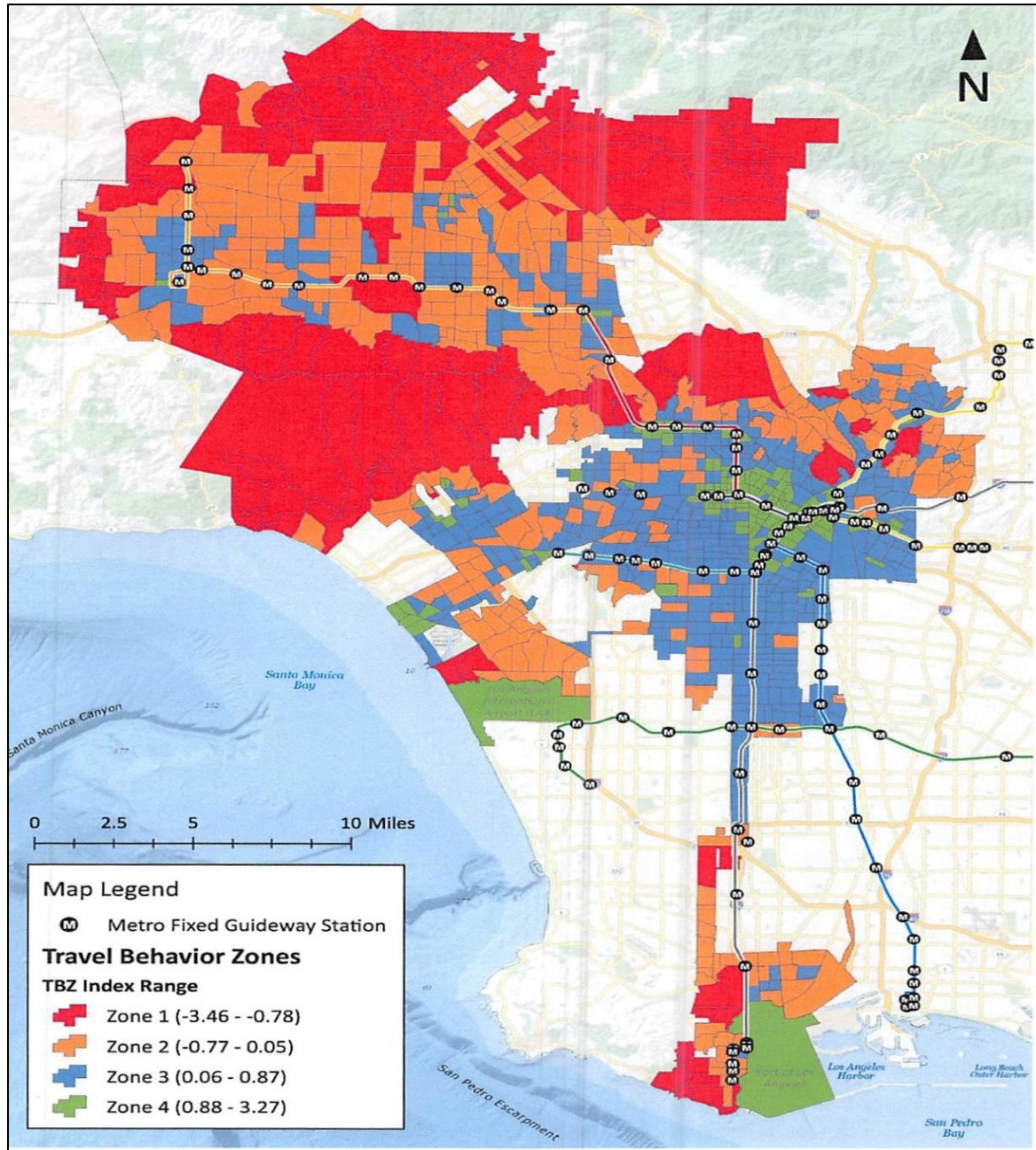
Finally, in this survey of socio-economic factors likely to affect transit ridership produced by others, the City of Los Angeles undertook an effort to define Travel Behavior Zones.³ The values of their index run from 1 to 4 and are based on the following factors:

1. Population Density
2. Daytime Population density
3. Land Use Diversity Score
4. Intersection density
5. Distance to the nearest BRT or Rail Station
6. Distance to the nearest bus stop

³ Technical Summary, *Characterizing Travel Behavior Zones* in Los Angeles, 2016.

The land Use Diversity score measures the mix of uses in an area and includes residential, retail (excluding big box stores), entertainment, office and institutional uses. Figure 3 displays the results of the City's analyses.

Figure 3 – Map of City of Los Angeles Travel Behavior Zones



Not surprisingly, the zones range from a low TBZ score (Red) to the highest TBZ score (Green and Blue). The City also superimposed a map of the rail transit system in Los Angeles as of 2016 before the EXPO line was extended to Santa Monica. Note, areas on the map that are white in color are not part of the City of Los Angeles. However, for the most part the rail system is in the densest TBZ locations.

NextGen Bus Study

The NextGen Bus Study is intended to redraw the bus system for Los Angeles. This process of refreshing the system extent was undertaken because of recent ridership declines and data taken from regional surveys that indicate that the bus system is not providing service to the places that people need to travel. As a result, Metro staff undertook a study to develop its own propensity index or score based on the 2010 Census, and its updates through 2016, as well as locations of major attractors of transit ridership, including schools, shopping centers, hospitals, and other institutions. The model was made significantly more robust than those of the literature survey above and produced results like the population and employment density formulations.

The TPS, however, is a device to estimate how likely individual census tracts might use transit service based on the underlying demographic and geographical data of the tract. Data sources used include the 2010 US Census, SCAG regional model data, various Los Angeles County resources from the GIS data portal, ArcGIS online resources, and data developed by Metro staff.

The TPS considers that there are three major components of predisposition to ride transit. They are:

1. Elements of Demand -e.g. Population and employment densities, including seniors, persons aged 18-34, and persons that are attending grades K-12. According to a recent TCRP Study that seeks to shed light on transit propensity, transit use is significant among millennials (ages 18-34). Hence, Metro staff included the millennials as identified in the census as one of the indicators⁴.
2. Market Segments - e.g. characteristics relating to the reason for travel. Some people are commuters, some are Transit Dependent, and some are choice riders. Each one of these markets has attributes broken down as follows:
 - a. Commuters - ages 35-54, and 55 years or older, have a higher education above 12th grade, and incorporate many single individuals.
 - b. Transit dependents - comprised of individuals with zero cars available, lower income, ages 10-19, ages 55+, single mothers, and individuals with disabilities
 - c. Choice riders, comprised of individuals between the ages of 20-34, have higher education beyond 12th grade, and are single (no children).
3. Built Environment - aspects of the environment that people must navigate to travel to and from. Attributes that fall into this area of the TPS include:
 - a. An assessment of the walkability of the census tract based on the number connected street intersections
 - b. the square footage of built development, and

⁴ M. Coogan, G. Spitz, T. Adler, N. McGukin, R. Kuzmyak, and K. Karash, *Understanding Changes in Demographics, Preferences, and Markets for Public Transportation*, TCRP 201, TRB, National Academies of Science, Engineering and Medicine, 2018.

- c. housing density

The three components of the TPS were weighted as follows:

- a. Elements of Demand - 30%
- b. Market Segments - 30%
- c. Built Environment – 40%

The individual elements that make up the three categories were weighted according to the number of attributes for that category and all attributes within a category had an equal contribution.

The Total Score includes the following 19 measures:

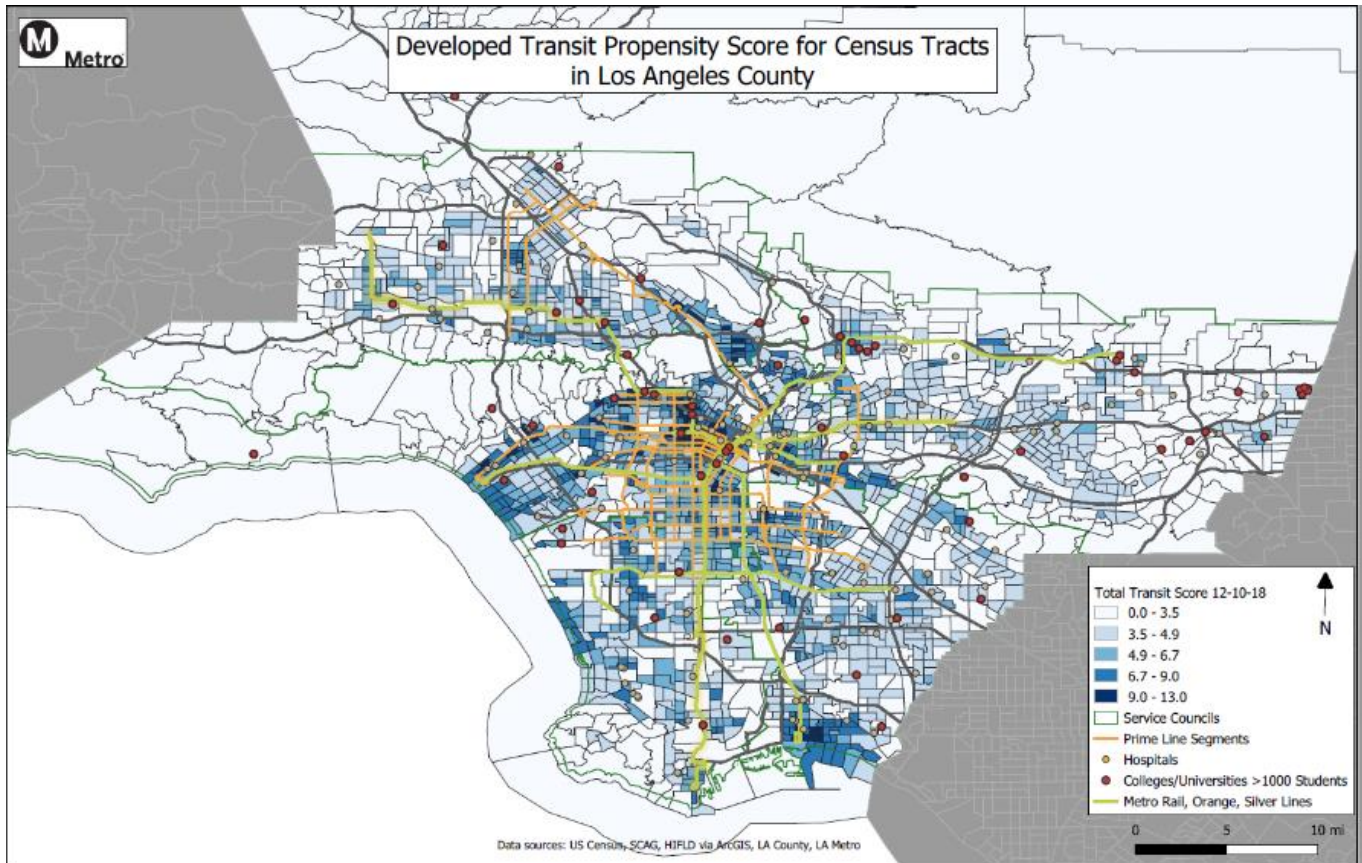
- Population per Acre
- Employment per Acre
- Non-Industrial Employment per Acre
- School Enrollment per Acre (includes Elementary, Middle, and High Schools)
- University population (includes enrollment and employment)
- Home-Based Shopping Trips per Acre
- Zero Car Households per Acre
- Poverty / Low Income Households per Acre
- School Age Students (age 10 -19) per Acre
- Seniors over 55 as of 2010 per Acre
- Single Mothers per Acre
- Disabled population per Acre
- Individuals Aged 20 to 34 per Acre
- Population with a bachelor's degree or higher per Acre
- Population that is single per Acre
- Individuals Aged 35 to 54 per Acre
- Walkability of the Census Tract (either a score of 0 or a 5)
- Housing units per Acre
- Square feet of occupiable space per acre

Each measure has the tract scores distributed into a natural break (Jenks Methodology) distribution of 5 groups, and then given a score of 1 through 5. Then, all the scores for each component are added and divided out to a total score of 5 for each component. A multiplier of 4/3 is used to account for the extra weight of the built environment component. The three final components are added to come up with a final score, which is again distributed into natural breaks.

Walkability is a measure that seeks to blend the density of intersections (nodes) with a limited block length. A tract is walkable when the connected node ratio (CNR) is at least 0.9 and the average block length is no more than 600 feet for given street block. CNR is the number of street intersections divided by the number of intersections plus cul-de-sacs and street ends. These thresholds were chosen based on

a variety of measures suggested by urban geographers and seeing which ones line up the best with Metro transit boardings. The walkability score is not unlike the one used by the City of Los Angeles. The resultant TPS is shown in Figure 4. Metro is continuing to refine its definition of walkability and has contracted with “Walkscore.com” to provide more detailed information on walkability. This document will be updated upon receipt of that information.

Figure 4 – Resultant Transit Propensity based on the Los Angeles Metro Methodology

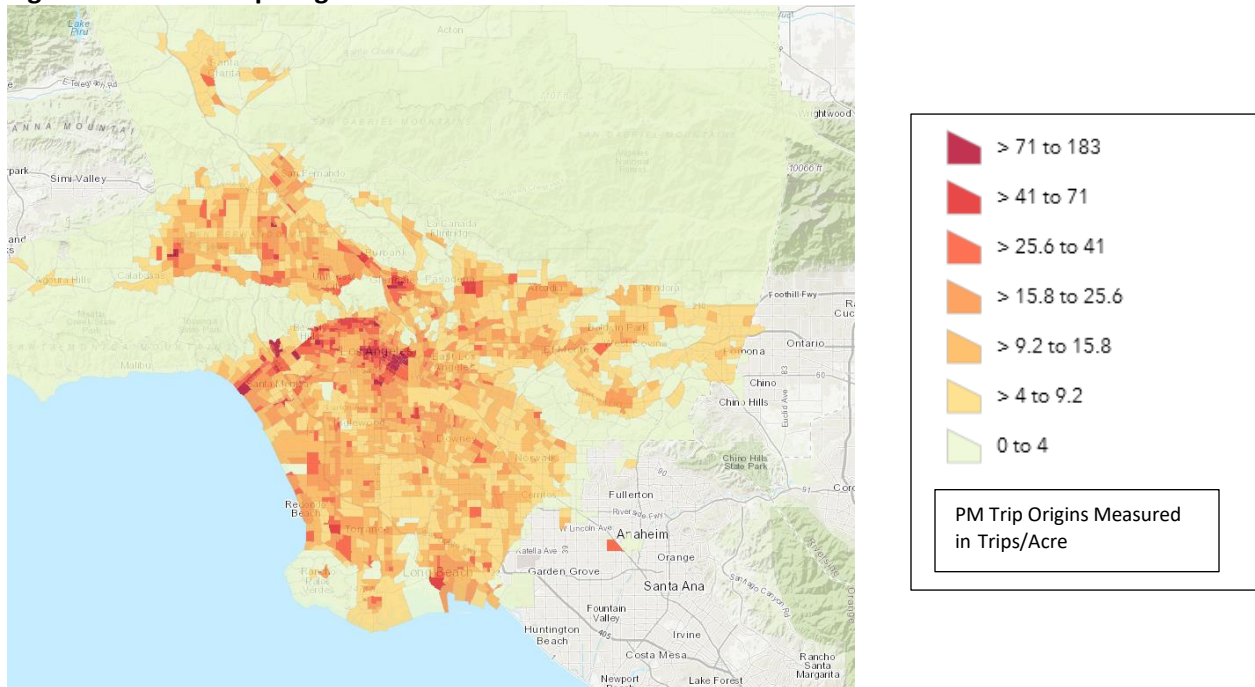


Conclusion

Metro staff successfully created a TPS for the City and County of Los Angeles. The results of the application of the scoring methodology reveal similar patterns found in an examination of the two-variable model shown in Figure 2 as well as mirrors studies performed by the Service Development Department relative to riders by time of day. Both methods provide substantial evidence that the TPS can be used as a predictor of transit use.

As shown in Figure 5, the PM peak origins mirror the distribution of propensities displayed in Figure 4. The conclusion is that the Metro TPS adequately models areas that require transit service.

Figure 5 – Person Trip Origins for the PM Peak Hour



Appendix

Scores for each of the categories are sorted using natural breaks in the data (Jenks).

- A total score greater than 0 and less than 3.5 was assigned a score of 1
- Total Score between 3.5 and 4.9 was assigned a score of 2
- Total Score between 4.9 and 6.7 was assigned a score of 3
- Total Score between 6.7 and 9.0 was assigned a score of 4
- Total Score between 9.0 and 13.0 (maximum score attained by any census tract) was assigned a score of 5

The details of the scores by category are shown in Exhibit 2. The latest formula used to calculate the TPS is shown in Exhibit 3. The table of Variables is described in Exhibit 4.

Exhibit 2 --Details of Each Measure

Measure	Numerator	Denominator	Natural Break Points	Data Source
Population per Acre	Total population	Total Land Acreage of Census Tract	0-12.16 (1) 12.16-25.30 (2) 25.30-43.05 (3) 43.05-76.80 (4) 76.80-147.64 (5)	2010 US Census
Employment per Acre	Employment Locations	Total Land Acreage of Census Tract	0-7.003 (1) 7.003-20.049 (2) 20.049 -47.576 (3) 47.576-117.288 (4) 117.288-268.663 (5)	2010 US Census
Non-Industrial Employment per Acre	Non-Industrial Employment Locations	Total Land Acreage of Census Tract	0-6.355 (1) 6.355-19.570 (2) 19.570-47.065 (3) 47.065-106.699 (4) 106.699-239.838 (5)	2010 US Census
School Enrollment per Acre	Enrolled Students in identified Elementary, Middle, High, and Day Schools	Total Land Acreage of Census Tract	0-1.832 (1) 1.832-5.834 (2) 5.834-12.560 (3) 12.560-26.451 (4) 26.451-54.201 (5)	California State Data Compiled by Metro Staff
University Population	University Enrollment plus Employment	N/A	0-1,216 (0) 1,216-5,532 (1) 5,532-13,105 (2) 13,105-26,305 (3) 26,305-43,733 (4) 43,733-66,025 (5)	ArcGIS Online
Home-Based Shopping Trips per Acre	Home-Based Shopping Trips	Total Land Acreage of Census Tract	0-1.569 (1) 1.569-4.729 (2) 4.729-10.664 (3) 10.664-29.043 (4) 29.043-52.738 (5)	Southern California Association of Governments
Zero Car Households per Acre	Zero Car Households	Total Land Acreage of Census Tract	0-1.203 (1) 1.203-3.878 (2) 3.878-8.315 (3) 8.315-15.563 (4) 15.563-28.193 (5)	2010 US Census
Poverty / Low Income Households per Acre	Population in Poverty	Total Land Acreage of Census Tract	0-3.365 (1) 3.365-8.765 (2) 8.765-17.606 (3) 17.606-38.316 (4) 38.316-78.695 (5)	2010 US Census
School Age Students per Acre	School Age Students (Population Age 10-19)	Total Land Acreage of Census Tract	0-1.863 (1) 1.863-3.958 (2) 3.958-6.626 (3) 6.626-11.483 (4) 11.483-23.428 (5)	2010 US Census

Seniors over 55 per Acre	Population over 55 as of 2010	Total Land Acreage of Census Tract	0-2.168 (1) 2.168-4.164 (2) 4.164-7.151 (3) 7.151-12.595 (4) 12.595-25.213 (5)	2010 US Census
Single Mothers per Acre	Population of Single Mothers	Total Land Acreage of Census Tract	0-0.727 (1) 0.727-1.672 (2) 1.672-3.089 (3) 3.089-5.613 (4) 5.613-13.287 (5)	American Community Survey 2017 5-year estimates on 2010 US Census Data
Disabled Population per Acre	Disabled Population	Total Land Acreage of Census Tract	0-118.29 (1) 118.29-244.50 (2) 244.50-422.61 (3) 422.61-771.58 (4) 771.58-1,815.98 (5)	2010 US Census
Individuals Aged 20 to 34 per Acre	Population Aged 20 to 34 as of 2010	Total Land Acreage of Census Tract	0-4.356 (1) 4.356-10.338 (2) 10.338-22.881 (3) 22.881-51.363 (4) 51.363-108.526 (5)	2010 US Census
Population with a bachelor's Degree or Higher per Acre	Population with a bachelor's Degree or Higher	Total Land Acreage of Census Tract	0-467.21 (1) 467.21-1,134.34 (2) 1,134.34-2,381.76 (3) 2,381.76-4,597.32 (4) 4,597.32-8,954.04 (5)	American Community Survey 2017 5-year estimates on 2010 US Census Data
Population that is Single per Acre	Population that is single	Total Land Acreage of Census Tract	0-794.22 (1) 794.22-1,704.39 (2) 1,704.39-3,072.09 (3) 3,072.09-5,996.47 (4) 5,996.47-11,934.60 (5)	American Community Survey 2017 5-year estimates on 2010 US Census Data
Individuals Aged 35 to 54 per Acre	Population Aged 35 to 54 as of 2010	Total Land Acreage of Census Tract	0-3.157 (1) 3.157-6.440 (2) 6.440-11.062 (3) 11.062-21.550 (4) 21.550-45.307 (5)	2010 US Census
Walkability of the Census Tract	N/A	N/A	No break points, score was either 0 or 5	Developed by Metro Staff
Housing Units per Acre	Housing Units	Total Land Acreage of Census Tract	0-5.389 (1) 5.389-10.853 (2) 10.853-19.303 (3) 19.303-34.062 (4) 34.062-78.316 (5)	2010 US Census
Square feet of Occupiable Space per Acre	Square feet of occupiable parcel space	Total Land Acreage of Census Tract	0-5,053.41 (1) 5,053.41-12,339.41 (2) 12,339.41-25,368.68 (3) 25,368.68-48,855.67 (4) 48,855.67-119,094.18 (5)	Los Angeles County Assessor's Data

Exhibit 3: Latest Calculation Formula

Latest Formula:

$$\begin{aligned} & ("Pop_AC_Score" + ("Em_AC_Score" + "NE_AC_Score") / 2 + "School_AC_Score" + "UniSC" \\ & + "Shop_AC_Score") / 5 + \\ & ((("Zero_HH_Score" + "Pov_Score" + "P1019SC" + "P55SC" + "MotherSC" + "DisabSC") / 6 + \\ & ("P2034SC" + "Bach_SC" + "SingleSC") / 3 + ("P3554SC" + "P55SC" + "Bach_SC" + "SingleSC") / 4) / 3 + \\ & ("Walkable_Score" + "HU17SC" + "SqftSC") / 3) * 4 / 3 \end{aligned}$$

Exhibit 4 – Data Table Elements

Number	Column Name	Description
1	fid	Field ID (not used)
2	GEOIDIO	US Census Geo-ID (primary identifier)
3	ALAND10	Area of Land
4	AWATER10	Area of Water
5	INTPTLAT10	Latitude
6	INTPTLONIO	Longitude
7	Pop	Population
8	Emp	Employment
9	Nonjndus	Non-Industrial Employment
10	Zero_HH	Zero-Car Households
11	Pov	Households in Poverty
12	Walkable	Is the Census Tract Walkable
13	Pop_AC	Population per Acre (using AAcres)
14	Em_AC	Employment per Acre (using AAcres)
15	NE_AC	Non-Industrial Employment per Acre (using AAcres)
16	Pop_AC_Score	Natural Breaks Score 1-5 for Population per Acre
17	Em_AC_Score	Natural Breaks Score 1-5 for Employment per Acre
18	NE_AC_Score	Natural Breaks Score 1-5 for Non-Industrial Employment per Acre
19	Walkable_Score	Walkability Score (Either a 0 or a 5)
20	Zero_HH_AC	Zero-Car Households per Acre (using AAcres)
21	Pov_AC	Households in Poverty per Acre (using AAcres)
22	Zero_HH_Score	Natural Breaks Score 1-5 for Zero Car Households per Acre
23	Pov_Score	Natural Breaks Score 1-5 for Households in Poverty per Acre
24	School	School Enrollment
25	School_AC	School Enrollment per Acre
26	School_AC_Score	Natural Breaks Score 1-5 for School Enrollment per Acre
27	Shop	Home-Based Shopping Trips
28	Shop_AC	Home-Based Shopping Trips per Acre
29	Shop_AC_Score	Natural Breaks Score 1-5 for Home-Based Shopping Trips per Acre
30	AAcre	Land Area in Acres
31	PP10JL9	Population 10-19 years of age
32	PP20_34	Population 20-34 years of age
33	PP35_54	Population 35-54 years of age
34	PP55	Population 55+ years of age
35	Bach%	Percent of Population with a Bachelor Degree
36	Bach_AC	Population with a Bachelor Degree per Acre
37	Bach_SC	Natural Breaks Score 1-5 for Population with a Bachelor Degree per Acre
38	P1019AC	Population 10-19 years of age per Acre
39	P3554AC	Population 35-54 years of age per Acre
40	P55AC	Population 55+ years of age per Acre
41	P2034AC	Population 20-34 years of age per Acre

Number	Column Name	Description
42	P1019SC	Natural Breaks Score 1-5 for Population 10-19 years of age per Acre
43	P2034SC	Natural Breaks Score 1-5 for Population 20-34 years of age per Acre
44	P3554SC	Natural Breaks Score 1-5 for Population 35-54 years of age per Acre
45	P55SC	Natural Breaks Score 1-5 for Population 55+ years of age per Acre
46	Disab%	Percent of Population Disabled
47	DisabAC	Population with a Disability per Acre
48	DisabSC	Natural Breaks Score 1-5 for Population with a Disability per Acre
49	Single	Percent of Population that is Single
50	Mother	Percent of Population that is a Single Mother
51	SingleAC	Single Population per Acre
52	MotherAC	Single Mother Population per Acre
53	SingleSC	Natural Breaks Score 1-5 for Single Population per Acre
54	MotherSC	Natural Breaks Score 1-5 for Single Mother Population per Acre
55	UniPop	University Population (including part-time/full-time enrollment and employment)
56	UniSC	Natural Breaks Score 1-5 for University Population (Note that this is NOT per acre)
57	SqftParcel	Square Feet of livable/workable space per parcel
58	Parcels	Number of Parcels
59	SqftAC	Square Feet of livable/workable parcel space per acre
60	SqftSC	Natural Breaks Score 1-5 for Square Feet of livable/workable parcel space per Acre
61	HU	Housing Units
62	HU_AC	Housing Units per Acre
63	HU_SC	Natural Breaks Score 1-5 for Housing Units per Acre
64	Total Score 3	Total Transit Propensity Score (latest score)

Attachment E
Route and Segment Performance

FY 2019 Quarter 3 - Route Performance Index (RPI)										
Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
754	754	Rapid	Athens - Hollywood via Vermont Ave	19,679	229.1	\$1.26	83.99	0.47	2.21	1
204	204	Local	Athens - Hollywood via Vermont Ave	19,370	275.2	\$1.70	69.02	0.38	1.73	2
207	207	Local	Athens - Hollywood via Western Ave	15,631	233.5	\$1.77	67.11	0.33	1.64	3
757	757	Rapid	Hawthorne - Hollywood via Western Av	11,367	194.0	\$2.14	58.59	0.50	1.60	4
200	200	Local	Echo Park - Exposition Park via Alvarado St & Hoover St	10,767	175.1	\$2.10	59.48	0.37	1.49	5
51	51,52, 351	Local	Downtown LA - Compton - Harbor Gateway Transit Center via Avalon Bl	22,847	414.6	\$2.43	53.40	0.47	1.46	6
175	175	Local	Silver Lake - Hollywood via Hyperion Av & Fountain Av	812	13.9	\$2.15	58.42	0.27	1.38	7
206	206	Local	Athens - Hollywood via Normandie Ave	10,805	197.9	\$2.43	53.37	0.38	1.37	8
18	18	Local	Wilshire Center - Montebello via Sixth St & Whittier Bl	17,181	320.0	\$2.54	51.51	0.41	1.36	9
111	111	Local	LAX to Norwalk via Florence Av	14,533	285.6	\$2.73	48.81	0.41	1.31	10
720	720	Rapid	Santa Monica - Commerce via Wilshire Bl & Whittier Bl	27,758	589.3	\$2.97	45.60	0.45	1.27	11
16	16, 17, 316	Local	16 Downtown LA - Century City via 3rd St 17 Downtown LA - Culver City Station via Robertson Bl.	20,082	426.6	\$2.91	46.42	0.43	1.27	12
66	66	Local	Wilshire Center - Montebello via Olympic Bl & 8th St	10,514	195.5	\$2.56	51.29	0.30	1.25	13
45	45	Local	Lincoln Heights - Rosewood via Broadway	13,654	282.6	\$2.93	46.19	0.41	1.24	14
53	53	Local	Downtown LA - CSU Dominguez Hills via Central Av	11,097	232.1	\$2.96	45.78	0.41	1.24	15
233	233	Local	Lake View Terrace - Sherman Oaks via Van Nuys Bl	10,625	200.7	\$2.55	51.48	0.28	1.23	16
108	108, 358	Local	Marina Del Rey - Pico Rivera via Stauson Av	14,594	332.2	\$3.20	42.98	0.42	1.20	17
60	60	Local	Downtown LA - Artesia Station via Long Beach Bl	13,572	300.5	\$3.19	43.06	0.42	1.19	18
901	901	Metroliner	Metro Orange Line: Warner Center - North Hollywood - Chatsworth Metrolink Station	21,886	345.9	\$5.92	60.07	0.45	1.19	19
105	105	Local	West Hollywood - Vernon via La Cienega Bl & Vernon Av	9,871	216.0	\$3.03	44.87	0.37	1.19	20

FY 2019 Quarter 3 - Route Performance Index (RPI)

Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
152	152, 353	Local	Woodland Hills - No. Hollywood Sta. via Roscoe Bl.	10,340	229.3	\$3.07	44.43	0.37	1.18	21
70	70	Local	Los Angeles - El Monte via Garvey Av	9,404	227.4	\$3.48	40.18	0.45	1.17	22
212	212, 312	Local	Hawthorne - Hollywood via La Brea	10,655	253.7	\$3.41	40.79	0.44	1.17	23
210	210	Local	South Bay Galleria - Hollywood via Crenshaw Bl	9,962	219.9	\$3.16	43.42	0.38	1.16	24
115	115	Local	Playa Del Rey - Norwalk via Manchester Av, Firestone Bl	13,653	302.8	\$3.10	44.09	0.35	1.14	25
603	603	Shuttle	Glendale Galleria - Grand Station via Hoover St. & Rampart Bl (PT)	6,700	187.9	\$3.15	35.33	0.41	1.12	26
710	710	Rapid	South Bay Galleria - Wilshire Center via Crenshaw Bl	6,301	152.9	\$3.53	39.72	0.40	1.11	27
81	81	Local	Eagle Rock - Exposition Park via Figueroa	12,885	297.8	\$3.28	42.12	0.35	1.11	28
14	14, 37	Local	14 Downtown LA - Beverly Hills via Beverly Bl 37 Downtown LA - Fairfax/Washington via Adams Bl	16,113	384.1	\$3.43	40.63	0.37	1.10	29
266	266	Local	Pasadena - Lakewood via Rosemead Bl & Lakewood Bl (PT)	4,540	129.4	\$3.27	34.26	0.38	1.06	30
40	40	Local	South Bay Galleria - Union Station via Hawthorne Bl, Crenshaw Bl & Wilshire Bl King Bl	13,648	322.9	\$3.45	40.41	0.33	1.06	31
251	251	Local	Cypress Park - Lynwood via Soto St	7,846	179.0	\$3.36	41.38	0.30	1.04	32
33	33	Local	Downtown LA - Santa Monica via Venice Bl	9,620	266.9	\$4.13	34.83	0.43	1.04	33
751	751	Rapid	Cypress Park - Huntington Park via Soto Street	4,498	112.0	\$3.48	40.16	0.32	1.03	34
76	76	Local	El Monte - Downtown LA via Valley Bl	8,168	225.4	\$4.03	35.59	0.41	1.03	35
20	20	Local	Downtown LA - Santa Monica via Wilshire Bl	12,258	304.2	\$3.76	37.72	0.36	1.03	36
224	224	Local	Sylmar-Universal City via San Fernando Rd, Lankershim Bl	6,583	160.1	\$3.50	40.01	0.31	1.03	37
705	705	Rapid	West Hollywood - Vernon via La Cienega Bl & Vernon Av	5,237	140.9	\$3.82	37.17	0.37	1.02	38
4	4	Local	Downtown LA - West LA - Santa Monica via Santa Monica Bl	13,983	365.2	\$3.90	36.53	0.38	1.02	39
770	770	Rapid	Los Angeles - El Monte via Cesar E Chavez Av & Garvey Av	6,361	178.8	\$4.13	34.83	0.41	1.02	40
910	910, 950	Metroliner	Metro Silver Line: El Monte - Downtown LA - Harbor Gateway Transit Center - San Pedro	15,717	414.2	\$3.93	36.29	0.38	1.02	41
10	10, 48	Local	10 Downtown LA - West Hollywood via Temple St & Melrose Av 48 Downtown LA - Avalon Station via Main St & South San Pedro St	11,142	285.6	\$3.79	37.43	0.35	1.01	42

FY 2019 Quarter 3 - Route Performance Index (RPI)

Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
744	744	Rapid	Reseda - Ventura -Van Nuys Blvds.	8,075	189.6	\$3.30	41.95	0.26	1.01	43
163	162, 163	Local	West Hills -Sun Valley - North Hollywood Via Sherman Way	8,569	212.5	\$3.69	38.31	0.31	0.99	44
605	605	Shuttle	LAC/USC Medical Ctr - Boyle Heights via Soto St, 4th St & Lorena St (PT)	2,089	54.9	\$3.09	35.88	0.26	0.99	45
110	110	Local	Playa Vista - Bell Gardens via Jefferson Bl - Gage Av	7,728	207.2	\$3.99	35.88	0.35	0.98	46
180	180, 181	Local	Pasadena - Hollywood via Colorado Bl and Hollywood Bl	7,524	212.6	\$4.19	34.42	0.38	0.98	47
55	55, 355	Local	Downtown LA - Imperial Station via Compton Av	6,921	175.6	\$3.80	37.38	0.32	0.98	48
165	165	Local	West Hills - Burbank via Vanowen St	7,575	188.7	\$3.75	37.78	0.31	0.98	49
68	68	Local	Downtown LA - Montebello via Cesar E. Chavez	4,771	125.0	\$3.80	37.37	0.31	0.98	50
30	30,330	Local	Downtown LA - Santa Monica Via Venice Bl	11,547	298.1	\$3.66	38.50	0.29	0.97	51
704	704	Rapid	Downtown LA - Santa Monica via Santa Monica Bl	9,800	274.9	\$4.00	35.78	0.34	0.97	52
117	117	Local	LAX City Bus Center - Downey via Century Bl, 103rd St, Tweedy Bl & Imperial Hwy	8,388	210.8	\$3.64	38.74	0.27	0.96	53
260	260	Local	Altadena - Artesia Station via Fair Oaks Av & Atlantic Bl	9,281	261.1	\$4.08	35.23	0.33	0.95	54
2	2, 302	Local	Downtown LA - Pacific Palisades via Sunset Bl	11,340	321.2	\$4.23	34.17	0.35	0.94	55
780	780	Rapid	Pasadena - West Los Angeles via Colorado Bl & Hollywood Bl	7,150	211.4	\$4.28	33.82	0.35	0.94	56
230	230	Local	San Fernando - Studio City via Laurel Canyon Bl	3,898	101.7	\$3.96	36.06	0.29	0.92	57
234	234	Local	Sherman Oaks - Sylmar via Sepulveda Bl & Brand Bl	5,028	151.7	\$4.62	31.67	0.37	0.92	58
745	745	Rapid	Downtown Los Angeles - Harbor Freeway Station via Broadway	6,038	171.9	\$4.23	34.14	0.31	0.91	59
90	90, 91	Local	Los Angeles - Sunland via Foothill Bl, Cañada Bl and Glendale Av	6,645	220.7	\$5.04	29.40	0.40	0.91	60
28	28	Local	Century City - Downtown LA - Eagle Rock via Olympic	8,186	228.4	\$4.16	34.60	0.30	0.91	61
760	760	Rapid	Downtown LA - Lynwood via Long Beach Bl	4,273	130.1	\$4.58	31.88	0.34	0.90	62
733	733	Rapid	Downtown LA - Santa Monica via Venice Bl	7,436	230.0	\$4.65	31.52	0.34	0.89	63

FY 2019 Quarter 3 - Route Performance Index (RPI)

Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
728	728	Rapid	Downtown LA - Century City via Olympic Bl	5,421	166.6	\$4.48	32.54	0.32	0.89	64
35	35, 38	Local	35 Downtown LA - Fairfax/Washington via Washington Bl 38 Downtown LA - Fairfax/Washington via Jefferson Bl	7,547	206.3	\$4.14	34.76	0.26	0.88	65
150	150, 240	Local	Canoga Park - Universal City via Ventura Bl. / Northridge via Reseda Bl	7,970	241.4	\$4.45	32.73	0.30	0.87	66
734	734	Rapid	Sherman Oaks - Sylmar/San Fernando Station via Sepulveda Bl. - Brand Bl. - Truman St.	5,770	185.6	\$4.72	31.09	0.33	0.86	67
166	166, 364	Local	Chatsworth - Pacoima via Nordhoff St & Osborne St	5,376	151.5	\$4.36	33.29	0.25	0.84	68
125	125	Local	Plaza El Segundo - Norwalk Station via Rosecrans Av (PT)	4,419	147.0	\$4.08	28.52	0.27	0.83	69
92	92	Local	Sylmar Station to Downtown Los Angeles via Glenoaks Bl, Brand Bl, Glendale Bl, Temple St, Spring St and Main St	5,406	185.7	\$5.34	27.94	0.34	0.82	70
217	217	Local	Hollywood/Vine Station - Culver City Transit Center via Hollywood - Fairfax	5,938	194.5	\$4.86	30.30	0.30	0.82	71
252	252	Local	Montecito Heights - Boyle Heights via Soto St.	2,038	53.1	\$4.08	35.23	0.19	0.81	72
164	164	Local	West Hills - Burbank via Victory Bl.	5,667	168.2	\$4.73	31.06	0.27	0.81	73
794	794	Rapid	Downtown Los Angeles - Burbank Station via San Fernando Rd, Brand Bl	3,806	140.3	\$5.52	27.13	0.34	0.80	74
762	762	Rapid	Pasadena - Artesia Blue Line Station via Fair Oaks & Atlantic	3,555	129.2	\$5.43	27.52	0.33	0.80	75
62	62	Local	Downtown LA - Hawaiian Gardens via Telegraph Rd	3,980	159.8	\$6.27	24.25	0.38	0.79	76
460	460	Express	Downtown LA - Disneyland via Harbor Transit way & I-105 Fwy	4,539	211.5	\$7.55	20.51	0.44	0.79	77
788	788	Express	Valley-Westside Express	1,826	71.8	\$5.94	25.43	0.33	0.76	78
94	94	Local	Sylmar - Downtown L.A. via San Fernando Rd & Hill St	4,100	155.5	\$5.75	26.18	0.30	0.75	79
236	236	Local	Sylmar Station - Encino via Balboa	1,467	49.2	\$5.39	27.73	0.26	0.74	80
246	246	Local	San Pedro - Harbor Gateway Transit Center via Avalon Bl	2,379	84.7	\$5.74	26.21	0.28	0.73	81
71	71	Local	Downtown LA - Cal State LA via Wabash Av & City Terrace Dr	1,526	51.6	\$5.63	26.68	0.26	0.72	82
232	232	Local	Long Beach - LAX via Pacific Coast Hwy & Sepulveda Bl (PT)	4,380	192.5	\$5.42	22.35	0.28	0.71	83
158	158	Local	Chatsworth Metrolink Station - Sherman Oaks via Devonshire St. & Woodman Av	1,927	58.9	\$5.19	28.63	0.21	0.71	84

FY 2019 Quarter 3 - Route Performance Index (RPI)

Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
205	205	Local	Imperial/Wilmington Sta. - San Pedro via Wilmington Av, Vermont Av & Western Av (PT)	3,440	144.7	\$5.33	22.70	0.27	0.70	85
78	78, 79, 378	Local	Arcadia - Los Angeles via Huntington Dr & Las Tunas Dr	8,239	346.9	\$6.29	24.17	0.29	0.70	86
258	258	Local	Altadena - Paramount via Lake - Fremont - Eastern	2,435	102.0	\$6.38	23.87	0.29	0.70	87
177	177	Local	JPL - Pasadena via I-210 & California Bl (PT)	373	15.5	\$4.98	24.06	0.22	0.69	88
245	244, 245	Local	Woodland Hills - Chatsworth via Topanga Canyon Bl & De Soto Av	2,546	81.6	\$4.96	29.81	0.17	0.69	89
487	487, 489	Express	El Monte Station - Sierra Madre Villa Station - Downtown LA	3,410	145.4	\$7.11	21.68	0.31	0.68	90
127	127	Local	Compton Station - Downey via Compton Bl & Somerset Bl	793	28.6	\$5.39	27.73	0.19	0.67	91
169	169	Local	Warner Center - Burbank Airport via Valley Circle	2,086	85.2	\$6.20	24.48	0.25	0.66	92
601	601	Shuttle	Warner Center Circulator	957	74.8	\$5.55	21.90	0.24	0.66	93
602	602	Local	Westwood - Pacific Palisades via Sunset Blvd.	1,901	77.0	\$5.55	21.90	0.24	0.66	94
243	242, 243	Local	Porter Ranch - Woodland Hills via Tampa Av. & Winnetka Av.	1,539	52.9	\$5.50	27.24	0.18	0.65	95
130	130	Local	Redondo Beach - Cerritos via Artesia Bl (PT)	2,342	106.6	\$5.85	20.92	0.25	0.65	96
265	265	Local	Pico Rivera - Lakewood Center Mall via Paramount Bl	1,305	50.6	\$6.46	23.61	0.24	0.65	97
183	183	Local	Sherman Oaks - Glendale via Magnolia Bl	1,590	68.8	\$6.79	22.58	0.26	0.64	98
120	120	Local	Aviation Station - Whitewood Mall via Imperial Hwy	3,444	137.2	\$6.50	23.50	0.23	0.63	99
167	167	Local	Chatsworth Metrolink Sta - Studio City via Plummer St & Coldwater Cyn Av (PT)	2,096	89.9	\$5.75	21.23	0.22	0.63	100
128	128	Local	Compton - Cerritos via Alondra Bl (PT)	964	47.8	\$6.09	20.17	0.24	0.62	101
102	102	Local	LAX City Bus Center - South Gate Vis La Tijera-Exposition	2,312	89.6	\$6.46	23.63	0.22	0.62	102
83	83	Local	Eagle Rock - Downtown LA via York	2,333	95.6	\$6.65	23.02	0.23	0.62	103
750	750	Rapid	Warner Center - Universal City via Ventura Bl	2,598	120.1	\$7.12	21.63	0.25	0.62	104

FY 2019 Quarter 3 - Route Performance Index (RPI)

Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
550	550	Express	Exposition Park / USC - San Pedro via Harbor Transitway	1,320	60.3	\$7.66	20.24	0.27	0.61	105
201	201	Local	Glendale - Koreatown via Silver Lake Bl	946	44.5	\$7.58	20.44	0.26	0.60	106
161	161	Local	Thousand Oaks - Agoura Hills - Calabasas - Warner Center	1,068	55.6	\$8.66	18.09	0.29	0.60	107
218	218	Local	Studio City - Beverly Hills via Laurel Canyon Bl (PT)	846	50.0	\$7.62	16.50	0.29	0.60	108
267	264, 267	Local	264 Duarte - Altadena via Duarte Rd & Altadena Dr 267 Altadena - El Monte via Temple City Bl & Lincoln Av	2,731	115.1	\$6.96	22.08	0.22	0.59	109
611	611	Shuttle	Huntington Park Shuttle	1,460	56.4	\$6.60	23.15	0.19	0.59	110
344	344	Local	Harbor Gateway Transit Center - Palos Verdes via Hawthorne Bl	1,352	64.0	\$7.74	20.06	0.25	0.59	111
254	254	Local	Boyle Heights - Watts via Boyle Av & Lorena St) (PT)	708	37.3	\$6.87	18.11	0.24	0.58	112
155	155	Local	Sherman Oaks - Burbank Station via Riverside Dr, Olive Av	1,311	55.9	\$7.35	21.02	0.23	0.58	113
740	740	Rapid	EXPO/Crenshaw Station - South Bay Galleria via Hawthorne	2,214	99.1	\$7.13	21.61	0.21	0.57	114
96	96	Local	Downtown LA - Burbank Station via Griffith Pk Dr & Riverside Dr (PT)	1,255	85.7	\$8.79	14.48	0.30	0.56	115
534	534	Express	Malibu - Washington / Fairfax Transit Hub via Pacific Coast Hwy	1,360	80.4	\$9.55	16.54	0.27	0.54	116
256	256	Local	Commerce - Altadena via Eastern Av & Hill Av (PT)	1,390	81.7	\$8.10	15.61	0.25	0.54	117
239	239	Local	Encino - Sylmar/San Fernando Metrolink Station via White Oak Av, Rinaldi St	859	47.4	\$8.65	18.12	0.22	0.52	118
176	176	Local	Highland Park - Montebello Via Mission-Tyler - Rush	1,439	73.5	\$7.95	19.58	0.19	0.52	119
237	237, 656	Local	656 Owl Service Hollywood - Panorama City via Cahuenga, Chandler and Van Nuys	1,913	92.3	\$8.36	18.70	0.21	0.52	120
154	154	Local	Tarzana - Burbank via Burbank Bl & Oxnard St	753	40.4	\$8.39	18.64	0.20	0.51	121
222	222	Local	Sun Valley - Hollywood via Hollywood Way	1,226	63.9	\$8.95	17.57	0.22	0.51	122
665	665	Shuttle	Cal State LA - City Terrace Shuttle	618	26.8	\$7.20	21.42	0.14	0.51	123
577	577	Express	El Monte Station - Long Beach VA Medical Center via I-605 Fwy (PT)	855	63.8	\$9.56	13.40	0.25	0.50	124
442	442	Express	Hawthorne - Union Station via Hawthorne Bl, La Brea Av, Manchester Bl. & Harbor Transitway	169	11.8	\$11.15	14.32	0.25	0.49	125

FY 2019 Quarter 3 - Route Performance Index (RPI)

Lines	Routes	Service Type	Line Name	DX Boardings	December 2018 Service Change Daily RSH	Subsidy per Brdg.	Brdgs per RSH (DX,SA,&SU)	Pass. Miles per Seat Mile	RPI	Ranking
612	612	Shuttle	South Gate Shuttle	1,088	53.7	\$8.41	18.59	0.15	0.46	126
501	501	Express	NOHO to Pasadena Shuttle	1,390	80.4	\$9.36	13.66	0.21	0.46	127
268	268	Local	La Cañada Flintridge - El Monte via Baldwin Av & Washington Bl	1,579	87.0	\$8.96	17.54	0.16	0.46	128
209	209	Local	Athens - Wilshire Center via Van Ness Ave & Arlington Ave	725	43.9	\$9.57	16.51	0.17	0.45	129
625	625	Shuttle	Green Line Shuttle - World Way West (PT)	312	18.7	\$7.52	16.68	0.12	0.43	130
211	211, 215	Local	South Bay Galleria - Redondo Beach via Prairie Av, Inglewood Av	577	33.0	\$8.99	17.48	0.11	0.41	131
687	686, 687	Shuttle	Altadena - Pasadena - Colorado Bl & Allen Av; Los Robles Av & Fair Oaks Av	1,147	63.0	\$9.47	16.68	0.09	0.37	132
685	685	Shuttle	Glendale - Glassell Park via Verdugo Rd	463	29.7	\$10.18	15.59	0.08	0.35	133
202	202	Local	Willowbrook to Wilmington via Alameda	225	19.2	\$13.80	11.72	0.12	0.32	134
106	106	Local	USC Medical Center to ELAC Transit Center	379	29.5	\$12.52	12.85	0.10	0.32	135
126	126	Local	Manhattan Beach - Hawthorne Station via Manhattan Beach Bl	169	13.7	\$13.07	12.34	0.10	0.31	136
607	607	Shuttle	Windsor Hills - Inglewood Shuttle (PT)	57	9.1	\$21.32	6.26	0.06	0.18	137

*Contracted Lines highlighted in yellow

Metro Bus Network Corridor Segment Performance

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percentile	Total	Percentile	Total	Percentile	Total	Percentile	Total	Percentile	
1	Wilshire/Fairfax to Wilshire/Vermont	3,446	72%	16,324	100%	0.64	74%	67.1	65%	500	100%	82.1%
2	Vermont/Expo to Vermont/Wilshire	4,340	91%	12,742	78%	0.58	67%	87.9	85%	384	77%	79.4%
3	Van Nuys Orange Sta to NoHo Sta	2,586	54%	13,989	86%	0.67	77%	103.0	99%	367	73%	77.8%
4	Vermont/Wilshire to Vermont/Sunset	4,779	100%	8,168	50%	0.37	43%	102.3	99%	384	77%	73.6%
5	Vermont/Florence to Vermont/Expo	3,298	69%	10,680	65%	0.49	56%	82.0	79%	384	77%	69.2%
6	Western/Expo to Western/Wilshire	3,198	67%	8,302	51%	0.57	65%	84.7	82%	298	60%	64.8%
7	Santa Monica/Fairfax to Santa Monica/Vermont	2,858	60%	8,636	53%	0.53	61%	77.0	74%	327	65%	62.6%
8	3rd/Vermont to 6th/St. Paul	3,019	63%	7,316	45%	0.56	64%	76.8	74%	321	64%	62.1%
9	San Pedro/Washington to 7th/Flower	3,001	63%	6,962	43%	0.67	76%	75.8	73%	261	52%	61.4%
10	Hoover/Washington to Alvarado/Wilshire	3,507	73%	4,507	28%	0.58	66%	96.7	93%	195	39%	59.9%
11	Wilshire/Westwood to Wilshire/Fairfax	1,600	33%	12,510	77%	0.48	55%	31.8	31%	500	100%	59.2%
12	Reseda Orange Sta to Van Nuys Orange Sta	1,174	25%	11,462	70%	0.55	63%	59.0	57%	367	73%	57.6%
13	Van Nuys Sta to Nordhoff	2,620	55%	6,490	40%	0.46	53%	88.9	86%	246	49%	56.5%
14	Broadway/Florence to Broadway/Washington	1,935	40%	8,076	49%	0.56	65%	62.2	60%	334	67%	56.3%
15	Western/Florence to Western/Expo	2,234	47%	6,756	41%	0.46	53%	76.1	73%	298	60%	54.8%
16	Pico/Vermont to Pico/Figueroa	2,376	50%	5,105	31%	0.54	62%	82.5	80%	234	47%	53.8%
17	San Vicente/Gracie Allen to 3rd/Vermont	1,973	41%	6,845	42%	0.52	60%	54.8	53%	322	64%	52.1%
18	6th/Vermont to St. Paul	2,542	53%	3,929	24%	0.45	52%	88.5	85%	215	43%	51.4%
19	Vermont/Slauson to Slauson Sta	1,684	35%	4,649	28%	0.64	73%	85.9	83%	182	36%	51.2%
20	Avalon/Florence to San Pedro/Washington	1,740	36%	5,654	35%	0.62	71%	69.8	67%	227	45%	51.0%
21	6th/St. Paul to 6th/Alameda	2,429	51%	5,391	33%	0.31	35%	69.2	67%	310	62%	49.5%
22	6th/St. Paul to Alameda	2,500	52%	4,891	30%	0.54	62%	59.3	57%	222	44%	49.2%
23	Olympic/Vermont to Olympic/Figueroa	1,976	41%	4,985	31%	0.44	50%	79.9	77%	234	47%	49.2%
24	Culver City Sta to Venice/Fairfax	1,464	31%	7,407	45%	0.59	67%	49.5	48%	269	54%	48.9%
25	8th/Vermont to Garland	1,917	40%	3,809	23%	0.43	50%	103.8	100%	154	31%	48.8%
26	Crenshaw/Florence to Crenshaw/Expo	1,453	30%	5,779	35%	0.59	68%	65.9	64%	230	46%	48.6%
27	Flower/Adams to Alameda Union Sta	1,496	31%	7,332	45%	0.55	63%	43.5	42%	290	58%	47.8%
28	Wilshire/Vermont to 6th/St. Paul	1,887	39%	7,157	44%	0.40	46%	49.0	47%	312	62%	47.8%
29	Sunset/Fairfax to Sunset/Vermont	1,705	36%	4,871	30%	0.56	65%	67.4	65%	210	42%	47.4%
30	Venice/Fairfax to Venice/Vermont	1,255	26%	7,037	43%	0.55	63%	50.3	48%	269	54%	47.0%
31	Florence/Vermont to Florence Sta	1,551	32%	4,052	25%	0.54	62%	84.5	81%	169	34%	46.9%
32	Long Beach Bl Sta to Pacific/Slauson	1,801	38%	5,339	33%	0.43	50%	54.9	53%	308	62%	46.9%
33	Manchester/Vermont to Firestone Sta	1,590	33%	3,490	21%	0.51	58%	92.5	89%	154	31%	46.5%
34	7th/Flower to Wilshire/Vermont	2,346	49%	3,989	24%	0.39	45%	64.4	62%	255	51%	46.3%
35	Whittier/Indiana to Atlantic	1,419	30%	4,528	28%	0.56	64%	72.0	69%	200	40%	46.1%
36	Vermont/120th to Vermont/Florence	1,904	40%	5,449	33%	0.25	29%	53.9	52%	384	77%	46.1%
37	Slauson Sta to Slauson/Atlantic	1,298	27%	4,611	28%	0.63	73%	68.0	66%	182	36%	46.0%
38	Alvarado/Wilshire to Sunset/Echo Park	2,446	51%	2,986	18%	0.38	44%	80.4	77%	195	39%	46.0%
39	Alameda Union Sta to El Monte Bus Sta	439	9%	7,238	44%	0.54	62%	53.3	51%	289	58%	45.0%
40	Crenshaw/Slauson to Vermont/Slauson	1,412	30%	3,987	24%	0.55	63%	71.9	69%	182	36%	44.5%
41	5th/Colorado to Wilshire/Westwood	1,407	29%	6,249	38%	0.25	29%	31.8	31%	466	93%	44.0%
42	De Soto Orange Sta to Reseda Orange Sta	859	18%	7,608	47%	0.37	42%	42.1	41%	365	73%	44.0%
43	Central/Florence to Central/Washington	1,339	28%	3,937	24%	0.60	68%	71.0	68%	157	31%	44.0%
44	Florence Sta to Florence/Eastern	1,386	29%	4,108	25%	0.55	63%	70.5	68%	169	34%	43.8%
45	Harbor Gateway Transit Ctr to Harbor Fwy Sta	550	12%	6,106	37%	0.46	52%	60.4	58%	290	58%	43.5%
46	1st/Beaudry to Beverly/Vermont	1,452	30%	3,887	24%	0.47	54%	70.7	68%	204	41%	43.4%
47	Pico/Rimpau to Pico/Vermont	1,783	37%	3,721	23%	0.39	45%	66.4	64%	234	47%	43.2%
48	Sepulveda Orange Line Sta to Nordhoff	1,313	27%	4,295	26%	0.44	50%	72.2	70%	195	39%	42.5%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
49	Crenshaw Sta to Crenshaw/Florence	1,133	24%	5,123	31%	0.52	60%	53.1	51%	230	46%	42.4%
50	Wilshire/Vermont to Wilshire/Figueroa	1,738	36%	3,646	22%	0.47	54%	64.1	62%	184	37%	42.3%
51	6th/St. Paul to Maple/6th	2,620	55%	3,406	21%	0.26	30%	42.3	41%	321	64%	42.1%
52	Harbor Fwy Sta to Flower/Adams	346	7%	8,415	52%	0.63	72%	22.0	21%	290	58%	42.1%
53	Venice/Vermont to Venice/Figueroa	1,420	30%	4,910	30%	0.39	44%	51.7	50%	269	54%	41.6%
54	8th/Garland to Olympic/Alameda	1,538	32%	4,224	26%	0.48	55%	62.6	60%	154	31%	40.9%
55	Crenshaw/MLK to Broadway/Washington	1,019	21%	4,345	27%	0.51	59%	66.2	64%	151	30%	40.1%
56	Harbor Fwy Sta to Broadway/Florence	1,361	28%	3,813	23%	0.27	31%	50.9	49%	330	66%	39.5%
57	Pacific/Slauson to Santa Fe/Olympic	800	17%	5,977	37%	0.48	55%	27.6	27%	308	62%	39.4%
58	Normandie/Expo to Normandie/Wilshire	1,118	23%	3,261	20%	0.54	62%	65.1	63%	138	28%	39.2%
59	Avalon Sta to Avalon/Florence	1,131	24%	4,246	26%	0.42	48%	49.3	47%	251	50%	39.2%
60	Western/Wilshire to Franklin/Western	1,571	33%	2,960	18%	0.32	37%	77.8	75%	161	32%	39.0%
61	Figueroa/Florence to Expo Park/USC Sta	983	21%	3,764	23%	0.52	60%	60.6	58%	158	32%	38.7%
62	Soto/Olympic to Marengo/Cummings	1,005	21%	2,490	15%	0.50	57%	80.7	78%	112	22%	38.6%
63	Nordhoff/Reseda to Van Nuys	657	14%	2,950	18%	0.60	69%	71.5	69%	115	23%	38.5%
64	Garvey/Rosemead to El Monte Sta	1,305	27%	3,641	22%	0.34	39%	51.6	50%	270	54%	38.4%
65	Broadway/Washington to Broadway/Cesar E Chavez	1,384	29%	3,602	22%	0.50	57%	49.9	48%	179	36%	38.4%
66	La Brea/Expo to Hollywood/Orange	1,081	23%	3,774	23%	0.55	62%	50.0	48%	173	35%	38.2%
67	6th/Alameda to Whittier/Indiana	1,007	21%	4,173	26%	0.50	58%	47.1	45%	204	41%	38.1%
68	Santa Monica/Wilshire to Santa Monica/Fairfax	977	20%	6,006	37%	0.37	42%	26.4	25%	327	65%	38.1%
69	Adams/Vermont to Adams/Figueroa	1,133	24%	3,876	24%	0.50	58%	49.0	47%	189	38%	38.0%
70	Western/Wilshire to Hollywood/Western Sta	1,149	24%	2,595	16%	0.47	54%	70.8	68%	137	27%	38.0%
71	Spring/Cesar E Chavez to Huntington/Maycrest	705	15%	4,411	27%	0.61	69%	43.5	42%	182	36%	37.9%
72	Van Nuys/Nordhoff to Glenoaks	1,182	25%	4,291	26%	0.31	35%	54.8	53%	246	49%	37.6%
73	Westlake/MacArthur Sta to Sunset/Alvarado	911	19%	2,307	14%	0.67	77%	53.4	51%	129	26%	37.6%
74	Manchester/Crenshaw to Manchester/Vermont	1,025	21%	3,298	20%	0.48	55%	61.7	59%	152	30%	37.4%
75	Spring/Cesar E Chavez to Marengo/City Terrace	710	15%	3,718	23%	0.61	70%	49.5	48%	151	30%	37.2%
76	Expo Park/USC Sta to Figueroa/Washington	992	21%	3,705	23%	0.51	59%	51.8	50%	158	32%	36.8%
77	Florence/Crenshaw to Florence/Vermont	1,027	21%	3,105	19%	0.42	48%	64.4	62%	169	34%	36.8%
78	Vernon Sta to Vernon/Vermont	1,065	22%	2,187	13%	0.43	49%	75.3	73%	127	25%	36.6%
79	Cesar Chavez/Vignes to Atlantic/Riggin	588	12%	2,865	18%	0.60	69%	59.5	57%	119	24%	36.0%
80	Vanowen/Reseda to Van Nuys	634	13%	2,451	15%	0.54	62%	70.4	68%	107	21%	36.0%
81	ML King/Crenshaw to La Cienega/Jefferson	985	21%	3,857	24%	0.44	50%	42.9	41%	220	44%	36.0%
82	Vernon/Vermont to ML King/Crenshaw	846	18%	2,564	16%	0.50	58%	62.8	61%	127	25%	35.4%
83	Soto/Olympic to Soto Sta	790	17%	2,370	15%	0.47	54%	72.6	70%	110	22%	35.4%
84	Manchester/Market to La Brea/Expo	730	15%	3,321	20%	0.54	62%	49.4	48%	153	31%	35.2%
85	Firestone Sta to Manchester/Garfield	819	17%	3,158	19%	0.46	52%	57.3	55%	154	31%	35.0%
86	NoHo Sta to Lankershim/San Fernando	836	17%	2,644	16%	0.44	51%	65.5	63%	135	27%	34.9%
87	Roscoe/Reseda to Van Nuys	611	13%	2,911	18%	0.54	62%	59.2	57%	126	25%	34.9%
88	Melrose/Vermont to Temple/Figueroa	914	19%	2,724	17%	0.47	53%	57.7	56%	146	29%	34.8%
89	Main/Cesar E Chavez to Indiana	890	19%	2,332	14%	0.51	58%	61.8	60%	115	23%	34.7%
90	Beverly/Vermont to Beverly/La Cienega	966	20%	3,391	21%	0.41	47%	45.6	44%	204	41%	34.5%
91	Wilshire/Western to 8th/Vermont	1,649	35%	1,802	11%	0.21	24%	75.1	72%	154	31%	34.4%
92	Crenshaw/Florence to Crenshaw/MLK	991	21%	4,063	25%	0.34	39%	41.4	40%	235	47%	34.4%
93	Garvey/Atlantic to Rosemead	834	17%	2,833	17%	0.47	54%	55.4	53%	151	30%	34.4%
94	Normandie/Wilshire to Fountain/Vermont	1,156	24%	2,048	13%	0.34	39%	70.8	68%	138	28%	34.3%
95	Compton/Florence to Grand/Washington	751	16%	2,250	14%	0.51	58%	63.5	61%	111	22%	34.2%
96	Crenshaw/Expo to Crenshaw/Wilshire	711	15%	2,645	16%	0.51	58%	57.8	56%	115	23%	33.6%
97	Ave 26/Figueroa to San Fernando/Los Feliz	564	12%	3,601	22%	0.52	59%	45.6	44%	155	31%	33.6%
98	Valley/Atlantic to Rosemead	804	17%	2,700	17%	0.48	55%	52.8	51%	140	28%	33.5%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
99	Figueroa/Washington to Hill/Cesar E Chavez	996	21%	2,876	18%	0.40	45%	53.1	51%	159	32%	33.4%
100	Broadway/Washington to Union Sta	1,291	27%	3,816	23%	0.24	28%	28.2	27%	306	61%	33.3%
101	Harbor Fwy Sta to Figueroa/Florence	939	20%	2,038	12%	0.28	33%	73.1	70%	157	31%	33.3%
102	Florence Sta to Gage/Eastern	711	15%	2,152	13%	0.48	56%	61.3	59%	111	22%	33.0%
103	Hill/Venice to Hill/Ord	1,317	28%	2,889	18%	0.26	30%	41.2	40%	249	50%	32.9%
104	Fairfax/Wilshire to Hollywood/Fairfax	986	21%	2,621	16%	0.44	50%	49.4	48%	149	30%	32.9%
105	Chatsworth Orange Sta to De Soto Orange Sta	804	17%	2,959	18%	0.23	26%	57.9	56%	237	47%	32.8%
106	Cesar E Chavez/Indiana to Riggin/Atlantic	762	16%	2,134	13%	0.46	53%	60.8	59%	115	23%	32.7%
107	Adams/Figueroa to 1st/Beaudry	1,132	24%	2,988	18%	0.36	41%	40.6	39%	204	41%	32.6%
108	Washington/Figueroa to Washington/Vermont	896	19%	2,470	15%	0.39	44%	54.9	53%	159	32%	32.5%
109	Hawthorne/Lennox Sta to Crenshaw/Florence	936	20%	3,686	23%	0.31	36%	39.1	38%	235	47%	32.5%
110	Santa Fe/Olympic to Sunset/Figueroa	1,078	23%	2,819	17%	0.35	41%	43.4	42%	199	40%	32.4%
111	Century/Vermont to Watts Tower Sta	811	17%	2,060	13%	0.41	47%	65.0	63%	114	23%	32.4%
112	Santa Monica/Vermont to Grand/Temple	806	17%	3,356	21%	0.39	45%	44.0	42%	187	37%	32.4%
113	Washington Fairfax TC to Adams/Vermont	936	20%	2,450	15%	0.32	36%	54.3	52%	189	38%	32.2%
114	23rd/Figueroa to Westlake/MacArthur Sta	887	19%	1,680	10%	0.49	56%	51.8	50%	129	26%	32.2%
115	Florence/Seville to Soto/Olympic	613	13%	2,634	16%	0.52	60%	50.3	48%	112	22%	32.0%
116	Ventura/Van Nuys to Universal/Studio City Sta	730	15%	3,665	22%	0.33	38%	35.6	34%	246	49%	31.9%
117	Grand/Washington to Florence/Compton	161	3%	483	3%	0.60	69%	82.7	80%	20	4%	31.8%
118	Victory/Van Nuys to Lankershim	531	11%	2,027	12%	0.49	56%	62.0	60%	97	19%	31.7%
119	Sherman Way/Reseda to Van Nuys	609	13%	2,725	17%	0.46	53%	50.2	48%	137	27%	31.6%
120	Wilshire/Figueroa to Maple/7th	1,766	37%	1,625	10%	0.21	24%	51.2	49%	184	37%	31.4%
121	Hollywood/Highland to Vermont/Prospect	681	14%	2,111	13%	0.43	50%	61.0	59%	108	22%	31.4%
122	Avalon Sta to Central/Florence	734	15%	2,598	16%	0.39	45%	50.8	49%	157	31%	31.3%
123	Main/Venice to San Pedro/Florence	725	15%	2,585	16%	0.46	53%	46.1	44%	141	28%	31.2%
124	Reseda/Nordhoff to Reseda Sta	548	11%	2,171	13%	0.39	45%	69.3	67%	97	19%	31.2%
125	Montana/Glendale to Cesar Chavez/Grand	727	15%	2,685	16%	0.37	42%	48.0	46%	178	36%	31.1%
126	Roscoe/Van Nuys to Tuxford/Lankershim	476	10%	2,613	16%	0.48	55%	50.9	49%	126	25%	31.1%
127	Atlantic/Everington to Atlantic/Valley	632	13%	2,099	13%	0.43	50%	60.2	58%	109	22%	31.1%
128	Arden Pl to Melrose/Vermont	906	19%	2,123	13%	0.35	41%	54.2	52%	150	30%	31.0%
129	Broadway/Cesar E Chavez to Broadway/Thomas	914	19%	2,366	14%	0.33	38%	49.6	48%	177	35%	30.9%
130	Warner Ctr Sta to De Soto Orange Sta	1,038	22%	2,312	14%	0.17	20%	53.3	51%	235	47%	30.9%
131	Century/Crenshaw to Century/Vermont	616	13%	2,266	14%	0.45	52%	55.1	53%	113	23%	30.9%
132	Olympic/Fairfax to Olympic/Vermont	553	12%	2,727	17%	0.44	51%	54.3	52%	114	23%	30.8%
133	Normandie/Florence to Normandie/Expo	678	14%	2,494	15%	0.41	47%	51.3	49%	141	28%	30.7%
134	Hill/Ord to San Fernando/Glendale	316	7%	2,619	16%	0.62	71%	41.0	40%	96	19%	30.5%
135	Temple/Figueroa to Main/Venice	935	20%	2,447	15%	0.43	49%	41.4	40%	143	29%	30.4%
136	Valley/Rosemead to El Monte Sta	756	16%	2,144	13%	0.38	44%	52.9	51%	140	28%	30.4%
137	Vernon Sta to Vermont Ave	656	14%	1,520	9%	0.39	45%	66.7	64%	97	19%	30.3%
138	Vermont/Prospect to Broadway/Central	544	11%	2,479	15%	0.53	61%	42.1	41%	116	23%	30.3%
139	Avalon Florence to San Pedro/Washington	228	5%	830	5%	0.61	70%	67.1	65%	34	7%	30.2%
140	Washington/Vermont to Washington Fairfax TC	862	18%	2,049	13%	0.32	37%	53.8	52%	159	32%	30.2%
141	Sunset/Vermont to Montana/Glendale	836	17%	3,061	19%	0.34	39%	33.0	32%	218	44%	30.2%
142	Central/Washington to Beaudry/4th	979	20%	2,351	14%	0.36	41%	44.8	43%	157	31%	30.0%
143	Gage/Vermont to Florence Sta	604	13%	1,942	12%	0.44	50%	55.0	53%	111	22%	30.0%
144	Main/Grand to Culver City Sta	535	11%	2,998	18%	0.45	52%	45.9	44%	118	24%	29.9%
145	Vermont Ave to ML King/Crenshaw	407	9%	2,031	12%	0.52	60%	50.9	49%	97	19%	29.9%
146	Crenshaw/Expo to Wilshire/Western Sta	676	14%	1,972	12%	0.43	49%	51.9	50%	115	23%	29.7%
147	Pico/Figueroa to Temple/Alameda	1,221	26%	2,463	15%	0.26	30%	31.9	31%	234	47%	29.6%
148	Olympic/Alameda to Indiana	775	16%	2,835	17%	0.32	37%	46.7	45%	154	31%	29.3%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
149	Glendale/San Fernando to Verdugo/Honolulu	403	8%	2,265	14%	0.51	59%	46.8	45%	100	20%	29.2%
150	Sepulveda/Ventura to Sepulveda Orange Line Sta	655	14%	3,285	20%	0.33	38%	36.7	35%	195	39%	29.2%
151	Sunset/Alvarado to Fletcher/San Fernando	340	7%	2,192	13%	0.64	73%	27.1	26%	129	26%	29.2%
152	Hollywood/Vine Sta to Vermont/Prospect	830	17%	1,636	10%	0.35	40%	56.8	55%	116	23%	29.1%
153	Crenshaw/Redondo Beach to Crenshaw Sta	494	10%	2,002	12%	0.44	50%	52.0	50%	115	23%	29.1%
154	Atlantic/Imperial to Atlantic/Everington	555	12%	2,195	13%	0.45	52%	48.5	47%	109	22%	29.1%
155	Lakewood Sta to Rosemead/Telegraph	385	8%	1,325	8%	0.49	57%	61.4	59%	67	13%	29.1%
156	Spring/Cesar E Chavez to Main/Mission	451	9%	2,788	17%	0.50	57%	34.6	33%	140	28%	29.0%
157	Broadway/Central to Colorado/Eagle Rock	596	12%	2,037	12%	0.44	50%	48.0	46%	116	23%	28.9%
158	Hawthorne/Lennox Sta to Manchester/Market	710	15%	2,005	12%	0.33	38%	50.7	49%	153	31%	28.8%
159	Sherman Way/Van Nuys to Lankershim	583	12%	2,432	15%	0.41	47%	43.7	42%	137	27%	28.7%
160	Tuxford/Lankershim to NoHo Sta	541	11%	2,132	13%	0.39	45%	50.1	48%	126	25%	28.6%
161	Figueroa/Ave 26 to Colorado/Eagle Dale	699	15%	2,230	14%	0.31	35%	47.9	46%	159	32%	28.3%
162	Soto Sta to Marengo/State	639	13%	1,628	10%	0.32	37%	60.5	58%	110	22%	28.1%
163	Artesia Sta to Long Beach Bl Sta	570	12%	2,109	13%	0.36	41%	46.8	45%	146	29%	28.1%
164	Sherman Way Sta to Reseda	561	12%	2,241	14%	0.38	43%	45.9	44%	137	27%	28.1%
165	Wilshire/Western to 6th/Vermont	1,077	23%	1,686	10%	0.23	27%	45.9	44%	179	36%	27.9%
166	Main/Mission to Valley/Atlantic	358	7%	2,737	17%	0.49	56%	31.6	30%	140	28%	27.7%
167	Roscoe Sta to Roscoe/Reseda	436	9%	2,174	13%	0.40	46%	45.8	44%	125	25%	27.6%
168	San Fernando/Los Feliz to Olive/San Fernando	383	8%	3,103	19%	0.44	51%	30.1	29%	155	31%	27.6%
169	Pacific/Sunset to Culver City Sta	546	11%	2,507	15%	0.41	47%	34.7	33%	151	30%	27.5%
170	Ventura/Reseda to Van Nuys	532	11%	3,220	20%	0.28	33%	24.0	23%	254	51%	27.5%
171	182nd/Hawthorne to Hawthorne/Lennox Sta	769	16%	2,195	13%	0.26	30%	49.7	48%	148	30%	27.4%
172	Whittier/Atlantic to Montebello Sta	806	17%	1,887	12%	0.23	27%	43.3	42%	200	40%	27.4%
173	Central/Broadway to Colorado/Eagle Rock	493	10%	1,975	12%	0.40	46%	47.8	46%	108	22%	27.3%
174	Jefferson/Hoover to Hoover/Washington	703	15%	2,621	16%	0.34	38%	28.3	27%	195	39%	27.1%
175	6th/Alameda to Commerce Center	555	12%	2,911	18%	0.29	34%	38.3	37%	174	35%	27.0%
176	Fairfax/Olympic to Olympic/Vermont	547	11%	1,844	11%	0.35	40%	49.2	47%	120	24%	26.9%
177	Vanowen/Van Nuys to Burbank Airport	442	9%	1,766	11%	0.39	45%	49.3	48%	107	21%	26.8%
178	Vermont/Prospect to Central/Broadway	275	6%	2,662	16%	0.55	63%	28.6	28%	108	22%	26.7%
179	Century/Aviation to Century/Crenshaw	625	13%	1,784	11%	0.36	41%	47.8	46%	113	23%	26.7%
180	Venice/Figueroa to Union Sta	810	17%	2,703	17%	0.20	23%	23.3	22%	269	54%	26.6%
181	Crenshaw/Wilshire to Hollywood/Vine	599	13%	1,891	12%	0.37	42%	45.7	44%	114	23%	26.6%
182	Balboa Sta to Nordhoff	212	4%	791	5%	0.47	54%	63.8	61%	39	8%	26.5%
183	Le Conte/Broxton to Sunset/Fairfax	383	8%	3,144	19%	0.39	45%	21.2	20%	194	39%	26.3%
184	Hollywood/Orange to Hollywood/Vine	1,081	23%	1,296	8%	0.22	25%	47.0	45%	149	30%	26.1%
185	Alameda Union Sta to Del Mar/Bencamp	84	2%	1,341	8%	0.58	66%	44.1	43%	58	12%	26.1%
186	Sherman Way/Lankershim to NoHo Sta	406	8%	1,231	8%	0.38	43%	57.1	55%	76	15%	25.9%
187	Crenshaw/Artesia to Crenshaw Sta	471	10%	1,734	11%	0.33	38%	49.1	47%	115	23%	25.8%
188	Manchester/Sepulveda to Manchester/Crenshaw	559	12%	2,272	14%	0.33	38%	35.7	34%	152	30%	25.7%
189	Victory/Reseda to Van Nuys	323	7%	1,795	11%	0.43	50%	43.0	41%	97	19%	25.6%
190	Marengo/City Terrace to Garvey/Atlantic	286	6%	2,711	17%	0.45	51%	24.8	24%	151	30%	25.6%
191	Soto/Olympic to Marengo/Soto	458	10%	672	4%	0.27	31%	73.5	71%	63	13%	25.5%
192	Laurel Canyon Sta to Roscoe	362	8%	1,293	8%	0.39	45%	53.6	52%	75	15%	25.4%
193	La Palma/Beach to Norwalk Sta	208	4%	2,140	13%	0.57	66%	26.8	26%	89	18%	25.4%
194	Atlantic/Riggin to Garvey/Rosemead	331	7%	2,152	13%	0.45	52%	32.2	31%	119	24%	25.3%
195	Washington/Fairfax Hub to Fairfax/Wilshire	626	13%	2,021	12%	0.34	39%	33.4	32%	149	30%	25.3%
196	CSU to Avalon Sta	426	9%	1,986	12%	0.33	38%	39.9	38%	142	28%	25.2%
197	Florence/Eastern to Norwalk Sta	513	11%	2,129	13%	0.29	34%	37.0	36%	163	33%	25.1%
198	Hollywood/Fairfax to Hollywood/Argyle	733	15%	1,923	12%	0.32	37%	32.7	32%	149	30%	25.1%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
199	Culver City TC to Crenshaw/Slauson	417	9%	2,513	15%	0.36	41%	26.0	25%	174	35%	25.1%
200	Alameda Union Sta to Del Mar/Marshall	11	0%	559	3%	0.87	100%	19.2	18%	16	3%	25.1%
201	Imperial/Crenshaw to Imperial/Vermont	275	6%	870	5%	0.42	48%	57.6	55%	51	10%	25.0%
202	Hill/Ord to Ave 26/Figueroa	217	5%	3,107	19%	0.44	51%	20.3	20%	155	31%	25.0%
203	Laurel Canyon/Roscoe to Van Nuys	321	7%	1,254	8%	0.38	44%	53.6	52%	75	15%	24.9%
204	Washington Fairfax TC to Hollywood/Highland	503	11%	1,655	10%	0.35	40%	44.4	43%	105	21%	24.9%
205	San Fernando/Van Nuys to Sylmar Sta	407	9%	1,530	9%	0.36	41%	47.7	46%	98	20%	24.9%
206	Hill/Cesar E Chavez to Figueroa/Ave 26	328	7%	3,070	19%	0.42	49%	18.6	18%	159	32%	24.8%
207	Huntington/Maycrest to Las Tunas/Rosemead	451	9%	1,723	11%	0.37	43%	39.4	38%	116	23%	24.7%
208	Reseda/Devonshire to Ventura	455	10%	1,296	8%	0.34	39%	51.2	49%	87	17%	24.7%
209	Olympic/Figueroa to Spring/Temple	754	16%	1,659	10%	0.30	34%	38.5	37%	128	26%	24.6%
210	Vermont Sta to Normandie/Florence	570	12%	1,553	10%	0.25	29%	45.7	44%	141	28%	24.5%
211	Culver City TC to Hyde Park/Crenshaw	394	8%	1,726	11%	0.40	45%	38.1	37%	109	22%	24.5%
212	Grande Vista/Olympic to Soto Sta	471	10%	863	5%	0.38	43%	46.8	45%	91	18%	24.4%
213	De Soto Sta to Nordhoff	293	6%	829	5%	0.32	37%	63.7	61%	58	12%	24.3%
214	La Cienega/Jefferson to La Cienega/Wilshire	506	11%	1,783	11%	0.37	43%	34.3	33%	119	24%	24.3%
215	San Fernando/Fletcher to Columbus/Hawthorne	442	9%	1,377	8%	0.40	46%	32.7	32%	129	26%	24.2%
216	Western/Imperial to Western/Florence	642	13%	1,751	11%	0.19	22%	44.4	43%	161	32%	24.2%
217	Hill/MLK Jr. to Jefferson/Hoover	834	17%	1,396	9%	0.18	20%	36.6	35%	195	39%	24.1%
218	Crenshaw Sta to Western/Florence	394	8%	1,735	11%	0.32	36%	39.1	38%	137	27%	24.0%
219	Lankershim/San Fernando to Van Nuys	292	6%	2,020	12%	0.40	46%	34.1	33%	116	23%	24.0%
220	Santa Monica/Vermont to Grand/Cesar Chavez	448	9%	2,232	14%	0.29	33%	36.8	35%	140	28%	24.0%
221	Slauson/Atlantic to Paramount/Slauson	428	9%	2,152	13%	0.30	34%	28.4	27%	182	36%	24.0%
222	Brand/Broadway to 1st/Olive	401	8%	1,363	8%	0.40	46%	40.4	39%	85	17%	23.7%
223	PCH/I-110 to PCH/Hawthorne	289	6%	1,561	10%	0.42	49%	37.1	36%	92	18%	23.7%
224	Grand/Temple to Venice/16th	832	17%	1,776	11%	0.21	24%	30.2	29%	187	37%	23.7%
225	MLK TC to Avalon Sta	473	10%	1,587	10%	0.27	31%	39.8	38%	148	30%	23.7%
226	Atlantic/Imperial to Atlantic/Slauson	255	5%	1,079	7%	0.42	48%	46.1	44%	64	13%	23.5%
227	Marengo/Cummings to Avenue 28/Idell	579	12%	1,142	7%	0.23	26%	51.5	50%	112	22%	23.4%
228	Broadway/Washington to Washington/Figueroa	956	20%	1,026	6%	0.15	17%	41.1	40%	170	34%	23.4%
229	LAX to Inglewood TC	493	10%	1,569	10%	0.27	31%	41.2	40%	131	26%	23.3%
230	Jefferson/La Cienega to Jefferson/Vermont	477	10%	1,155	7%	0.27	31%	48.5	47%	106	21%	23.2%
231	6th/Central to Telegraph/Atlantic	178	4%	1,609	10%	0.53	61%	27.4	26%	76	15%	23.2%
232	San Pedro/Florence to Avalon Sta	502	11%	1,314	8%	0.24	28%	43.3	42%	135	27%	23.0%
233	MLK Transit Ctr to Rosecrans/Lakewood	319	7%	1,240	8%	0.41	47%	40.0	39%	76	15%	22.9%
234	Watts Tower Sta to Imperial/Atlantic	487	10%	1,434	9%	0.28	32%	41.4	40%	114	23%	22.8%
235	Sepulveda/Nordhoff to Truman/Maclay	280	6%	1,697	10%	0.39	44%	35.0	34%	99	20%	22.8%
236	18th/Olive to Spring/Cesar E Chavez	693	15%	1,597	10%	0.23	26%	29.3	28%	177	35%	22.7%
237	Figueroa/Ave 26 to Colorado/Verdugo	431	9%	1,453	9%	0.28	32%	41.5	40%	121	24%	22.7%
238	Venice/Broadway to Spring/Cesar E Chavez	632	13%	1,621	10%	0.27	31%	30.7	30%	151	30%	22.7%
239	CSU/Eastern to CSU TC	187	4%	414	3%	0.39	44%	56.5	54%	43	9%	22.7%
240	Nordhoff Sta to Reseda	314	7%	1,510	9%	0.35	40%	38.7	37%	102	20%	22.6%
241	La Brea/Expo to Manchester/Market	106	2%	384	2%	0.48	55%	50.7	49%	20	4%	22.5%
242	Willowbrook/Rosa Parks Sta to Compton/Florence	449	9%	1,248	8%	0.28	32%	42.1	41%	113	23%	22.4%
243	Westwood/Wilshire to Sepulveda/Ventura	156	3%	2,623	16%	0.44	50%	21.4	21%	109	22%	22.4%
244	I-405 to Santa Monica/Wilshire	355	7%	2,505	15%	0.33	38%	23.7	23%	140	28%	22.2%
245	Glendale/Montana to Brand/Broadway	262	5%	1,513	9%	0.45	51%	29.1	28%	85	17%	22.2%
246	Artesia Sta to 183rd at Sears Entry	201	4%	902	6%	0.43	49%	43.2	42%	53	11%	22.1%
247	Long Beach Bl Sta to Florence/Seville	467	10%	1,407	9%	0.28	32%	38.8	37%	112	22%	22.1%
248	Inglewood TC to Florence/Crenshaw	449	9%	1,879	12%	0.25	29%	27.3	26%	167	33%	21.9%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
249	Vanowen/Topanga Cyn to Reseda	313	7%	1,452	9%	0.32	37%	37.3	36%	107	21%	21.9%
250	Cesar Chavez/Gateway Center to Marengo/State	208	4%	1,081	7%	0.45	52%	36.3	35%	60	12%	21.9%
251	Wilshire/Flower to Alameda Union Sta	371	8%	1,175	7%	0.41	47%	34.0	33%	71	14%	21.9%
252	Atlantic/Slauson to Los Robles/Valley	212	4%	1,092	7%	0.43	49%	37.6	36%	64	13%	21.8%
253	Pacific/Slauson to Soto/Olympic	276	6%	2,012	12%	0.40	46%	23.7	23%	110	22%	21.7%
254	Olive/Venice to Spring/Cesar E Chavez	631	13%	1,457	9%	0.21	24%	23.6	23%	197	39%	21.6%
255	Grand/Cesar Chavez to Patsaouras Transit Plaza	640	13%	1,254	8%	0.16	19%	40.7	39%	140	28%	21.4%
256	Douglas Sta to Rosecrans/Harbor Fwy Sta	323	7%	1,027	6%	0.34	39%	41.5	40%	76	15%	21.4%
257	Santa Monica/I405 to Santa Monica/Wilshire	464	10%	1,948	12%	0.23	26%	22.5	22%	187	37%	21.3%
258	5th/Los Angeles to Flower/Adams	295	6%	528	3%	0.30	34%	56.3	54%	42	8%	21.3%
259	La Cienega/Jefferson Sta to Washington/Fairfax Hub	683	14%	1,254	8%	0.21	24%	31.5	30%	149	30%	21.2%
260	Ocean/Arizona to Santa Monica/I-405	424	9%	2,129	13%	0.24	27%	24.0	23%	169	34%	21.2%
261	Hyde Park/Crenshaw to Gage Ave/Vermont	313	7%	1,541	9%	0.36	42%	27.7	27%	106	21%	21.1%
262	Artesia Sta to Atlantic/Imperial	346	7%	1,615	10%	0.22	25%	29.1	28%	174	35%	21.0%
263	Temescal Canyon/PCH to Olympic/7th	177	4%	1,092	7%	0.44	50%	33.2	32%	61	12%	21.0%
264	Norwalk Sta to 5th/Los Angeles	38	1%	2,030	12%	0.54	62%	11.6	11%	89	18%	20.9%
265	Telegraph/Antlantic to Telegraph/Norwalk	174	4%	1,314	8%	0.43	50%	28.7	28%	76	15%	20.8%
266	Harbor Gateway TC to Avalon Sta	237	5%	1,100	7%	0.34	39%	38.4	37%	80	16%	20.8%
267	Avalon/Anaheim to Harbor Gateway Transit Ctr	216	5%	974	6%	0.37	43%	39.1	38%	65	13%	20.8%
268	Van Nuys Sta to Woodman	226	5%	688	4%	0.31	35%	51.9	50%	49	10%	20.7%
269	El Monte Sta to Huntington/Sunset	189	4%	890	5%	0.40	46%	38.2	37%	56	11%	20.6%
270	Harbor Fwy Sta to MLK Transit Ctr	239	5%	1,163	7%	0.38	44%	32.8	32%	76	15%	20.6%
271	Eastern/Florence to Atlantic/Telegraph	134	3%	806	5%	0.49	56%	31.6	30%	41	8%	20.5%
272	Manchester/Garfield to Norwalk Sta	394	8%	1,606	10%	0.23	27%	28.3	27%	154	31%	20.5%
273	Rosemead/Telegraph to Rosemead/Valley	158	3%	1,108	7%	0.41	47%	32.8	32%	67	13%	20.5%
274	Colorado/Eagle Rock to Colorado/Lake	268	6%	1,618	10%	0.34	39%	25.1	24%	119	24%	20.5%
275	Willowbrook/Rosa Parks Sta to Imperial/Atlantic	224	5%	902	6%	0.37	42%	39.3	38%	61	12%	20.5%
276	Temple/Alameda to Indiana Sta	479	10%	1,370	8%	0.18	21%	26.2	25%	187	37%	20.4%
277	Huntington/Sunset to Los Robles/Colorado	149	3%	958	6%	0.43	49%	33.7	33%	56	11%	20.3%
278	Devonshire/Reseda to Arleta/Van Nuys	130	3%	643	4%	0.35	40%	48.5	47%	41	8%	20.3%
279	Olympic/Indiana to Atlantic	430	9%	1,544	9%	0.22	25%	34.5	33%	123	25%	20.3%
280	Balboa/Nordhoff to Rinaldi	145	3%	645	4%	0.38	44%	44.4	43%	39	8%	20.3%
281	Temple/Figueroa to Glendale/Montana	213	4%	1,415	9%	0.42	48%	24.1	23%	85	17%	20.2%
282	San Fernando/Lankershim to Sylmar Sta	280	6%	1,291	8%	0.26	29%	37.2	36%	110	22%	20.2%
283	Downtown Long Beach Sta to PCH/I-110	251	5%	1,328	8%	0.36	41%	28.7	28%	92	18%	20.2%
284	San Pedro/Rosecrans to Harbor Fwy Sta	441	9%	1,182	7%	0.16	19%	30.5	29%	179	36%	20.1%
285	La Cienega/Jefferson to Wilshire	260	5%	1,450	9%	0.37	43%	24.6	24%	97	19%	20.1%
286	Lakewood/Hardwick to Lakewood Sta	211	4%	929	6%	0.35	40%	38.4	37%	67	13%	20.0%
287	Ventura/Sepulveda to Van Nuys Sta	289	6%	1,557	10%	0.28	32%	34.1	33%	97	19%	20.0%
288	Glenoaks/Van Nuys to Sylmar Sta	256	5%	617	4%	0.29	33%	49.1	47%	54	11%	20.0%
289	Marengo/State to Avenue 28/Idell	468	10%	919	6%	0.18	21%	42.7	41%	110	22%	19.9%
290	Cesar Chavez/Grand to Venice/Broadway	564	12%	1,091	7%	0.20	23%	32.5	31%	131	26%	19.8%
291	Atlantic/Valley to Fair Oaks/Colorado	302	6%	1,455	9%	0.29	33%	28.9	28%	114	23%	19.8%
292	Spring/Cesar E Chavez to Riverside/Oros	127	3%	728	4%	0.51	59%	22.1	21%	57	11%	19.7%
293	Verdugo/Honolulu to Foothill/Sunland	218	5%	1,474	9%	0.33	38%	27.2	26%	101	20%	19.6%
294	17th/Hill to Cesar Chavez/Vignes	369	8%	1,377	8%	0.29	33%	25.5	25%	119	24%	19.5%
295	Century City Terminal to San Vicente/Gracie Allen	385	8%	1,546	9%	0.19	21%	18.3	18%	205	41%	19.5%
296	Laurel Canyon/Van Nuys to Sylmar Sta	272	6%	1,012	6%	0.31	35%	36.4	35%	75	15%	19.4%
297	Ventura/Topanga Cyn to Warner Ctr	165	3%	471	3%	0.29	33%	51.8	50%	40	8%	19.4%
298	Marengo/State St. to CSU	271	6%	710	4%	0.30	34%	42.4	41%	60	12%	19.4%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
299	Broadway/Cesar E Chavez to Daly/Broadway	258	5%	1,125	7%	0.36	41%	29.0	28%	79	16%	19.4%
300	Calabasas Rd to Ventura/Topanga Cyn	94	2%	760	5%	0.46	53%	30.6	29%	40	8%	19.3%
301	Santa Fe/Olympic to Beaudry/4th	387	8%	1,236	8%	0.28	32%	27.5	26%	110	22%	19.2%
302	Atlantic/Telegraph to CSU	115	2%	747	5%	0.41	47%	34.4	33%	46	9%	19.2%
303	Plummer/Van Nuys to Valley College Sta	147	3%	703	4%	0.38	44%	36.2	35%	46	9%	19.0%
304	Olive/San Fernando to San Fernando/Lankershim	221	5%	1,809	11%	0.26	30%	19.2	18%	155	31%	19.0%
305	Spring/Temple to Figueroa/Ave 26	296	6%	1,575	10%	0.30	35%	21.1	20%	120	24%	19.0%
306	Century Park/Santa Monica to Olympic/Fairfax	324	7%	1,466	9%	0.24	27%	29.3	28%	114	23%	18.8%
307	Arizona Ave to Pacific/Sunset	293	6%	843	5%	0.24	28%	39.2	38%	85	17%	18.8%
308	Fair Oaks/Colorado to Fair Oaks/Woodbury	368	8%	944	6%	0.19	22%	37.3	36%	113	23%	18.7%
309	Harbor Transitway/PCH to Harbor Gateway TC	73	2%	1,493	9%	0.41	46%	21.3	20%	80	16%	18.7%
310	Universal/Studio City Sta to NoHo Sta	406	8%	1,037	6%	0.19	22%	33.4	32%	124	25%	18.7%
311	Nordhoff/Van Nuys to Branford/Glenoaks	315	7%	1,058	6%	0.22	25%	33.8	33%	115	23%	18.7%
312	Sunland/Foothill to Vineland/Cantara	223	5%	400	2%	0.22	25%	53.6	52%	45	9%	18.6%
313	Sherman Way/Lankershim to Vineland/Cantara	258	5%	595	4%	0.22	26%	48.0	46%	61	12%	18.6%
314	Glenoaks/Roscoe to Glenoaks/Van Nuys	152	3%	745	5%	0.34	39%	37.0	36%	55	11%	18.6%
315	Alondra/Atlantic to Alondra/Studebaker	114	2%	618	4%	0.43	49%	31.4	30%	36	7%	18.6%
316	Paramount/Artesia to Lakewood Bl Sta	127	3%	544	3%	0.38	43%	37.4	36%	36	7%	18.5%
317	Hawthorne/PCH to Artesia/Hawthorne	125	3%	794	5%	0.39	45%	31.4	30%	51	10%	18.5%
318	Imperial/Vermont to Willowbrook/Rosa Parks Sta	166	3%	842	5%	0.37	43%	31.2	30%	56	11%	18.5%
319	Fallbrook/Ventura to Roscoe Orange Line Sta	259	5%	1,084	7%	0.20	23%	33.3	32%	125	25%	18.4%
320	Tampa Sta to Nordhoff	130	3%	425	3%	0.28	32%	50.0	48%	35	7%	18.4%
321	Saticoy/Reseda to Van Nuys	89	2%	504	3%	0.39	45%	37.0	36%	32	6%	18.4%
322	NoHo Sta to Olive/San Fernando	143	3%	565	3%	0.35	40%	38.4	37%	40	8%	18.4%
323	Del Mar/Marshall to Huntington/Rosemead	69	1%	222	1%	0.35	40%	47.8	46%	16	3%	18.4%
324	MLK TC to Alondra/Atlantic	164	3%	451	3%	0.31	36%	44.0	42%	36	7%	18.3%
325	Grand/3rd to 6th/Central	411	9%	748	5%	0.25	28%	36.4	35%	76	15%	18.3%
326	Van Nuys/Glenoaks to Foothill/Terra Bella	485	10%	999	6%	0.12	14%	33.8	33%	144	29%	18.3%
327	Truman/Maclay to Eldridge/Maclay	266	6%	1,146	7%	0.26	30%	30.4	29%	99	20%	18.3%
328	Rosemead/Valley to Sierra Madre Villa Sta	194	4%	854	5%	0.32	37%	33.3	32%	67	13%	18.2%
329	Soto Sta to USC Clinic	434	9%	479	3%	0.21	24%	38.2	37%	91	18%	18.2%
330	CSU TC to York/Figueroa	103	2%	482	3%	0.45	51%	27.0	26%	43	9%	18.2%
331	Arleta/Van Nuys to Woodman/Oxnard	151	3%	549	3%	0.31	35%	42.7	41%	40	8%	18.1%
332	Daly/Broadway to Figueroa/Avenue 61	222	5%	1,030	6%	0.33	37%	27.6	27%	79	16%	18.1%
333	Winnetka/Orange Line to Ventura	177	4%	349	2%	0.23	26%	53.9	52%	35	7%	18.1%
334	Colorado/Eagle Rock to Colorado/Hill	200	4%	1,377	8%	0.28	32%	24.9	24%	108	22%	18.1%
335	Victory/Lankershim to Burbank Sta	266	6%	1,043	6%	0.25	29%	30.9	30%	97	19%	18.0%
336	Universal/Studio City Sta to Buena Vista/Alameda	158	3%	654	4%	0.36	42%	33.2	32%	45	9%	18.0%
337	Saticoy/Topanga Cyn to Reseda	97	2%	468	3%	0.37	42%	38.0	37%	32	6%	18.0%
338	Grand/Washington to 23rd/Figueroa	573	12%	553	3%	0.16	19%	31.2	30%	129	26%	18.0%
339	Florence/Compton to Maie/Firestone	84	2%	216	1%	0.27	31%	53.6	52%	20	4%	17.9%
340	Vermont/Expo to Jefferson/Avalon	204	4%	588	4%	0.31	36%	37.8	36%	47	9%	17.9%
341	Reseda/Devonshire to Reseda/Nordhoff	336	7%	777	5%	0.14	16%	43.6	42%	97	19%	17.9%
342	Topanga Cyn/Victory to Victory/Reseda	204	4%	1,152	7%	0.28	32%	27.6	27%	97	19%	17.8%
343	Palm/Seville to Pacific/Slauson	440	9%	822	5%	0.16	19%	35.3	34%	110	22%	17.8%
344	Riverside/Oros to Griffith Park/Los Feliz	92	2%	641	4%	0.45	52%	20.8	20%	57	11%	17.8%
345	Beverly/La Cienega to Beverly/Pico	383	8%	1,249	8%	0.18	20%	18.2	18%	173	35%	17.6%
346	Lakewood Bl Sta to Paramount/Florence	123	3%	501	3%	0.35	40%	36.8	35%	36	7%	17.6%
347	Jet Propulsion Lab to Raymond/Colorado	22	0%	183	1%	0.52	60%	24.7	24%	14	3%	17.6%
348	Nordhoff/Corbin to Winnetka/Orange Line	120	3%	449	3%	0.29	33%	44.0	42%	35	7%	17.6%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
349	Van Nuys/Ventura to Van Nuys Sta	435	9%	1,164	7%	0.14	16%	27.2	26%	149	30%	17.6%
350	Artesia/Hawthorne to Harbor Gateway Transit Ctr	200	4%	1,170	7%	0.29	33%	24.1	23%	101	20%	17.6%
351	Sepulveda Expo Sta to Westwood/Wilshire	353	7%	1,378	8%	0.17	20%	22.6	22%	151	30%	17.5%
352	Ventura Bl/Pl to Laurel Canyon Sta	300	6%	635	4%	0.19	22%	41.3	40%	75	15%	17.4%
353	CSUN Transit Ctr to Plummer/Van Nuys	100	2%	711	4%	0.39	44%	28.1	27%	46	9%	17.4%
354	West Hills Medical Ctr to Sherman Way Sta	444	9%	724	4%	0.12	14%	32.7	31%	137	27%	17.3%
355	PCH/Artesia to Mariposa/Nash Sta	149	3%	1,177	7%	0.33	38%	20.6	20%	88	18%	17.2%
356	Florence Sta to Palm/Seville	255	5%	416	3%	0.22	25%	45.0	43%	47	9%	17.2%
357	Wilshire/Vermont Sta to Parkman/Sunset	194	4%	414	3%	0.29	33%	40.3	39%	36	7%	17.1%
358	Disneyland to La Palma/Beach	114	2%	1,171	7%	0.32	37%	22.5	22%	87	17%	17.1%
359	Grand/Washington to Figueroa/Sunset	356	7%	1,009	6%	0.23	26%	24.4	23%	111	22%	17.1%
360	LAX to Century/Aviation	339	7%	924	6%	0.18	21%	29.5	28%	113	23%	17.0%
361	Arizona Ave to Main/Grand	327	7%	1,257	8%	0.19	22%	25.7	25%	118	24%	16.9%
362	San Vicente/Melrose to Arden Pl	272	6%	1,054	6%	0.23	26%	24.0	23%	116	23%	16.9%
363	Hawthorne/182nd to Hawthorne/Lennox Sta	225	5%	825	5%	0.25	28%	30.5	29%	84	17%	16.8%
364	Hollywood/Argyle to Fountain Ave	433	9%	790	5%	0.13	15%	26.0	25%	149	30%	16.8%
365	Harbor Gateway Transit Ctr to Artesia Sta	118	2%	727	4%	0.34	39%	28.0	27%	53	11%	16.8%
366	PCH/Hawthorne to PCH/Artesia	152	3%	1,109	7%	0.30	35%	20.9	20%	92	18%	16.6%
367	Los Robles/Colorado to Altadena/Lake	151	3%	614	4%	0.27	31%	34.3	33%	56	11%	16.5%
368	La Cienega/Wilshire to Santa Monica/San Vicente	327	7%	943	6%	0.21	24%	24.2	23%	111	22%	16.5%
369	Main/11th to Temple/Figueroa	342	7%	747	5%	0.22	25%	29.5	28%	85	17%	16.5%
370	7th/Maple to Main/Cesar E Chavez	419	9%	901	6%	0.20	22%	23.3	22%	115	23%	16.4%
371	Figueroa/Avenue 61 to Eagle Rock/York	239	5%	655	4%	0.21	24%	34.3	33%	79	16%	16.3%
372	Malibu Canyon/Civic Center to Temescal Canyon/PCH	47	1%	1,038	6%	0.42	48%	14.6	14%	61	12%	16.3%
373	LAX to Imperial/Crenshaw	168	4%	515	3%	0.25	29%	37.2	36%	51	10%	16.3%
374	Jefferson/Vermont to Broadway/Washington	335	7%	1,027	6%	0.19	22%	20.1	19%	134	27%	16.2%
375	MLK TC to Lakewood/Somersset	116	2%	324	2%	0.27	31%	40.9	39%	30	6%	16.2%
376	Crenshaw/Stocker to Vermont/Expo	165	3%	591	4%	0.30	34%	30.5	29%	50	10%	16.1%
377	San Vicente/Sunset to Pico/Rimpau	257	5%	1,210	7%	0.19	22%	15.2	15%	153	31%	16.0%
378	Nordhoff Sta to Nordhoff/Reseda	34	1%	190	1%	0.35	40%	36.9	36%	13	3%	16.0%
379	Sylmar Sta to Olive View Medical Center	190	4%	988	6%	0.23	26%	24.7	24%	98	20%	16.0%
380	Colorado/Lake to Sierra Madre Villa Sta	169	4%	506	3%	0.25	28%	35.9	35%	51	10%	16.0%
381	Sepulveda/Nordhoff to Sylmar Sta	191	4%	1,088	7%	0.20	23%	26.8	26%	96	19%	15.7%
382	Zelzah/Nordhoff to Devonshire	94	2%	450	3%	0.30	34%	33.5	32%	35	7%	15.7%
383	Washington/Palawan to Culver City TC	185	4%	1,185	7%	0.21	24%	15.4	15%	141	28%	15.7%
384	Rosemead/Valley to El Monte Sta	122	3%	507	3%	0.30	35%	30.3	29%	42	8%	15.6%
385	Saticoy/Van Nuys to Lankershim	87	2%	404	2%	0.32	36%	31.5	30%	32	6%	15.4%
386	California/Fair Oaks to Hill/Colorado	112	2%	372	2%	0.35	40%	24.8	24%	43	9%	15.4%
387	Artesia Sta to Willowbrook/Rosa Parks Sta	187	4%	559	3%	0.22	25%	32.6	31%	63	13%	15.4%
388	Riggin/Atlantic to ELAC TC	198	4%	914	6%	0.21	24%	22.0	21%	110	22%	15.3%
389	Jefferson/Avalon to Florence Sta	132	3%	559	3%	0.30	34%	28.0	27%	47	9%	15.3%
390	Paseo Del Mar/Meyler to Avalon/Anaheim	134	3%	731	4%	0.28	32%	25.1	24%	65	13%	15.3%
391	Crenshaw/MLK to Crenshaw/Jefferson	310	6%	530	3%	0.16	18%	33.0	32%	84	17%	15.3%
392	Culver/Pacific to Manchester/Sepulveda	198	4%	685	4%	0.19	21%	31.4	30%	81	16%	15.2%
393	Santa Anita/Huntington to El Monte Sta	123	3%	577	4%	0.26	30%	30.0	29%	56	11%	15.1%
394	Eastern/Tuttle to CSU/Eastern	97	2%	350	2%	0.33	37%	26.4	25%	43	9%	15.1%
395	Pacific/21st to Harbor Transitway/PCH	94	2%	1,045	6%	0.28	33%	19.2	18%	80	16%	15.1%
396	NoHo Sta to Buena Vista/Alameda	164	3%	976	6%	0.22	25%	19.0	18%	110	22%	15.0%
397	Mariposa/Nash Sta to LAX	202	4%	652	4%	0.19	22%	28.9	28%	85	17%	15.0%
398	Norwalk Sta to Whittwood Center	95	2%	678	4%	0.32	37%	22.2	21%	52	10%	15.0%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
399	Sepulveda Expo Sta to Wilshire/Veteran	198	4%	407	2%	0.18	21%	39.0	38%	49	10%	14.9%
400	Van Nuys Sta to Woodley/Nordhoff	93	2%	414	3%	0.28	32%	31.8	31%	37	7%	14.9%
401	Pioneer/Rosecrans to Gridley/187th	125	3%	721	4%	0.30	34%	22.3	22%	61	12%	14.9%
402	Huntington/Maycrest to Huntington/Rosemead	89	2%	846	5%	0.30	35%	19.4	19%	70	14%	14.9%
403	Sunset/PCH to Le Conte/Broxton	107	2%	918	6%	0.29	33%	18.7	18%	78	16%	14.9%
404	Harbor Gateway Transit Ctr to Artesia Sta	117	2%	675	4%	0.27	31%	25.1	24%	63	13%	14.8%
405	Sanchez/Brand to Del Mar Sta	84	2%	1,010	6%	0.23	26%	18.3	18%	110	22%	14.8%
406	Culver City Expo Sta to San Vicente/Gracie Allen	172	4%	453	3%	0.25	28%	31.4	30%	45	9%	14.8%
407	Imperial/Atlantic to Norwalk Sta	131	3%	717	4%	0.29	33%	21.7	21%	61	12%	14.7%
408	Indiana/Olympic to Indiana Sta	173	4%	379	2%	0.23	26%	34.6	33%	42	8%	14.7%
409	Gage/Eastern to Granger/Florence	209	4%	724	4%	0.19	22%	24.7	24%	94	19%	14.7%
410	Van Nuys Orange Line Sta to NoHo Sta	70	1%	324	2%	0.29	33%	32.2	31%	28	6%	14.6%
411	Western/1st to Vermont/PCH	118	2%	668	4%	0.27	31%	23.8	23%	61	12%	14.6%
412	Rosecrans/Lakewood to Norwalk Sta	139	3%	644	4%	0.21	24%	27.4	26%	76	15%	14.5%
413	Vermont/PCH to Harbor Gateway Transit Ctr	112	2%	634	4%	0.26	30%	25.0	24%	61	12%	14.5%
414	Trancas Canyon/PCH to PCH/Heathcliff	97	2%	312	2%	0.14	16%	42.5	41%	55	11%	14.4%
415	Sylmar Sta to Hubbard/Eldridge	161	3%	604	4%	0.20	23%	29.2	28%	68	14%	14.4%
416	Laurel Canyon/Hollywood to Laurel Canyon/Ventura	77	2%	495	3%	0.36	41%	15.6	15%	55	11%	14.4%
417	Reseda Sta to Ventura/Sepulveda	172	4%	1,043	6%	0.19	22%	21.7	21%	97	19%	14.4%
418	Wilshire to Santa Monica Bl	247	5%	679	4%	0.17	20%	23.3	22%	97	19%	14.2%
419	El Monte Sta to Westfield Santa Anita	112	2%	537	3%	0.27	31%	25.1	24%	49	10%	14.2%
420	Buena Vista/Alameda to Burbank Sta	145	3%	384	2%	0.21	24%	33.1	32%	45	9%	14.2%
421	E.A. Way/Jefferson Bl to Culver City TC	172	4%	721	4%	0.20	23%	22.6	22%	91	18%	14.1%
422	Topanga Cyn/Nordhoff to Warner Ctr	152	3%	463	3%	0.19	22%	32.9	32%	55	11%	14.1%
423	Burbank Sta to Glenoaks/Roscoe	112	2%	582	4%	0.26	30%	24.1	23%	55	11%	14.1%
424	PCH/Vermont to Harbor Gateway TC	85	2%	575	4%	0.28	32%	23.5	23%	51	10%	14.1%
425	Olympic/Figueroa to Union Sta	350	7%	827	5%	0.13	15%	20.6	20%	114	23%	14.1%
426	Topanga Cyn/Sherman Way to Ventura/Reseda	151	3%	729	4%	0.21	24%	23.1	22%	79	16%	14.0%
427	Wilshire/Veteran to Van Nuys Sta	21	0%	916	6%	0.41	47%	7.7	7%	49	10%	14.0%
428	Del Mar/Bencamp to Sierra Madre Villa Sta	112	2%	634	4%	0.27	31%	21.9	21%	59	12%	14.0%
429	St. George/Aloha to Sanborn/Sunset	77	2%	137	1%	0.19	22%	43.4	42%	18	4%	13.9%
430	De Soto/Nordhoff to Chatsworth Sta	166	3%	405	2%	0.16	18%	35.0	34%	58	12%	13.9%
431	Huntington/Rosemead to Arcadia Gold Line Sta	173	4%	547	3%	0.20	22%	27.0	26%	70	14%	13.9%
432	CSU to Fremont/Huntington	84	2%	529	3%	0.28	32%	23.5	23%	47	9%	13.9%
433	Cecilia/Atlantic to Florence Sta	135	3%	305	2%	0.20	23%	35.0	34%	38	8%	13.8%
434	Burbank Airport to Burbank Sta	148	3%	783	5%	0.19	22%	20.3	20%	98	20%	13.7%
435	Telegraph/Norwalk to Pioneer/Rosecrans	128	3%	786	5%	0.26	30%	16.9	16%	76	15%	13.7%
436	Inglewood Transit Ctr to Manchester/Figueroa	20	0%	95	1%	0.29	33%	33.9	33%	8	2%	13.7%
437	Colorado/Lake to Altadena/Lake	162	3%	439	3%	0.20	22%	29.6	29%	56	11%	13.7%
438	Century City Terminal to Fairfax/Olympic	159	3%	695	4%	0.20	23%	22.8	22%	80	16%	13.6%
439	Sepulveda/Ventura to NoHo Sta	88	2%	394	2%	0.25	28%	28.7	28%	40	8%	13.6%
440	Hill/Venice to Broadway/Cesar E Chavez	287	6%	551	3%	0.17	20%	23.8	23%	79	16%	13.6%
441	7th/Patton to PCH/Vermont	107	2%	458	3%	0.23	26%	27.6	27%	50	10%	13.6%
442	LAX to Crenshaw/Stocker	97	2%	549	3%	0.27	31%	22.1	21%	51	10%	13.6%
443	San Vicente/Gracie Allen to Laurel Canyon/Hollywood	159	3%	377	2%	0.27	31%	20.3	20%	55	11%	13.5%
444	Foothill/Sunland to Van Nuys	52	1%	673	4%	0.28	32%	20.1	19%	54	11%	13.5%
445	Harbor Gateway TC to McClintock/Jefferson	42	1%	508	3%	0.30	35%	21.1	20%	42	8%	13.5%
446	Vernon Sta to Slauson/Atlantic	98	2%	394	2%	0.25	29%	27.0	26%	39	8%	13.4%
447	Indiana Sta to CSU	123	3%	397	2%	0.24	27%	27.7	27%	42	8%	13.4%
448	Manchester/Market to Hawthorne/Lennox Sta	18	0%	154	1%	0.39	44%	20.2	19%	10	2%	13.4%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
449	Lorena/Olympic to Indiana Sta	82	2%	218	1%	0.27	31%	27.3	26%	32	6%	13.4%
450	Paramount/Jackson to Eastern/Florence	88	2%	421	3%	0.26	29%	25.8	25%	41	8%	13.4%
451	Gage/Pacific to Lorena/Olympic	54	1%	277	2%	0.35	40%	18.4	18%	32	6%	13.3%
452	Hawthorn/Highland to Cahuenga/Barham	110	2%	497	3%	0.28	32%	21.5	21%	45	9%	13.3%
453	Fremont/Huntington to Lake Sta	83	2%	505	3%	0.27	31%	21.8	21%	46	9%	13.3%
454	Cahuenga/Lankershim to NoHo Sta	117	2%	570	3%	0.26	30%	20.6	20%	55	11%	13.3%
455	NoHo Sta to Van Nuys Sta	90	2%	496	3%	0.26	30%	22.7	22%	47	9%	13.3%
456	Gridley/187th to 226th/Norwalk	144	3%	582	4%	0.20	23%	22.7	22%	72	14%	13.2%
457	Lake Sta to Altadena/Lake	135	3%	355	2%	0.19	22%	30.8	30%	46	9%	13.2%
458	Sunland/San Fernando to Foothill	47	1%	436	3%	0.32	37%	18.6	18%	34	7%	13.0%
459	Olympic/Atlantic to Montebello Metrolink	193	4%	643	4%	0.12	14%	25.2	24%	94	19%	13.0%
460	Cahuenga/Barham to Hollywood/Magnolia	78	2%	512	3%	0.28	33%	19.2	18%	45	9%	13.0%
461	17th/Hill to Cesar Chavez/Gateway Center	183	4%	520	3%	0.22	25%	21.5	21%	60	12%	12.9%
462	San Fernando/Western to Glendale Transit Ctr	75	2%	301	2%	0.26	30%	26.4	25%	29	6%	12.9%
463	Firestone/Santa Fe to Florence/Otis	99	2%	323	2%	0.22	26%	28.4	27%	36	7%	12.9%
464	Imperial/Main to Aviation Sta	108	2%	281	2%	0.22	26%	25.4	24%	50	10%	12.8%
465	Las Tunas/Rosemead to Live Oak/Santa Anita	135	3%	654	4%	0.18	21%	19.1	18%	90	18%	12.8%
466	Culver City TC to La Cienega/Jefferson Sta	120	3%	807	5%	0.21	25%	13.5	13%	94	19%	12.8%
467	Topanga Cyn/Ventura to De Soto Sta	133	3%	466	3%	0.18	20%	26.9	26%	60	12%	12.7%
468	Crenshaw Sta to Western/Imperial	210	4%	382	2%	0.09	10%	31.6	30%	83	17%	12.7%
469	Broadway/Central to Chevy Chase/Glenoaks	144	3%	254	2%	0.18	20%	32.8	32%	36	7%	12.7%
470	Figueroa/Sunset to Grand/Washington	76	2%	218	1%	0.27	31%	26.4	25%	20	4%	12.7%
471	Garfield/Atlantic to Rosemead/Valley	85	2%	409	3%	0.25	29%	23.4	23%	41	8%	12.7%
472	Warner Ctr to Ventura/Reseda	137	3%	710	4%	0.16	18%	19.4	19%	97	19%	12.7%
473	Highland/Hollywood to Cahuenga/Lankershim	74	2%	575	4%	0.26	30%	17.6	17%	55	11%	12.6%
474	Marengo/Soto to Figueroa/Carlota Bl	148	3%	447	3%	0.18	20%	24.9	24%	63	13%	12.6%
475	Hawthorne/182nd to Artesia/Hawthorne	192	4%	653	4%	0.13	15%	18.3	18%	112	22%	12.6%
476	Parkman/Sunset to Silver Lake/Rowena	43	1%	488	3%	0.34	39%	12.8	12%	36	7%	12.4%
477	Verdugo/Colorado to Canada/Towne	152	3%	349	2%	0.15	17%	29.1	28%	59	12%	12.4%
478	Florence Sta to Vernon Sta	120	3%	300	2%	0.19	22%	28.7	28%	39	8%	12.4%
479	Workman/College to El Monte Sta	61	1%	479	3%	0.26	30%	18.8	18%	46	9%	12.3%
480	Imperial/Atlantic to Lakewood Bl Sta	172	4%	664	4%	0.14	16%	16.9	16%	107	21%	12.3%
481	Atlantic/Imperial to Willowbrook Sta	96	2%	277	2%	0.19	22%	29.3	28%	36	7%	12.2%
482	Alameda/Buena Vista to Sanchez/Brand	34	1%	1,038	6%	0.24	27%	5.2	5%	110	22%	12.2%
483	Dorothy/Chesebro to Calabazas Rd	15	0%	600	4%	0.36	42%	7.7	7%	40	8%	12.2%
484	Artesia/PCH to Artesia/Hawthorne	93	2%	453	3%	0.24	27%	20.1	19%	48	10%	12.2%
485	York/Figueroa to California/Fair Oaks	28	1%	375	2%	0.35	40%	9.4	9%	43	9%	12.1%
486	White Oak/Victory to Zelzah/Nordhoff	71	1%	332	2%	0.22	25%	25.3	24%	35	7%	12.1%
487	Hawthorne/Palos Verdes to Hawthorne/PCH	61	1%	465	3%	0.23	26%	20.5	20%	51	10%	12.0%
488	Paramount/Florence to Pearson/Jackson	73	2%	327	2%	0.23	26%	24.3	23%	36	7%	12.0%
489	Griffith Park/Los Feliz to Victory/Riverside	21	0%	499	3%	0.35	40%	5.2	5%	57	11%	12.0%
490	Sunset/Vermont to St. George/Aloha	55	1%	174	1%	0.24	28%	27.4	26%	18	4%	12.0%
491	Platt/Victory to Vanowen/Topanga Cyn	125	3%	562	3%	0.13	14%	18.7	18%	106	21%	11.9%
492	Arlington/Expo to Wilshire/Western Sta	95	2%	298	2%	0.22	25%	24.9	24%	34	7%	11.9%
493	Gridley/187th to Norwalk Sta	33	1%	524	3%	0.29	33%	13.6	13%	46	9%	11.8%
494	Zelzah/Devonshire to Rinaldi/Haskell	59	1%	340	2%	0.23	26%	23.3	22%	35	7%	11.8%
495	Victory/Riverside to Burbank Sta	110	2%	317	2%	0.22	25%	18.3	18%	57	11%	11.7%
496	Silver Lake/Rowena to Broadway/Central	63	1%	392	2%	0.27	31%	17.2	17%	36	7%	11.7%
497	Indiana Sta to Rowan/Dozier	115	2%	121	1%	0.15	17%	32.9	32%	32	6%	11.7%
498	Norwalk Sta to Workman/College	23	0%	539	3%	0.30	34%	12.2	12%	46	9%	11.7%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
499	Foothill/Van Nuys to Olive View Med Ctr	93	2%	414	3%	0.18	21%	23.0	22%	51	10%	11.6%
500	Moorpark/Van Nuys to Universal/Studio City Sta	82	2%	385	2%	0.21	24%	20.9	20%	45	9%	11.5%
501	NoHo Sta to Burbank Sta	60	1%	250	2%	0.22	26%	24.1	23%	28	6%	11.5%
502	Lakewood Center Mall to Paramount/Artesia	65	1%	290	2%	0.20	23%	24.7	24%	36	7%	11.5%
503	13th/Gaffey to Western/1st	109	2%	466	3%	0.19	22%	18.6	18%	61	12%	11.4%
504	Hawthorne/182nd to Crenshaw/Redondo Beach	95	2%	704	4%	0.16	18%	10.9	10%	110	22%	11.4%
505	Olive/San Fernando to San Fernando/Western	58	1%	405	2%	0.25	29%	16.9	16%	40	8%	11.4%
506	1st/Olive to Burbank Station	223	5%	309	2%	0.09	10%	23.5	23%	85	17%	11.3%
507	Platt/Victory to Topanga Cyn/Victory	113	2%	409	3%	0.12	14%	22.7	22%	79	16%	11.3%
508	Chatsworth Sta to CSUN Transit Ctr	74	2%	387	2%	0.21	24%	19.7	19%	46	9%	11.2%
509	Chatsworth Sta to Devonshire/Reseda	68	1%	353	2%	0.19	22%	23.1	22%	41	8%	11.2%
510	Washington/Lake to Jet Propulsion Lab	87	2%	311	2%	0.16	19%	25.0	24%	48	10%	11.2%
511	Warner Ctr to West Hills Medical Ctr	45	1%	302	2%	0.22	25%	21.3	20%	34	7%	11.1%
512	Westlake/Wilshire to Wilshire/Flower	203	4%	351	2%	0.12	14%	21.3	21%	71	14%	11.1%
513	Hollywood/Magnolia to Burbank Airport	66	1%	404	2%	0.22	26%	17.3	17%	45	9%	11.0%
514	Winnetka/Ventura to Tampa Sta	72	1%	259	2%	0.17	19%	26.8	26%	35	7%	11.0%
515	Chatsworth Sta to Nordhoff Sta	139	3%	500	3%	0.10	12%	14.5	14%	115	23%	10.9%
516	Grandee/Century to Gage/Pacific	64	1%	184	1%	0.23	26%	20.1	19%	32	6%	10.9%
517	Highland/Santa Monica to Hollywood Bl	219	5%	303	2%	0.14	16%	22.0	21%	55	11%	10.9%
518	PCH/Heathcliff to Malibu Canyon/Civic Center	19	0%	625	4%	0.27	31%	7.8	7%	57	11%	10.8%
519	Maie/Firestone to Willowbrook/Rosa Parks	20	0%	105	1%	0.26	30%	21.7	21%	10	2%	10.8%
520	Raymond/Glenarm to Colorado/Los Robles	213	4%	383	2%	0.10	11%	16.9	16%	99	20%	10.8%
521	Colorado/Los Robles to New York/Allen	133	3%	229	1%	0.12	14%	27.1	26%	48	10%	10.7%
522	7th/Channel to Gridley/187th	27	1%	435	3%	0.24	27%	14.2	14%	46	9%	10.7%
523	Sierra Madre Villa Sta to Washington/Lake	52	1%	440	3%	0.23	26%	13.0	12%	48	10%	10.4%
524	Balboa/Foothill to Sylmar Sta	62	1%	261	2%	0.16	18%	24.2	23%	39	8%	10.4%
525	Valley College Sta to Ventura/Goodland	77	2%	305	2%	0.17	19%	20.6	20%	46	9%	10.3%
526	Rinaldi/Haskell to Sylmar Station	61	1%	296	2%	0.20	23%	19.5	19%	35	7%	10.3%
527	El Monte Sta to The Shops at Montebello	74	2%	287	2%	0.17	20%	21.0	20%	42	8%	10.3%
528	Colorado/Los Robles to Atladena/Lake	125	3%	259	2%	0.13	15%	23.3	22%	51	10%	10.3%
529	Van Ness/Florence to Arlington/Expo	59	1%	279	2%	0.21	24%	18.7	18%	34	7%	10.2%
530	Los Robles/Valley to Fair Oaks/Colorado	63	1%	490	3%	0.19	22%	11.7	11%	64	13%	10.1%
531	Verdugo/Eagle Rock to Colorado	107	2%	304	2%	0.13	15%	20.4	20%	59	12%	10.1%
532	Manchester/Market to Redondo Beach Sta	57	1%	164	1%	0.15	17%	25.9	25%	27	5%	10.0%
533	Manchester/Figueroa to Figueroa/39th	1	0%	131	1%	0.40	46%	1.5	1%	8	2%	10.0%
534	Agoura/Westlake to Dorothy/Chesebro	34	1%	371	2%	0.22	26%	13.4	13%	40	8%	9.9%
535	Westfield Santa Anita to Sierra Madre Villa Sta	48	1%	404	2%	0.21	24%	12.5	12%	48	10%	9.8%
536	Washington Fairfax TC to Jefferson/La Cienega	148	3%	365	2%	0.09	10%	13.8	13%	101	20%	9.8%
537	Sierra Madre Villa Sta to Santa Anita/Huntington	55	1%	407	2%	0.18	21%	13.8	13%	56	11%	9.8%
538	Live Oak/Santa Anita to Myrtle/Longden	101	2%	302	2%	0.10	12%	19.2	18%	72	14%	9.8%
539	West Hills Medical Ctr to Saticoy/Topanga Cyn	31	1%	336	2%	0.24	28%	12.1	12%	35	7%	9.8%
540	Woodman/Oxnard to Moorpark/Van Nuys	78	2%	243	1%	0.14	16%	22.4	22%	38	8%	9.7%
541	Garvanza/Avenue 63 to Garfield/Atlantic	73	2%	263	2%	0.16	18%	19.3	19%	41	8%	9.7%
542	Burbank Airport to Sunland/San Fernando	64	1%	302	2%	0.17	19%	17.3	17%	45	9%	9.6%
543	Hill/Colorado to Mendocino/Lake	51	1%	195	1%	0.18	21%	16.8	16%	43	9%	9.6%
544	Woodley/Nordhoff to Sepulveda/Rinaldi	54	1%	237	1%	0.16	18%	20.1	19%	37	7%	9.5%
545	Olympic/Rio Vista to Indiana/Olympic	76	2%	164	1%	0.12	14%	25.3	24%	34	7%	9.5%
546	Plaza El Segundo to Douglas Sta	100	2%	321	2%	0.13	14%	16.5	16%	64	13%	9.4%
547	Florence/Otis to Atlantic/Imperial	52	1%	276	2%	0.19	22%	15.8	15%	36	7%	9.4%
548	Balboa/Moorpark to Balboa Sta	73	2%	247	2%	0.15	17%	20.1	19%	39	8%	9.4%

	Segment Description	Boardings per Route Mile		Pass Miles per Route Mile		Seat Utilization		Boardings per Revenue Hour		Trips per Day		Overall Score
		Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	Total	Percetile	
549	Warner Ctr to Topanga Cyn/Ventura	96	2%	313	2%	0.13	15%	17.6	17%	53	11%	9.4%
550	Alondra/Studebaker to Bloomfield/Park	54	1%	237	1%	0.16	19%	17.5	17%	36	7%	9.1%
551	Thousand Oaks Transit Ctr to Agoura/Westlake	52	1%	244	1%	0.15	17%	18.0	17%	40	8%	9.0%
552	Lakewood/Somerset to Downey Depot	57	1%	175	1%	0.15	17%	20.5	20%	30	6%	8.9%
553	Willowbrook Sta to Firestone/Santa Fe	62	1%	211	1%	0.15	17%	18.6	18%	36	7%	8.9%
554	City of Hope Sta to Westfield Santa Anita	46	1%	171	1%	0.14	16%	20.1	19%	30	6%	8.7%
555	Figueroa/39th to Union Sta	12	0%	77	0%	0.24	27%	14.8	14%	8	2%	8.7%
556	Slauson/Atlantic to Cecelia/Atlantic	77	2%	186	1%	0.12	14%	19.4	19%	38	8%	8.6%
557	Balboa/Rinaldi to Foothill	20	0%	335	2%	0.20	23%	8.7	8%	39	8%	8.3%
558	Van Ness/Imperial to Van Ness/Florence	38	1%	235	1%	0.17	20%	12.9	12%	34	7%	8.3%
559	Cypress/Verdugo to Eagle Rock	112	2%	222	1%	0.09	11%	15.5	15%	59	12%	8.2%
560	Burbank/Yolanda to Van Nuys Orange Line Sta	33	1%	183	1%	0.16	19%	15.5	15%	28	6%	8.2%
561	Hawthorne/Lennox Sta to Inglewood Transit Ctr	22	0%	32	0%	0.10	11%	28.4	27%	8	2%	8.1%
562	Tampa/Nordhoff to Rinaldi/Porter Ranch	48	1%	188	1%	0.12	14%	18.0	17%	35	7%	8.1%
563	Carson Plz Dr to San Pedro/Rosecrans	41	1%	232	1%	0.10	12%	15.3	15%	56	11%	8.0%
564	Indiana Sta to ELAC TC	63	1%	189	1%	0.13	15%	15.7	15%	36	7%	8.0%
565	Zelzah/Ventura to White Oak/Victory	57	1%	166	1%	0.11	13%	18.4	18%	35	7%	7.9%
566	Raymond/Colorado to Hill/Del Mar	28	1%	52	0%	0.15	17%	19.6	19%	14	3%	7.9%
567	Redondo Beach Sta to Manhattan Beach/Crenshaw	18	0%	81	0%	0.15	18%	18.0	17%	13	3%	7.7%
568	Saticoy/Lankershim to Burbank Airport	42	1%	166	1%	0.13	15%	15.8	15%	32	6%	7.7%
569	South Bay Transit Ctr to Prairie/El Segundo	36	1%	126	1%	0.12	14%	18.0	17%	26	5%	7.6%
570	Prairie/El Segundo to Manchester/Market	34	1%	145	1%	0.14	16%	15.6	15%	26	5%	7.6%
571	Rinaldi/Porter Ranch to Nordhoff/Corbin	39	1%	181	1%	0.12	13%	15.5	15%	35	7%	7.5%
572	Torrance/Broadway to Artesia/PCH	51	1%	236	1%	0.13	15%	11.2	11%	45	9%	7.5%
573	Mariachi Plaza to Indiana Sta	57	1%	161	1%	0.11	13%	14.8	14%	36	7%	7.3%
574	Vermont Sta to Van Ness/Imperial	35	1%	157	1%	0.12	13%	14.8	14%	34	7%	7.2%
575	Culver City TC to Washington/Palawan	10	0%	124	1%	0.21	24%	8.3	8%	15	3%	7.1%
576	PCH/Heathcliff to Dume	4	0%	55	0%	0.18	21%	12.9	12%	7	1%	7.1%
577	Willowbrook/Compton to Willowbrook/Rosa Parks Sta	25	1%	58	0%	0.10	11%	21.1	20%	15	3%	7.1%
578	Sunset/Western to Sunset/Vermont	46	1%	73	0%	0.10	12%	19.0	18%	18	4%	7.0%
579	Sierra Madre Villa Sta to Lake/Fontanet	26	1%	164	1%	0.14	16%	12.0	12%	30	6%	7.0%
580	Manhattan Beach/Valley to Redondo Beach Sta	16	0%	85	1%	0.16	19%	12.6	12%	13	3%	6.9%
581	Chatsworth Sta to Topanga Cyn/Nordhoff	51	1%	202	1%	0.08	9%	11.6	11%	55	11%	6.8%
582	Westfield Santa Anita to Sierra Madre Villa Sta	30	1%	164	1%	0.14	16%	11.1	11%	30	6%	6.8%
583	NoHo Sta to Tobias/Parthenia	7	0%	50	0%	0.16	18%	14.4	14%	8	2%	6.8%
584	Eagle Rock/York to York/Colorado	62	1%	103	1%	0.05	6%	16.4	16%	49	10%	6.7%
585	LAX to Imperial/Main	29	1%	129	1%	0.10	12%	9.8	9%	50	10%	6.5%
586	MLK Jr. TC to Willowbrook/Rosa Parks Sta	53	1%	94	1%	0.04	5%	13.5	13%	59	12%	6.2%
587	Del Amo Sta to Artesia Sta	16	0%	69	0%	0.12	13%	13.8	13%	15	3%	6.1%
588	USC Med Center Sta to Mariachi Plaza	52	1%	92	1%	0.06	7%	13.1	13%	36	7%	5.8%
589	Avalon/D to Del Amo Sta	9	0%	71	0%	0.13	15%	9.8	9%	14	3%	5.5%
590	Manhattan Beach/Crenshaw to Hawthorne/Lennox	14	0%	47	0%	0.09	10%	12.4	12%	13	3%	5.1%
591	Santa Monica/St. Andrews to Sunset/Western	33	1%	36	0%	0.05	6%	13.6	13%	18	4%	4.7%
592	Artesia Sta to Willowbrook/Compton	13	0%	55	0%	0.09	10%	9.4	9%	15	3%	4.6%
593	Aviation Sta to Pacific Concourse Loop	30	1%	35	0%	0.05	6%	10.9	10%	26	5%	4.5%
594	Palos Verdes/Seacove to Hawthorne/Palos Verdes	5	0%	122	1%	0.10	11%	3.1	3%	31	6%	4.3%
595	Chevy Chase/Glenoaks to Arcade/Story	18	0%	73	0%	0.08	9%	6.7	6%	23	5%	4.2%
596	Inglewood TC to Slauson/Crenshaw	10	0%	20	0%	0.08	9%	9.5	9%	10	2%	4.1%
597	Slauson/Crenshaw to Inglewood TC	4	0%	17	0%	0.07	8%	3.7	4%	10	2%	2.7%
598	Pacific Concourse Loop to Aviation Sta	1	0%	7	0%	0.05	6%	1.3	1%	5	1%	1.7%

ATTACHMENT F SERVICE DESIGN CONCEPTS

NextGen service design concepts are being developed and used to redesign the Metro bus network. These concepts are guidelines established based on the feedback received through the various stakeholder and public outreach sessions. Network characteristics most important to the public include:

- Faster service
- Frequent service throughout the day
- More reliable service
- Better network connectivity
- Accessibility to key destinations
- Improved security

Based on these service themes, the following service design concepts will guide the redesign of the Metro bus network:

Hybrid Local/Rapid Stop Spacing – Currently stop spacing is determined by route classification. For example, local lines are planned with ¼ mile stop spacing while Rapid lines have ¾ to 1 mile stop spacing. As a result, customers travelling on local lines go slower between communities but have closer access to origins and destinations. Conversely, Rapid customers travel faster along a corridor, but may be picked up or dropped off much further from their origin or destination. In addition, resources are split between the local and Rapid lines resulting in wider headways for each service. Therefore, overall end to end travel time including walking/rolling to the stop, waiting for the bus and finally the in-vehicle run time may result in longer travel times on the Rapid, especially for shorter distance trips.

Consolidating local and Rapid resources along a corridor will provide much better headways, and customizing stop spacing along the corridor based on changing land use densities along a corridor results in shorter wait times, faster on board travel times compared to the local, and shorter walk/roll compared to Rapid service. In addition, this standardizes the frequency along the entire corridor, vs inconsistent frequencies between local and Rapid services that have different speeds.

Shorter Route Lengths and Subarea Transit Hubs – The cell phone location based data indicates that almost half of all travel in Los Angeles County are within 1 to 5 miles. In addition, the origin-destination travel patterns indicate that many people travel locally and not necessarily regionally across the region. Creating shorter route lengths will improve schedule reliability. Being able to tie the lines to subarea transit hubs will improve network efficiencies and provide a safer and more convenient location for transfers.

Municipal Operator Coordination – Roughly one third of transit service in LA County is provided by municipal bus operators and Metrolink. Their coverage is especially strong in Santa Monica, South Bay, Gateway Cities, and eastern San Gabriel Valley. Therefore, it is imperative that Metro bus service is closely coordinated with municipal transit service. Given that several of the municipal operators are currently undergoing their own system redesigns, there is an opportunity to work together to develop service change ideas between Metro and municipal services to improve overall coordination for customers.

Microtransit and Other On-Demand – Some areas of the County are difficult to serve with fixed route transit due to terrain, narrow streets, and dispersed lower density destinations. In addition, travel activity in some areas are low during certain times of day or days of week. Metro is currently piloting Mobility on Demand and will be implementing a pilot program for Microtransit. These service modes may be more appropriate for areas and times of day where fixed route cannot be competitive and will be considered for application in lieu of fixed route if warranted.

Standardize Frequencies by Service Tiers – Currently, schedules are written based on the Board adopted load standard for frequent services (15 min or better) and based on policy for in-frequent services (wider than 15 min). To ensure the core network has consistent frequencies and span of service, corridors will be categorized into tiers based on transit propensity, current ridership, and overall travel demand. Each tier will be assigned a frequency designation (e.g. 10 min peak/12 min base) to ensure that all services within the tier provide consistent service levels for ease of transfer along the network. If a line requires better frequencies than the tier designation, it will be set based on the Board adopted load standard.

Routing to Reflect Current Travel Patterns and Transit Propensity – Currently corridors are being evaluated by segments. Based on the origin – destination travel patterns identified using the cell phone location based data as well as regional TAP data, the segments will be connected together to create lines. Better aligning the routing with travel patterns is expected to reduce the number of transfers required to make a trip and increase the distance travelable and access to opportunities along the network within 15 min, 30 min, etc. While resources will be focused in areas with high transit propensity, there will be a concerted effort to maintain service in areas of low demand but with the greatest mobility needs.

Transit Supportive Infrastructure – The service design will identify transit supportive infrastructure that either improves overall travel time and reliability or reduces inefficiencies in the network. Speed and reliability improvements include bus only lanes, queue jumpers, bus bulb outs, signal retiming, All Door Boarding, fare payment technology, etc. improves the attractiveness and competitiveness of transit while reducing revenue hours that can be reapplied to better use. Infrastructure that optimizes terminals and layover locations, reduce out of direction movements, and improves transfer movements will reduce non-revenue miles and hours that can be reallocated to revenue service.

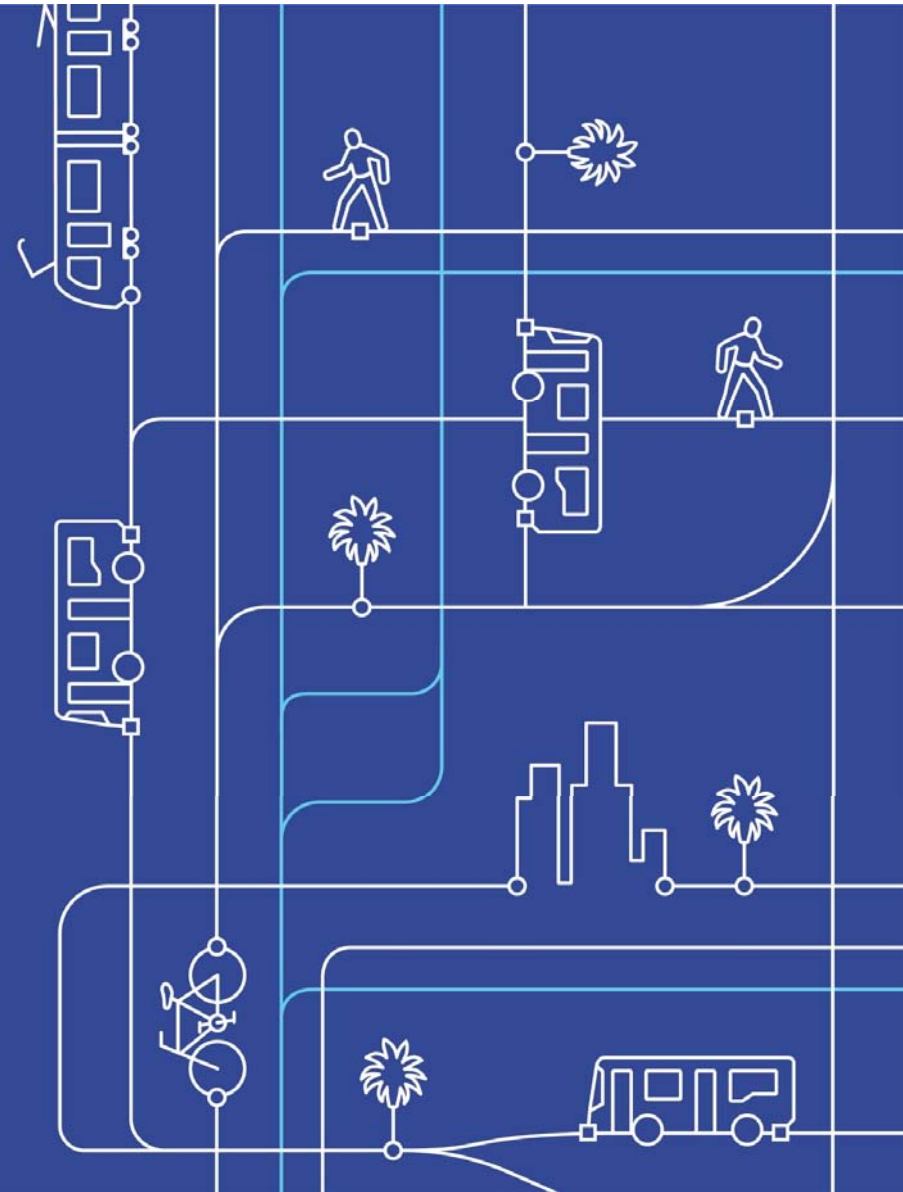
Table 1 illustrates how each service concept will address the various themes expressed by the public and stakeholders.

Table 1
Service Design Concepts

	Faster service	Frequent service throughout the day	More reliable service	Better network connectivity	Accessibility to key destinations	Improved security
Routing to Reflect Current Travel Patterns and Transit Propensity				X	X	X
Standardize Frequencies by Service Tiers	X	X				
Subarea Transit Hubs				X		X
Shorter Route Lengths			X			
Hybrid Local/Rapid Stop Spacing	X		X			
Municipal Operator Coordination				X	X	
Microtransit and Other On-Demand		X			X	
Transit Supportive Infrastructure	X		X			X

NEXTGEN Bus Study

Regional Service Concept
(Planning Framework)
July 2019

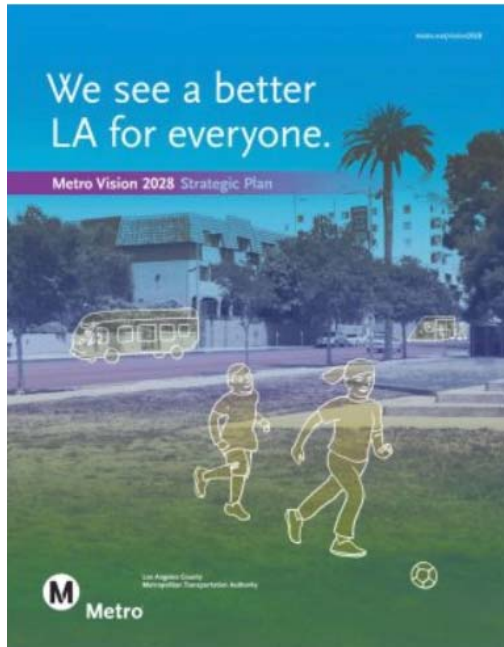


Recommendation

APPROVE:

- A. Regional Service Concept, which is the **framework** for restructuring Metro's bus routes and schedules for NextGen and includes:
 - 1. Goals and objectives of the new bus network
 - 2. Measures of success
 - 3. Route and network design concepts based on public input and data analysis
 - 4. Framework for balancing tradeoffs that consider Metro's Equity Platform
- B. Following approval by all five Regional Service Councils, the Board shall then approve the final NextGen Service Plan

Bus Network Goals and Objectives



Provide high quality mobility options that enable people to spend less time traveling (Metro Vision 2028)

- Target infrastructure and service investments towards those with the greatest mobility needs
- Invest in a world class bus system that is reliable, convenient, and attractive to more users for more trips
- Endorse travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study (Motion 38.1)
- Optimize system performance to maximize benefit to the public

How Can Metro Help Equitably Grow Transit Ridership?



How well do people understand how effectively transit can serve their needs? Is the system **easy to understand & find**?

How can we encourage people to try transit? Does transit go where & when they need it to? Is transit **competitive with other options**? Is the service attractive?

Once people have tried transit, how can we attract them to use it more often? Is service **fast, frequent & reliable** enough to retain riders & entice occasional/infrequent riders?

Metro's Equity Platform in Action NextGen Goes Beyond Title VI/EJ

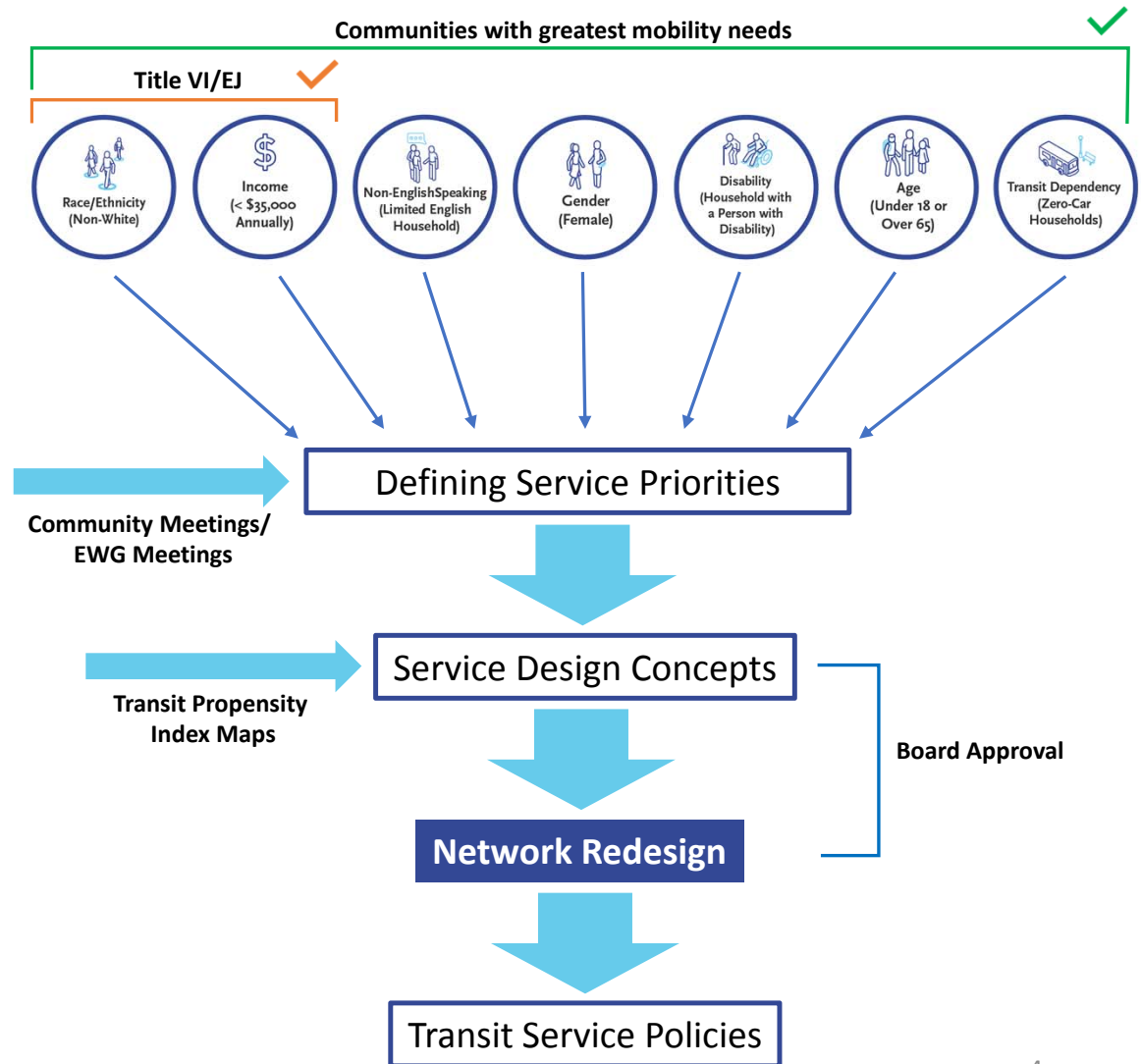
Title VI/EJ protects against making opportunities worse for minority and/or low income groups.

Metro enhances Title VI/EJ in its Equity Platform by:

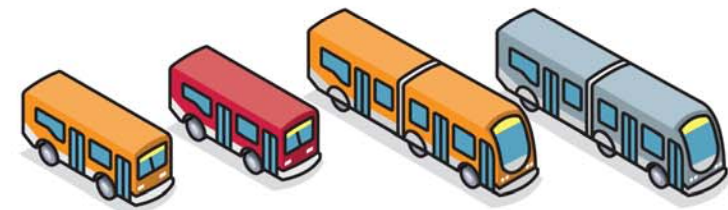
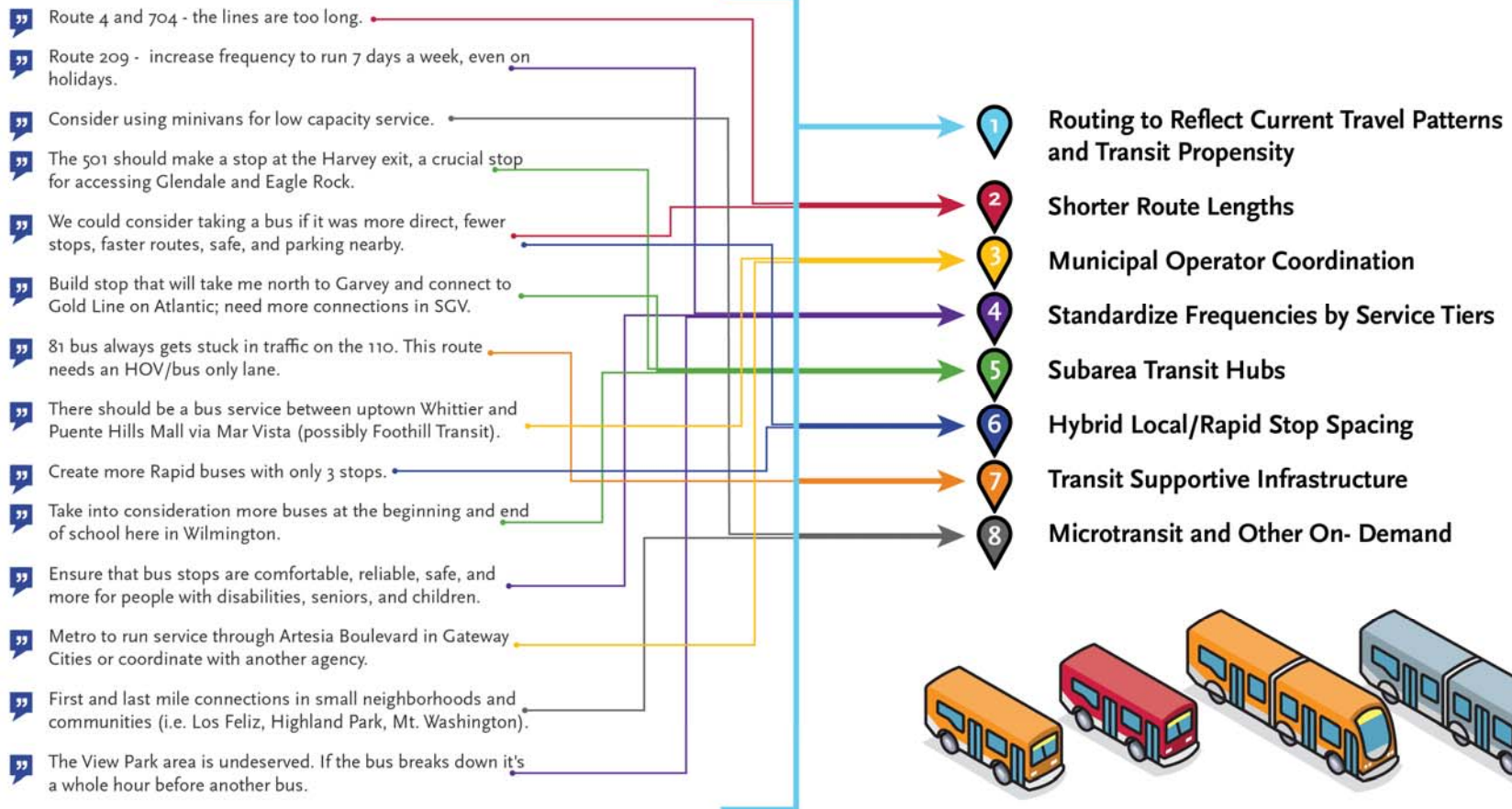
- Going above and beyond to improve service for communities with greatest mobility needs
- Inclusiveness beyond ethnicity and income

Folding the Equity Framework into NextGen

- DEFINE & MEASURE**
- Use Title VI/EJ and Performance Measures to ensure we are achieving our equity objectives
- LISTEN & LEARN**
- Use survey results to help define what improvements are wanted/needed
 - Verify results through outreach and engagement
- FOCUS & DELIVER**
- NextGen service design concepts and network redesign based on transit propensity, service performance, service environment and public feedback
- TRAIN & GROW**
- Refresh Board adopted policies based on NextGen service design concepts



How is the public's feedback incorporated into service design concepts?



Network Development Process



**Transit
Propensity**



**Service
Performance**

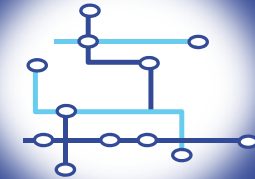


**Service
Environment**

Transit Orientation

Fixed route bus service succeeds when:

- There is a high concentration of travel where transit can be competitive, AND
- Current transit service is well aligned with the demand, AND
- The built environment & other external factors favor transit use.



Service Design Concepts

Design Considerations

Bus service must be designed to the specifications of individual markets based on:

- Time of day/day of week, AND
- Trip distance, AND
- Demographics served, AND
- External factors impacting transit competitiveness

NextGen Service Plan Implementation Schedule

Month	Milestone
July 2019	<ul style="list-style-type: none"> • Board approval of Regional Service Concept (planning framework)
September 2019	<ul style="list-style-type: none"> • Complete Draft Service Plan
October to November 2019	<ul style="list-style-type: none"> • Board staff workshops • External Working Group review of Draft Service Plan
December 2019	<ul style="list-style-type: none"> • Refine Draft Service Plan for public review
Starting January 2020	<ul style="list-style-type: none"> • Board approval of revised Transit Service Policy • Public and stakeholder workshops and outreach on Draft Service Plan • Conduct public hearings on Draft Service Plan • Service Council approval of proposed Final Service Plan • Board approval of Final Service Plan • Implementation of Service Plan



Board Report

File #: 2019-0442, File Type: Appointment

Agenda Number: 23.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2019**

SUBJECT: MEMBERSHIP ON METRO’S SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Diane Velez for membership on Metro’s San Gabriel Valley Service Council.

ISSUE

The term of a member of the San Gabriel Valley Service Council expired June 30, 2019. The term of the now-vacant seat is July 1, 2019 - June 30, 2022.

DISCUSSION

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. The 2010 Census demographics of each of the Service Council regions are as follows:

% Sector Total	Hispanic	White	Asian	Black	Other	Total Pop
Gateway Cities	63.9%	16.7%	8.5%	8.6%	2.3%	100.0%
San Fernando Valley	41.0%	42.0%	10.7%	3.4%	2.9%	100.0%
San Gabriel Valley	50.0%	19.9%	24.9%	3.3%	2.0%	100.0%
South Bay	42.5%	23.8%	12.0%	18.3%	3.4%	100.0%
Westside/Central	43.5%	30.7%	13.0%	10.0%	2.8%	100.0%
Service Area Total	48.5%	26.8%	14.0%	8.2%	2.6%	100.0%

Diane Velez has been nominated to serve by the San Gabriel Valley Council of Governments, the nominating authority for this seat on the San Gabriel Valley Service Council. If approved by the Board, Ms. Velez will serve the remainder of the seat’s three-year term. A brief listing of her qualifications is provided along with the nomination letter from the nominating authority.

San Gabriel Valley

- A. Diane Velez, San Gabriel Valley Service Council, New Appointment
Nominated by: San Gabriel Valley Council of Governments

Term Ending: June 30, 2022

The demographic makeup of the San Gabriel Valley Service Council with the appointment of this nominee will consist of four (4) White members, three (3) Hispanic members, one (1) Asian member, and one (1) Native American member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be seven (7) men and two (2) women.

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to approving this appointment would be for this nominee to not be approved for appointment. To do so would result in reduced effectiveness of the Service Council, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Council having less diverse representation of their respective service area.

NEXT STEPS

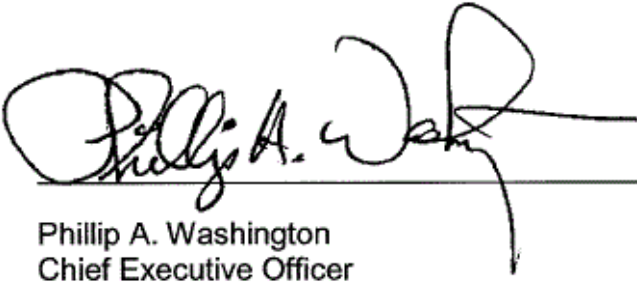
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan and to implement and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS

Attachment A - Nominee's Listing of Qualifications
Attachment B - Nomination Letter

Prepared by: Conan Cheung, Sr. Executive Officer of Service Development, Scheduling and Analysis, (213) 418-3034
Dolores Ramos, Chief Administrative Analyst, Regional Service Councils, (213) 922-1210

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Diane Velez, Nominee for San Gabriel Valley Service Council



A lifelong resident of the City of Baldwin Park, Diane Velez currently works as a Program Specialist with Active SGV, a local nonprofit with a mission to support a more sustainable, equitable, and livable San Gabriel Valley. Prior to joining Active SGV, Ms. Velez was a Community Engagement Specialist with Multicultural Communities for Mobility, where she researched barriers to bike share usage in downtown Los Angeles. She previously worked as a Program Consultant with Women Care Global, where she supported studies of women’s reproductive health.

Ms. Velez has been a Hispanic Scholarship Fund volunteer since 2016 and is a previous CicLAVia volunteer. Ms. Velez holds a Bachelor of Arts degree in anthropology from University of California, Los Angeles, and a Master of Public Health from San Diego State University.

APPOINTING AUTHORITY NOMINATION LETTER



June 20, 2019

OFFICERS

- President*
Cynthia Sternquist
- 1st Vice President*
Margaret Clark
- 2nd Vice President*
Becky Shevlin
- 3rd Vice President*
Tim Hepburn

Mr. Gary Spivack
 Deputy Executive Officer, Metro Service Councils
 1 Gateway Plaza, MS 99-7-2
 Los Angeles, CA 90012

RE: Metro’s San Gabriel Valley Service Council Representatives

MEMBERS

- Alhambra*
- Arcadia*
- Azusa*
- Baldwin Park*
- Bradbury*
- Claremont*
- Covina*
- Diamond Bar*
- Duarte*
- El Monte*
- Glendora*
- Industry*
- Irwindale*
- La Cañada Flintridge*
- La Puente*
- La Verne*
- Monrovia*
- Montebello*
- Monterey Park*
- Pomona*
- Rosemead*
- San Dimas*
- San Gabriel*
- San Marino*
- Sierra Madre*
- South El Monte*
- South Pasadena*
- Temple City*
- Walnut*
- West Covina*
- First District, LA County*
Unincorporated Communities
- Fourth District, LA County*
Unincorporated Communities
- Fifth District, LA County*
Unincorporated Communities
- SGV Water Districts*

Dear Mr. Spivack:

At their June 6, 2019 meeting, the San Gabriel Valley Council of Governments’ Governing Board appointed Diane Velez to serve on the San Gabriel Valley Metro Service Council. The effective term will be July 1, 2019 – June 30, 2022. Should you have any questions, please feel free to contact me at (626) 457-1800.

Sincerely,

Marisa Creter
 Executive Director
 San Gabriel Valley Council of Governments

cc: Diane Velez



Board Report

File #: 2019-0151, File Type: Contract

Agenda Number: 24.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 18, 2019

SUBJECT: A650 HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE the Life-of-Project (LOP) budget to Contract No. A650-2015, for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), by \$6,047,723 increasing the total Life-of-Project (LOP) budget from \$99,061,908 to \$105,109,632;
- B. EXECUTE Contract Modification No. 4 to Contract No. A650-2015, with Talgo Inc., for the Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP), for the truck frame inspection and repair services in the firm-fixed price amount of \$5,054,030; and
- C. EXECUTE Contract Modifications under this Contract for up to \$1,000,000 per Contract Modification.

ISSUE

During a routine vehicle inspection, cracks were identified on the truck frames of the original Option A650 heavy rail vehicle fleet. This fleet, consisting of 74 heavy rail vehicles and twelve (12) spare truck frames, is currently undergoing a modernization effort. Inspection services are required to identify additional truck frames present with cracks among the fleet. Repair services are required should cracks be identified during the inspection effort.

Inspecting and repairing the vehicle truck frame is a good engineering practice for the foundation of the whole rail vehicle and promotes the safety of the rail vehicle's critical sub-systems. Having a single reliable firm perform this work will streamline the inspection, repairs and warranty process and minimize the impacts to revenue service.

BACKGROUND

The Metro Red Line opened in January 1993. The existing Option Order vehicles have been in

revenue service for an average of twenty-five (25) years.

Metro places the highest priority on the safety of our customers, the public, and our employees. To that extent, there is a constant focus on taking proactive measures to maintain our rail vehicle fleet in a State of Good Repair and seek innovative approaches to prevent accidents on our rail system.

During a routine vehicle inspection, cracks were observed on a number of truck frames used on the A650 Heavy Rail Vehicles. Metro's Rail Vehicle Engineering (RVE) immediately developed an inspection and repair procedure, which included using magnetic particle inspection (MPI) on all mating members, welds and beam surfaces. Two (2) of the truck frames that were found to have cracks were then sent out to a local vendor for additional inspection, then repaired. It was then determined that the entire fleet would require inspection and repair if needed.

Several inspection and repair options were considered to avoid impacting revenue service and the ongoing modernization effort, including using a local vendor to perform this work. However, it was determined that having Talgo perform the inspection and repair on all 74 Option A650 heavy rail vehicles and twelve (12) spare truck frames currently undergoing a modernization effort was the fastest and most economical way forward with the least impact to revenue service and the ongoing modernization effort.

DISCUSSION

To mitigate this issue, staff proposes performing non-destructive testing (NDT) on all 74 Option A650 heavy rail vehicles and twelve (12) spare truck frames currently undergoing a modernization effort. After the testing is complete, truck frames identified with cracks shall be repaired and repainted prior to re-assembly.

If the contract modification is approved, Talgo Inc. shall perform the testing and inspection on the 74 Option A650 heavy rail vehicles currently undergoing a modernization effort and the twelve (12) spare truck frames.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49. However, Talgo Inc. has established a 6.51% DBE goal under the FTA TVM goal.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have a direct and positive impact to system safety, service quality, system reliability, maintainability and overall customer satisfaction.

FINANCIAL IMPACT

The approved LOP budget for CP 206038 - A650 HRV Midlife Modernization Project is \$99,061,908. This amount includes funds for the HRV Modernization project and Contract Modification No.1, 2 and

3. There are also funds allocated for Professional Services, Metro Labor, and Project Contingency. The requested LOP increase of \$6,047,723 also includes other technical and program management support services. The LOP will increase from \$99,061,908 to \$105,109,632.

This contract modification action will not impact the FY20 Budget.

Since this is a multi-year contract/project, the Cost Center Manager, Project Manager, and Senior Executive Officer, Vehicle Engineering and Acquisition will be responsible for ensuring that project costs are budgeted in future Fiscal Years.

Impact to Budget

The funding sources for this project may come from Transportation Development Act (TDA) Article 4, Cap and Trade, and other State and Federal funding. Funding will be allocated as funding allocations and opportunities arise. Use of these funding sources will maximize allowable funding mechanisms given approved funding provisions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The Board may choose not to approve these contract modifications. However, this alternative is not recommended. A catastrophic failure of the vehicle truck frame could cause a major disruption in service, thus directly impacting customer safety and customer service.

NEXT STEPS

Upon Board approval, the contract modification will be exercised with Talgo, Inc.

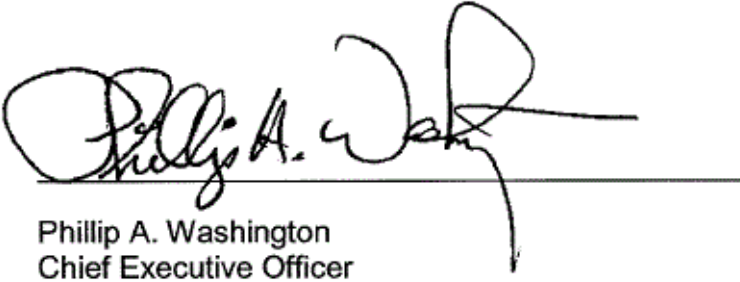
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Contract Modification Log
Attachment D - Funding & Expenditure Plan

Prepared by: Andrew Kimani, Sr. Manager, Project Manager, (213) 922-3221
Jesus Montes, Sr. EO, Vehicle Engineering & Acquisition, (213) 418-3277

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT
REPLACEMENT PROGRAM/CONTRACT NUMBER A650-2015

1.	Contract Number: A650-2015		
2.	Contractor: Talgo, Inc.		
3.	Mod. Work Description: Add truck frame inspection and repairs to Overhaul Program		
4.	Contract Work Description: Overhaul A650 Heavy Rail Vehicles		
5.	The following data is current as of: 06.10.19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10.5.16	Contract Award Amount: \$54,698,676
	Notice to Proceed (NTP):	01.16.17	Total of Modifications Approved: \$30,671,726
	Original Complete Date:	11.16.19	Pending Modifications (including this action): \$ 5,054,030
	Current Est. Complete Date:	05.16.22	Current Contract Value (with this action): \$90,424,432
7.	Contract Administrator: Wayne Okubo		Telephone Number: (213)922-7466
8.	Project Manager: Andrew Kimani		Telephone Number: (213)922-3221

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued in support of the addition of truck frame repairs to the A650 Heavy Rail Vehicle (HRV) as part of the overhaul and critical component replacement program on the Option Buy A650 consisting of 74 vehicles.

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

On September 22, 2016, Metro's Board of Directors approved Board Agenda Item 2016-0538 to Talgo, Inc. in the amount of \$54,698,676 for the overhaul of 38 A650 Heavy Rail Vehicles, with the option to overhaul the remaining 36 vehicles of the newest A650 fleet. On October 26, 2017, Metro's Board of Directors approved the exercise of a Contract Option to overhaul the remaining 36 heavy rail vehicles increasing the contract value to \$72,970,494.

The intent of this overhaul program is to replace vital systems and components and update relevant technology to ensure the continued safety, reliability, availability,

and maintainability of the newest A650 heavy rail fleet for full revenue service and maintain the fleet's State of Good Repair.

This recommended Contract Modification is to add the inspection, testing, and repair of cracks discovered in the vehicle truck frame to the scope of the A650 overhaul program currently underway by Talgo. This change has merit because the work fulfills the intent of the overhaul program to ensure the safety, reliability and availability of the A650 HRVs.

B. Cost/Price Analysis

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

Proposal Amount	Metro ICE	Negotiated Amount
\$5,136.812	\$1,732,350	\$5,054,030

The difference between the Metro ICE and the Negotiated Amount is attributed to a number of factors that were not fully considered in the Metro ICE.

The Metro ICE was developed using direct labor rate estimates only and did not address labor or manufacturing overheads. The correct application of fully burdened labor rates would have significantly increased the ICE amount.

The Metro ICE also underestimated transportation costs. Due to the specialized nature of the work, the non-destructive testing and the repairs will be performed at a subcontractor's facility and this will require specialized transportation.

Another major factor not considered in the Metro ICE is the schedule impact. The inclusion of this work into the A650 overhaul program will require an extension of the project by 2 months. The costs associated with the schedule extension were not included in the Metro ICE. Other factors such as travel costs and profit were also not part of the Metro ICE.

DEOD SUMMARY

**HEAVY RAIL VEHICLE OVERHAUL AND CRITICAL COMPONENT
REPLACEMENT PROGRAM/CONTRACT NUMBER A650-2015**

A. Small Business Participation

Talgo Inc. is a Transit Vehicle Manufacturer (TVM) and is on the Federal Transit Administration's (FTA) list of eligible TVMs. Talgo Inc. reported that it submitted its overall Disadvantaged Business Enterprise (DBE) goal of 1.65% to FTA for FY19, 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. Rolling stock solicitations are not one of the covered contract types in Metro's Living Wage and Service Contract Worker Retention Policy.

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

E. Local Employment Plan Program (LEP)

Local Employment Plan Program is applicable on this contract. Staff will be monitoring progress on all LEP commitments, including the contractual commitments in creating employment opportunities in Los Angeles County and the 10% commitment to hire disadvantaged workers.

Local Employment Plan Commitment:

LEP Commitment for Base + All Options	\$2,212,675
LEP Actuals to Date	\$0.00
Balance of LEP to be attained	\$2,212,675
Disadvantaged Workers attainment	\$0.00

The manufacturer LEP Plan identifies that the LEP achievements and Disadvantaged Worker participation will commence in the assembly stage of the contract.

CONTRACT MODIFICATION/CHANGE ORDER LOG

NAME OF PROJECT/CONTRACT NUMBER

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option to overhaul 18 additional A650 HRV married pairs	Approved	10.26.17	\$18,271,818
2	Add MFSS to A650 HRV OCCRP	Approved	09.28.18	\$10,355,000
3	Add TWC to A650 HRV OCCRP	Approved	01.24.19	\$ 2,044,908
4	Add truck frame inspection and repair	Pending	07.25.19	\$ 5,054,030
	Modification Total:			\$35,725,756
	Original Contract:			\$54,698,676
	Total:			\$90,424,432

ATTACHMENT D - Funds Uses and Sources Tables

	From Inception to Date (ITD) thru FY18 Jun	7/1/18 - 6/30/19	7/1/19 - 6/30/20	7/1/20 - 6/30/21	7/1/21 - 6/30/22	7/1/22 - 6/30/23	Total	% of Project
		FY19	FY20	FY21	FY22	FY23		
Use of Funds								
Overhaul 38 Option-Buy Vehicles	\$9,846,449	\$13,468,252	\$15,985,361	\$15,398,614	\$0	\$0	\$54,698,676	83.2%
Professional Services	\$2,179,051	\$913,333	\$1,000,667	\$659,645	\$0	\$0	\$4,752,696	7.2%
MTA Administration	\$1,353,353	\$422,279	\$542,000	\$310,382	\$0	\$0	\$2,628,014	4.0%
Contingency	\$0	\$0	\$0	\$0	\$0	\$3,653,754	\$3,653,754	5.6%
38 Newest Vehicle Summary	\$13,378,853	\$14,803,864	\$17,528,028	\$16,368,641	\$0	\$3,653,754	\$65,733,139	100.0%
Contract Modifications - Option Vehicle Overhaul								
Overhaul 36 Option Vehicles	\$4,624,856	\$1,240,633	\$0	\$1,757,088	\$8,770,768	\$1,878,473	\$18,271,818	87.3%
Professional Services	\$0	\$0	\$0	\$347,840	\$249,398	\$0	\$597,238	2.9%
MTA Administration	\$0	\$0	\$0	\$124,755	\$290,000	\$22,407	\$437,162	2.1%
Contingency	\$0	\$0	\$0	\$0	\$0	\$1,622,643	\$1,622,643	7.8%
36 Option Vehicle Order Summary	\$4,624,856	\$1,240,633	\$0	\$2,229,683	\$9,310,166	\$3,523,523	\$20,928,861	100.0%
Overhaul 74 Option-Buy Vehicles	\$14,471,304	\$14,708,884	\$15,985,361	\$17,155,702	\$8,770,768	\$1,878,473	\$72,970,493	84%
Professional Services	\$2,179,051	\$913,333	\$1,000,667	\$1,007,485	\$249,398	\$0	\$5,349,934	6%
MTA Administration	\$1,353,353	\$422,279	\$542,000	\$435,137	\$290,000	\$22,407	\$3,065,176	4%
Contingency	\$0	\$0	\$0	\$0	\$0	\$5,276,397	\$5,276,397	6%
Order Summary Total	\$18,003,708	\$16,044,496	\$17,528,028	\$18,598,325	\$9,310,166	\$7,177,277	\$86,662,000	100.0%
Contract Modifications - Vehicle Contractor								
2.1. Add Fire Mist Suppression System (FMSS)	\$0	\$1,094,013	\$2,732,140	\$1,491,280	\$0	\$0	\$5,317,432	30%
2.2. Add Fire Mist Suppression System (FMSS) Option	\$0	\$0.00	\$0	\$1,240,860	\$2,732,140	\$1,064,568	\$5,037,568	29%
3.1. Add Train To Wayside Communication (TWC)	\$0	\$221,492	\$537,728	\$290,868	\$0	\$0	\$1,050,088	6%
3.2. Add Train To Wayside Communication (TWC) Option	\$0	\$0	\$0	\$246,861	\$537,728	\$210,231	\$994,820	6%
4.1. Add Truck Frame Inspection and Repair Services (Increase Requested)	\$0	\$0	\$1,867,455	\$727,858	\$0	\$0	\$2,595,313	15%
4.2 Add Truck Frame Inspection and Repair Services (Option Vehicles) (Increase Requested)	\$0	\$0	\$0	\$605,634	\$1,333,493	\$519,590	\$2,458,717	14%
38 Newest Vehicle Contract Modifications	\$0	\$1,315,505	\$5,137,323	\$2,510,006	\$0	\$0	\$8,962,833	51%
36 Option Vehicle Order Contract Modifications	\$0	\$0	\$0	\$2,093,355	\$4,603,361	\$1,794,389	\$8,491,105	49%
Total Contract Modifications - Vehicle Contractor	\$0	\$1,315,505	\$5,137,323	\$4,603,361	\$4,603,361	\$1,794,389	\$17,453,938	100%
Contract Modifications - Consultant								
1.1. Add Ten (10) Months Contract Extension Option	\$0	\$0	\$0	\$0	\$794,955	\$198,739	\$993,693	100%
38 Newest Vehicle Contract Modifications	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0%
36 Option Vehicle Order Contract Modifications	\$0	\$0	\$0	\$0	\$794,955	\$198,739	\$993,693	100%
Total Contract Modifications - Vehicle Contractor	\$0	\$0	\$0	\$0	\$794,955	\$198,739	\$993,693	100%
38 Newest Vehicle Summary Including Contract Modifications	\$13,378,853	\$16,119,369	\$22,665,351	\$18,878,647	\$0	\$3,653,754	\$74,695,972	71.06%
36 Option Vehicle Order Summary Including Contract Modifications	\$4,624,856	\$1,240,633	\$0	\$4,323,039	\$14,708,481	\$5,516,651	\$30,413,659	28.94%
Total New Order Summary Including Contract Modifications	\$18,003,708	\$17,360,002	\$22,665,351	\$23,201,685	\$14,708,481	\$9,170,405	\$105,109,632	100.00%
Sources of Funds		FY19	FY20	FY21	FY22	FY23	Total Sources	%
Measure R 2% (206038)	\$1,636,916	\$0	\$0	\$0	\$0	\$0	\$1,636,916	1.6%
PropA 35% Bonds/Cash	\$6,290,906	\$0	\$0	\$0	\$0	\$0	\$6,290,906	6.0%
Transportation Development Act Article 4	\$6,376,002	\$16,367,495	\$18,079,978	\$11,050,849	\$4,589,435	\$7,895,606	\$64,359,365	61.2%
Federal 5337 Funding	\$3,699,884	\$992,506	\$0	\$3,458,431	\$6,849,179	\$0	\$15,000,000	14.3%
Cap and Trade; Other State & Federal sources (206038)*	\$0	\$0	\$0	\$5,422,537	\$0	\$0	\$5,422,537	5.2%
Division 20 Portal, Turnback, and Storage Project	\$0	\$0	\$4,585,373	\$3,269,868	\$3,269,868	\$1,274,799	\$12,399,908	11.8%
* Future Local, State & Federal Funds to be identified as they become av	0	0						
Total Funding Sources	\$18,003,708	\$17,360,002	\$22,665,351	\$23,201,685	\$14,708,481	\$9,170,405	\$105,109,632	100.0%

* Staff will pursue additional funding sources to supplement Project 206038 budget which may become available through MAP-21 or other federal sources for this project and also utilize other State and Local funding sources as opportunities arise such as Cap and Trade or other new sources.



Board Report

File #: 2019-0373, **File Type:** Contract

Agenda Number: 25.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2019**

SUBJECT: ENTERPRISE ASSET MANAGEMENT SYSTEM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life of Project (LOP) Budget for the Enterprise Asset Management (EAM) Project, capital project number 207155, in the amount of \$45,800,000;
- B. AUTHORIZING the Chief Executive Officer to award a 37-month, firm fixed price Contract No. PS51755000 to 21Tech LLC, in the amount of \$10,205,207 for the Enterprise Asset Management System Software Acquisition and Software Support Services, subject to the resolution of any properly submitted protest(s), if any; and
- C. APPROVING Contract Modification Authority specific to Contract No. PS51755000 in the amount of \$2,041,041 or 20% of the total contract value, to cover the costs of any unforeseen services or license fees that may be necessary to complete this phase of the project.

ISSUE

The Maintenance and Materials Management System (M3) is a mission critical system with over 3,200 daily users. M3 is used extensively across Metro for Work Management, Maintenance and Repair of Assets, Material Management, Incident Tracking, and Timekeeping for operational employees. The 15 years old system is no longer supported by the software vendor. In addition, it does not comply with some of the critical functionality now required for meeting the Federal "Moving Ahead for Progress in the 21st Century Act" (MAP 21 State of Good Repair) requirements.

This Contract is for the acquisition of the core Enterprise Asset Management System (EAMS) software as well as the installation and demonstration of its initial/provisional acceptance by Metro. The Contractor is also responsible for the integration of third-party software proposed as part of their solution.

The LOP Budget includes the purchase of software and related support services (Phase 1), a Contract for a Systems Implementation, Integration and Business Process Services Provider (Phase

2) and the hardware and internal resources required to complete the three-year project.

Approval of the LOP Budget, award of the Contract for Phase 1, and Contract Modification Authority will allow Metro to replace the current legacy-based M3 system and provide a scalable technology to support Metro's expanding transit services with the tools needs to comply with MAP 21 State of Good Repair.

BACKGROUND

In November of 2017, the Metro Board of Directors was notified of Metro's assessment of the M3 system and intent to proceed with the procurement of a replacement EAM system. As the software is no longer supported or maintained by the vendor, the current EAM (M3) system is an aging technology application impacting employee productivity, operations, maintenance expenses, and the ability to create data-driven maintenance strategies.

Metro intends to replace the current M3 system with a modern Commercial Off-the-Shelf (COTS) EAMS solution that includes:

- Implementing a new, modern transportation asset management software solution with comprehensive functionality including linear asset management, GIS, and mobility features.
- Implementing updated business processes across all functional areas that, when coupled with the EAMS software, will result in more efficient operations (i.e., improved productivity) and more effective asset management while enhancing data quality using industry-accepted asset classification schemes and hierarchy structures; refinement of location hierarchy and location codes; including asset condition scoring readily accessible by management for improved decision making and regulatory reporting.

DISCUSSION

Staff is requesting approval for a LOP of \$45,800,000 be established to replace the current M3 System and implement business process improvement relating to the new system. The LOP will include the contract for software and services (Contract No. PS51755000), internal labor, hardware needed to support the system and contracting with a Business Systems Implementation and Integration Service provider to determine and implement a comprehensive EAMS solution using the selected EAMS software and to develop and prepare improved standard operational processes based on industry best practices.

The Phase 1 Contractor's primary focus is to deliver and install the proposed core EAMS software and provide support for the software during the contracted term which will cover some or all of the overall EAM Program timeline. Per Metro's requirements, the Contractor will provide (a) software acquisition/licensing, (b) software technical support, (c) development, testing and documentation for interfaces between core EAMS software and the proposed third party software (TPS), (d) technical training aids/documentation to be included in the conduct of training sessions, and (e) development, testing and documentation for selected custom functionality (by Metro Task Order, if applicable).

DETERMINATION OF SAFETY IMPACT

The approval of this capital project and contract award will have a direct and positive impact to safety, service quality, system reliability, performance, and overall customer satisfaction.

FINANCIAL IMPACT

Adoption of Recommendation will establish an LOP budget of \$45.8 million for this project in Cost Center 9210 - Information Management, Capital Project 207155 - Enterprise Asset Management System Replacement (EAMS Project).

The \$4,200,000 for EAM Software Acquisition and Software Support Services is included in the FY20 budget under several accounts in Cost Center 9210 in Project 207155 - Enterprise Asset Management System Replacement (EAMS Project).

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

Impact to Budget

The initial source of funds for Capital Project 207155 Enterprise Asset Management System is TDA-4 for which is a State Funding Source.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1) to provide high-quality mobility options that enable people to spend less time traveling and #5) to provide responsive, accountable and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The alternative is not to approve the LOP or award the Contract for the EAMS System risking our ability to meet Federal MAP 21 State of Good Repair requirements and resulting in the continued use of the M3 software which is not supported and does not optimize maintenance and operational activities.

NEXT STEPS

Upon approval by the Board, Staff will execute Contract No. PS51755000 with 21Tech LLC for the EAMS Software Acquisition and Software Support Services and will release a Request for Proposals (RFP) for Phase 2 of the EAM Project for the System Implementation, Integration and Business Process Services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Capital Project 207155

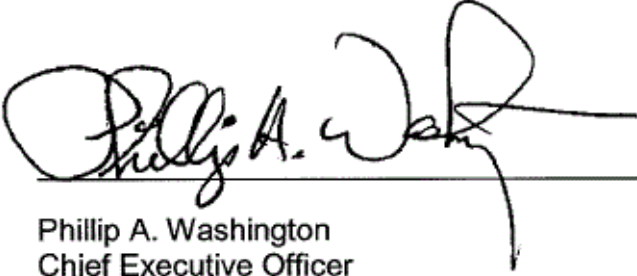
Prepared by: Amy Romero, Sr. Director of Central Maintenance, (213) 922-5709

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108

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

Bryan Sastokas, Chief Information Technology Officer, (213) 922-5510

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**ENTERPRISE ASSET MANAGEMENT SYSTEM
SOFTWARE ACQUISITION AND SOFTWARE SUPPORT
SERVICES/PS51755000**

1.	Contract Number: PS51755000	
2.	Recommended Vendor: 21Tech LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 23, 2018	
	B. Advertised/Publicized: August 23, 2018	
	C. Pre-Proposal Conference: September 5, 2018	
	D. Proposals Due: November 1, 2018	
	E. Pre-Qualification Completed: March 29, 2019	
	F. Conflict of Interest Form Submitted to Ethics: November 7, 2018	
	G. Protest Period End Date: July 22, 2019	
5.	Solicitations Picked up/Downloaded: 127	Bids/Proposals Received: 7
6.	Contract Administrator: Ana Rodriguez and Manchi Yi	Telephone Number: (213) 922-1076
7.	Project Manager: Amy Romero	Telephone Number: (213) 922-5709

A. Procurement Background

This Board Action is to approve Contract No. PS51755000 to 21Tech LLC to provide a Commercial Off-the-Shelf (COTS) Enterprise Asset Management System (EAMS) software solution. Board approval of contract award is subject to the resolution of any properly submitted protest.

Request for Proposals (RFP) No. PS51755 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

- Amendment No. 1 was issued on August 30, 2018 to provide proposers an option to participate in the pre-proposal conference via conference call;
- Amendment No. 2 was issued on September 6, 2018 to extend the proposal due date to October 25, 2018;
- Amendment No. 3 was issued on September 21, 2018 to provide answers to formally submitted questions;
- Amendment No. 4 was issued on October 3, 2018 to provide Attachment D (report samples) in a zip file.
- Amendment No. 5 was issued on October 9, 2018 to provide Attachment C (report samples) in a different file format.
- Amendment No. 6 was issued on October 19, 2018 to extend the proposal due date to November 1, 2018.

A pre-proposal conference was held on September 5, 2018 and was attended by 41 participants representing 27 firms. There were 210 questions submitted and responses were released prior to the proposal due date.

A total of 127 firms downloaded the RFP and were included on the plan holders list. A total of seven proposals were received by the due date of November 1, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Operations Department, Information and Technology Services Department, Vendor/Contract Management Department, Asset Management Department and Accounting Department was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on a three-step evaluation criteria as outlined in the RFP. In order to be considered technically qualified to perform the services, the Proposers had to meet the Minimum Requirements on a pass/fail basis. The pass/fail requirements were that the Proposer had to demonstrate that they had implemented an Enterprise Asset Management (EAM) solution at one of the 25 largest public transit authorities with bus and rail operations or an international public transit agency of similar size. In Step 2 and Step 3, the proposals were evaluated based on the criteria outlined in the RFP and were worth a total of 150 points combined. The amount of points for each criteria are listed below and have been converted to percentages.

Step 1: Minimum Requirements	Pass/Fail
Step 2: Evaluation Criteria (100 points)	66.67 percent
•Ability to Meet Software Requirements (45 points)	30.00 percent
•Project Management Plan and Timeline (15 points)	10.00 percent
•Proposer Qualification and Reference Checks (15 points)	10.00 percent
•Technical Proposal Cost and Total Cost of Ownership (25 points)	16.67 percent
Step 3: Demonstrations (50 points)	33.33 percent
Total (150 points)	100 percent

Several factors were considered when developing the evaluation criteria for this solicitation, giving the greatest importance to Step 2 which awarded the most points based on the Proposer's demonstrated ability to meet Metro's technical requirements for the system.

The PET began its independent evaluation of the proposals on November 6, 2019. Of the seven proposals received, three proposals were determined not to meet the minimum pass/fail requirements and were eliminated from further consideration. The remaining four firms' proposals were then evaluated based on the Step 2 evaluation criteria. All four remaining firms were determined to be within the competitive range and were invited to participate in the Step 3, Demonstrations, evaluation phase. The firms that were in the competitive range are listed below in alphabetical order:

- 21 Tech LLC
- Interloc Solutions, Inc.
- International Business Machines Corp.
- Trapeze Software Group Inc.

Demonstration scripts were provided to each firm approximately three weeks prior to their scheduled demonstration date. Firms were required to demonstrate how their proposed core EAMS software's functionality met Metro's requirements. The demonstrations began on January 14, 2019 and concluded on February 7, 2019.

The PET finalized their scores in February of 2019. The final scoring determined 21Tech LLC to be the highest ranked firm and Metro engaged in further technical discussions and negotiations from March 2019 through June 2019.

Qualifications Summary of Firms within the Competitive Range:

21 Tech LLC (21Tech)

21Tech is a California based firm that specializes in public sector EAM software deployments and integrations. The core software solution proposed is Infor EAM. 21Tech's experience with the Infor EAM product includes work for clients such as the San Francisco Municipal Transportation Agency, the San Francisco Department of Public Works, the Kansas City Transit Authority, the San Antonio VIA, the Toronto Metrolinx, and the Quebec RTC. For this project, 21Tech assembled a team of subcontractors that included Infor Public Sector, Inc., Bentley Systems, Inc., Accenture LLP, Knowledge Architects LLC, and Cognetic Technologies.

Trapeze Software Group, Inc. (Trapeze)

Trapeze is headquartered in Canada and is dedicated to public transit software solutions. With over 1,600 implementations across 15 countries worldwide, their clients include the Chicago Transit Authority, the Regional Transit District of Denver, and the Metropolitan Atlanta Rapid Transit Authority.

International Business Machines Corporation (IBM)

IBM is a globally integrated company based in New York that has been in business for over 100 years. Their proposed software solution, Maximo, is currently in production in agencies such as Amtrak, the Washington Metropolitan Area Transit Authority, and the San Francisco Bay Area Rapid Transit.

Interloc Solutions, Inc. (Interloc)

Interloc Solutions is based in Folsom, California and has been in business for approximately 14 years. As an IBM Gold Partner, Interloc focuses their work on the IBM Maximo product. Interloc has provided services to agencies such as Amtrak, BART, and most-recently, the Dallas Area Rapid Transit.

The following table summarizes the PET's ranking and scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	21 Tech LLC -Hybrid *				
3	Ability to Meet Software Requirements	92.78	30.00%	27.83	
4	Project Management Plan and Timeline	91.00	10.00%	9.10	
5	Proposer Qualification and Reference Checks	84.33	10.00%	8.43	
6	Technical Proposal Cost and Total Cost of Ownership	73.08	16.67%	12.18	
7	Demonstration Score	70.66	33.33%	23.55	
8	Total		100.00%	81.09	1
9	21 Tech LLC -Cloud *				
10	Ability to Meet Software Requirements	92.78	30.00%	27.83	
11	Project Management Plan and Timeline	91.00	10.00%	9.10	
12	Proposer Qualification and Reference Checks	84.33	10.00%	8.43	
13	Technical Proposal Cost and Total Cost of Ownership	55.61	16.67%	9.27	
14	Demonstration Score	71.08	33.33%	23.69	
15	Total		100.00%	78.32	2
16	Trapeze Software Group - Cloud				
17	Ability to Meet Software Requirements	87.60	30.00%	26.28	
18	Project Management Plan and Timeline	82.00	10.00%	8.20	
19	Proposer Qualification and Reference Checks	85.33	10.00%	8.53	
20	Technical Proposal Cost and Total Cost of Ownership	41.46	16.67%	6.91	
21	Demonstration Score	48.54	33.33%	16.18	
22	Total		100.00%	66.10	3
23	IBM -Cloud *				
24	Ability to Meet Software Requirements	86.59	30.00%	25.98	
25	Project Management Plan and Timeline	40.53	10.00%	4.05	
26	Proposer Qualification and Reference Checks	44.00	10.00%	4.40	
27	Technical Proposal Cost and Total Cost of Ownership	83.91	16.67%	13.99	
28	Demonstration Score	41.16	33.33%	13.72	
29	Total		100.00%	62.14	4
30	IBM -On Prem *				
31	Ability to Meet Software Requirements	86.59	30.00%	25.98	
32	Project Management Plan and Timeline	40.53	10.00%	4.05	
33	Proposer Qualification and Reference Checks	44.00	10.00%	4.40	
34	Technical Proposal Cost and Total Cost of Ownership	60.13	16.67%	10.02	
35	Demonstration Score	41.16	33.33%	13.72	
36	Total		100.00%	58.17	5

37	Interloc Solution, Inc. –Cloud				
38	Ability to Meet Software Requirements	79.14	30.00%	23.74	
39	Project Management Plan and Timeline	46.00	10.00%	4.60	
40	Proposer Qualification and Reference Checks	46.27	10.00%	4.63	
41	Technical Proposal Cost and Total Cost of Ownership	43.03	16.67%	7.17	
42	Demonstration Score	50.10	33.33%	16.70	
43	Total		100.00%	56.84	6

*Firm provided separate proposals for different deployment solutions

C. Cost/Price Analysis

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

The negotiated amount of the Contract is reflective of Metro's discussions with the Proposer. The original Statement of Work requested that the proposers provide license pricing for a limited number of users and provide options and recommendations on when would be the best time to implement enterprise-wide licensing, if that was an option. During discussions, Metro determined that it would be in its best interest to secure enterprise-wide licensing for the core EAM software. The negotiated amount reflects the additional amount for the enterprise-wide licenses.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	21 Tech LLC –Hybrid *	\$8,983,563	\$10,498,000	\$10,205,207
2.	21 Tech LLC –Cloud *	\$9,051,423		
3.	Trapeze Software Group –Cloud	\$13,530,151		
4.	IBM –Cloud *	\$5,627,000		
5.	IBM –On-Prem *	\$11,041,000		
6.	Interloc Solutions, Inc. –Cloud	\$12,394,000		

*Firm provided separate proposals for different deployment solutions

D. Background on Recommended Contractor

The recommended firm, 21Tech LLC is located in Los Altos, California and has been in business for 22 years. 21Tech is a premier Infor EAM Transit certified partner and has completed large-scale Infor EAM implementations and upgrades across the country. 21Tech's proposed solution of the core Infor EAM system, supplemented by Bentley's AssetWise suite of products, demonstrated the functionality that Metro requires across the Agency.

DEOD SUMMARY

**ENTERPRISE ASSET MANAGEMENT SYSTEM
SOFTWARE ACQUISITION AND SOFTWARE SUPPORT SERVICES/PS51755000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE)/Disabled Veterans Business Enterprise (DVBE) goal for this solicitation. 21 Tech, LLC exceeded the goals with a 24.59% SBE commitment and a 3.11% DVBE commitment.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	24.59% SBE 3.11% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	Knowledge Architect, LLC	24.59%
	Total SBE Commitment	24.59%

	DVBE Subcontractors	% Committed
1.	Cognetic Technologies	3.11%
	Total DVBE Commitment	3.11%

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 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.

ATTACHMENT C- CAPITAL PROJECT 207155- LOP REQUEST

Use of Funds	FY19	FY20	FY21	FY22	FY23	Total
COMPUTER SUPPLIES		\$600,000	\$600,000	\$100,000		\$1,300,000
SOFTWARE		\$1,000,000	\$1,100,000	\$1,100,000		\$3,200,000
SERV PROF AND TECH SERVICE	\$1,400,000	\$4,735,750	\$17,595,532	\$10,495,284	\$1,894,813	\$36,121,379
LABOR COSTS	\$600,000	\$964,250	\$1,177,468	\$1,203,716	\$1,233,187	\$5,178,621
Total	\$2,000,000	\$7,300,000	\$20,473,000	\$12,899,000	\$3,128,000	\$45,800,000



Board Report

File #: 2019-0480, File Type: Contract

Agenda Number: 34.

CONSTRUCTION COMMITTEE JULY 18, 2019

SUBJECT: AIRPORT METRO CONNECTOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. The Chief Executive Officer to execute a 5-year cost-plus fixed fee Contract No. PS58330MC075 with KDG+DE Construction Support Services to provide Construction Support Services for the Airport Metro Connector (AMC) 96th Street Transit Station Project, in an amount not-to-exceed \$25,943,154.86 and exercise 2 one-year options, when deemed appropriate; and
- B. Contract Modification Authority in the amount of \$5,188,630.97 or 20% of the not-to-exceed contract award value and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

ISSUE

A Construction Support Services Consultant (CSSC) is required to assist Metro Project staff in management oversight for construction of the AMC 96th Street Transit Station Project. Services will be provided from final design through pre-construction activities, construction, and contract close out.

The recommended Board action will provide funding through FY24 when construction of the Project must be complete in order to open for public service on the same schedule with Los Angeles World Airport's (LAWA) Automated People Mover.

BACKGROUND

On July 15, 2015, the Metro Board of Directors approved the award of a design contract for the AMC 96th Street Transit Station Project. This new Metro station that will be owned and operated by Metro is planned to connect with LAWA's future Automated People Mover (APM) system and the Crenshaw/LAX and Green line light rail systems. The APM will provide direct service to and from the AMC station and the terminal area at Los Angeles International Airport (LAX). The design for the AMC 96th Street Transit Station requires extensive coordination with LAWA during the environmental

review, design and construction phases with particular focus on integration with LAWA's APM system.

DISCUSSION

Findings

AMC is a design-bid-build project, meaning that all design plans and specifications will be 100% completed by Metro's design consultants prior to award of a construction contract. As such, it is beneficial to have additional technical reviews of those technical bid documents by a consultant team to minimize risks to Metro during construction. The CSSC consultant will provide review support of the technical bid documents, administration, inspection services and technical support during final design, the bid period, construction, and close out phases of the project. The CSSC consultant will provide skilled individuals to assist Metro with the construction management of the project. The consultant team will reside in an integrated project field office with Metro staff.

Considerations

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative would require Metro to divert resources from on-going projects and/or hire multiple full-time personnel that are not immediately available or funded. KDG + DE was selected based on qualification and price criteria used to evaluate a total of eight proposers. They have the experience and competence in construction support services, design-bid-build and integrated team structures on some of the most challenging and complex projects in Los Angeles County. In addition, a number of these projects are similar in scope to the Airport Metro Connector / 96th Street Transit Station.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

This project is funded on a fiscal year basis under Project number 860303 Airport Metro Connector Project (AMC), cost center 8510, under various accounts including Professional/Technical Services and ROW acquisitions. The CSSC contract work scope is planned and funded on an annual basis until the Life of Project Budget is established. The project is authorized to expend up to a cumulative amount of \$159.9M through the FY20 period. Approval of the recommendations will provide funding for the award of the Construction Support Services Consultant contract through FY24. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

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

funding. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. This contract action will help expand the transportation system with targeted infrastructure and service investments.

ALTERNATIVES CONSIDERED

The Board could direct Metro staff to perform construction support tasks with current in-house resources. This alternative would require Metro to divert resources from on-going projects and/or hire multiple full time personnel that are not immediately available or funded.

NEXT STEPS

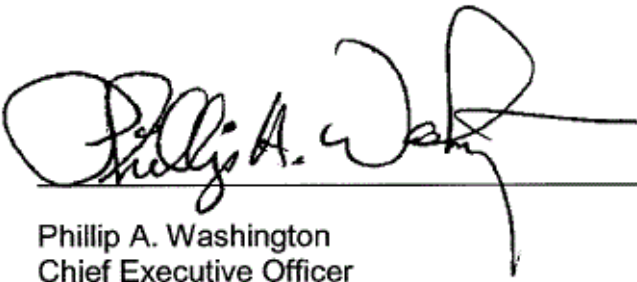
After Board approval of the recommended action, staff will complete the process to award and execute Contract No. PS58330MC075.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Robert Rincon, Deputy Executive Officer, Transit Project Delivery (213) 922-5451
Timothy P. Lindholm, Executive Officer, Program Management (213) 922-7297
Deneise Glover, Principal Contract Admin, Vendor/Contract Management (213) 922-5450

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**AIRPORT METRO CONNECTOR/96TH STREET TRANSIT STATION
CONSTRUCTION SUPPORT SERVICES CONSULTANT
CONTRACT NUMBER PS58330MC075**

1.	Contract Number: PS58330MC075	
2.	Recommended Vendor: KDG+DE Construction Support Services	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 19, 2018	
	B. Advertised/Publicized: November 21, 2018	
	C. Pre-Proposal Conference: December 4, 2018	
	D. Proposals Due: January 9, 2018	
	E. Pre-Qualification Completed: May 16, 2019	
	F. Conflict of Interest Form Submitted to Ethics: June 6, 2019	
	G. Protest Period End Date: July 22, 2019	
5.	Solicitations Picked up/Downloaded: 175	Proposals Received: 8
6.	Contract Administrator: Deneise Glover	Telephone Number: 213-922-5450
7.	Project Manager: Robert Rincon	Telephone Number: 213-922-5451

A. Procurement Background

This Board Action is to approve Contract No. PS58330MC075, Construction Support Services Consultant Contract, for the construction of the AMC 96th Street Station Project for the connection to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA).

The RFP was issued in accordance with Metro's Acquisition Policies and Procedures. Metro held a pre-proposal conference on December 4, 2018, in the Henry Huntington Conference Room on the 3rd floor of the Gateway Building. There were fifty one (51) representatives from various firms that attended the pre-proposal conference. One hundred seventy five (175) individuals from various firms picked up or downloaded the RFP Package.

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

- Amendment No. 1, issued on November 20, 2018, to revised Submittal Requirements.
- Amendment No. 2, issued on November 27, 2018, to extend the due date.
- Amendment No. 3, issued on December 4, 2018, added various SBE/DVBE and submittal forms.
- Amendment No. 4, issued December 17, 2018, to extend the due date.
- Amendment No. 5, issued December 21, 2018, to revise Letter of Invitation,

Scope of Services, and revise Submittal Requirements.

- Amendment No. 6, issued December 24, 2018, to revise Submittal Requirements.

A total of eight (8) proposals were received on January 9, 2019, from the following firms, in alphabetical order:

1. ABA Global, Inc.
2. AECOM Technical Services, Inc.
3. Jenkins/Gales & Martinez, Inc.
4. KDG+DE Construction Support Services
5. Link2LA Partners, a Joint Venture
6. Marrs-Morgner Joint Venture
7. Safework, Inc., DBA SafeworkCM
8. STV Construction, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Project Management and Project Engineering 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 Team..... (30%)
 - Key Personnel’s Skills and Experience..... (25%)
 - Project Understanding and Approach..... (35%)
 - Cost Proposal (10%)
- Total 100%

The evaluation criteria are appropriate and consistent with criteria developed for other Professional Service procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Project Understanding and Approach and Experience and Capabilities of the Firms Team and Key Personnel’s Skills and Experience.

During the months of January, February and March 2019, the PET evaluated the eight (8) written proposals. Of the eight (8) proposals received, four (4) were determined to be within the competitive range. The four (4) firms within the competitive range are listed below in alphabetical order:

1. AECOM Technical Services, Inc.
2. KDG+DE Construction Support Services
3. Link2LA Partners, a Joint Venture
4. Safework, Inc., DBA SafeworkCM

Four (4) firms were determined to be outside the competitive range and were not included for further consideration. Those firms were notified of the determination.

On April 16, 2019, the PET met with four (4) Proposers in the competitive range for oral presentations. The firms were given the opportunity to present on:

- 1) Effectiveness of Management Plan and 2) Understanding of Work and Appropriateness of Approach for Implementation.

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 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.

Qualifications Summary of Firms within the Competitive Range:

KDG+DE Construction Support Services

- KDG+DE's experience included a comprehensive understanding of facility and vertical construction.
- The Proposer has knowledge of LAWA program that is beneficial to Metro on AMC.
- KDG+DE's Systems RE and Inspector have a solid background and a thorough comprehensive understanding of the essential aspect of the project.
- The proposer integrates staff and promotes teamwork so it demonstrates a high probability of success.
- Project Manager showed exceptional understanding of resources, goals, schedules and stakeholders.
- The KDG+DE team showed amazing synergy in interviews. Answered all questions completely and with a thorough understanding of project.
- KDG+DE's proposal significantly exceeds the RFP minimum requirements in most areas. The proposed approach indicates an exceptionally thorough and comprehensive understanding of the contract goals, resources, schedules, and other aspects essential to a successful performance of the RFP.

Safework, Inc., DBA SafeworkCM

- The PM has extensive experience with Metro procedures and requirements, both of which demonstrates a thorough knowledge of project methods.

- The Administrative PM appears to have some facility experience which would be beneficial to advise Metro on AMC.
- The Proposer shows a positive attitude toward teamwork and relationships a significant factor for project success.
- The Proposer has extensive Metro and LAWA experience. This is a major strength for this project.

AECOM Technical Services, Inc.

- AECOM's proposal substantially meets the RFP minimum requirements in most major areas. The proposed approach indicates a thorough and comprehensive understanding of the contract goals, resources, schedules, and other aspects essential to the performance of the Services.
- The firm's proposal demonstrates a thorough understanding essential to the performance of the contract.
- The firm demonstrates successful experience with similar program type projects with other agencies.

Link2LA Partners, a Joint Venture

- Link2LA Partners, a Joint Venture's proposal substantially meets the RFP minimum requirements in most major areas. The proposed approach indicates a thorough and comprehensive understanding of the contract goals, resources, schedules, and other aspects essential to the performance of the Services.
- Good project experience on active rail yard.
- The firm's proposal lists technical knowledge and background of the AMC and familiarity with Metro exhibits a comprehensive understanding of the project.
- The firm demonstrates successful experience with similar program type projects with other agencies.

The Proposal Evaluation Team (PET) scored and ranked the four proposals within the competitive range, based on the evaluation criteria in the RFP, and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most advantageous firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

1.	Firm	Average Score**	Factor Weight	Weighted Average Score *	Rank
2.	KDG+DE Construction Support Services				
3.	Experience and Capabilities of the Firms Team	89.83	30%	26.95	
4.	Key Personnel's Skills and Experience	89.00	25%	22.25	
5.	Project Understanding and Approach	89.94	35%	31.48	
6.	Cost Proposal	100.00	10%	10.00	
7.	Total		100.0%	90.68	1
8.	Safework, Inc., DBA SafeworkCM				
9.	Experience and Capabilities of the Firms Team	88.26	30%	26.48	
10.	Key Personnel's Skills and Experience	81.68	25%	20.42	
11.	Project Understanding and Approach	89.91	35%	31.47	
12.	Cost Proposal	89.62	10%	8.96	
13.	Total		100.0%	87.33	2
14.	AECOM Technical Services, Inc.				
15.	Experience and Capabilities of the Firms Team	89.10	30%	26.73	
16.	Key Personnel's Skills and Experience	82.68	25%	20.67	
17.	Project Understanding and Approach	88.00	35%	30.80	
18.	Cost Proposal	78.60	10%	7.86	
19.	Total		100.0%	86.06	3
20.	Link2LA Partners, a Joint Venture				
21.	Experience and Capabilities of the Firms Team	89.40	30%	26.82	
22.	Key Personnel's Skills and Experience	79.00	25%	19.75	
23.	Project Understanding and Approach	85.37	35%	29.88	
24.	Cost Proposal	88.04	10%	8.80	
25.	Total		100%	85.25	4

* Weighted scores are rounded to the nearest second decimal point.

** Cost proposals were based on the Proposers' rates for a sample level of effort of 9,888 hours only. Scores shown above for the cost proposals are based on formulae in the RFP where the highest score going to the lowest cost proposal.

C. Cost/Price Analysis

Metro performed a cost analysis of labor rates comparing the four (4) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on direct labor rates, overhead rates, other direct costs, sub-consultant costs and fixed fee. The costs for the recommended firm were determined to be fair and reasonable.

	Proposer Name	Proposal Amount ⁽¹⁾	Metro ICE ⁽²⁾	Recommended NTE Amount ⁽³⁾
1.	KDG+DE Construction Support Services	\$25,943,154.86	\$29,137,630.00	\$25,943,154.86
2.	Safework, Inc. DBA SafeworkCM	\$27,597,629.31		
3.	AECOM Technical Services, Inc.	\$33,005,216.58		
4.	Link2LA Partners, a Joint Venture	\$29,531,309.10		

Notes:

- (1) The proposal amounts shown were for evaluation purposes only and were based on the rates for a sample level of effort (9,888 hours, only) since there was no definable total level of effort for the Scope of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) The amount \$25,943,154.86 is a Not-to-Exceed amount estimated for the basic term of the contract.
- (3) The amount of \$25,943,154.86 is the Not-to-Exceed amount for the basic term of the contract. 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

The recommended firms, KDG, is located in Los Angeles, CA, and has over three decades of supporting both Metro and LAWA. KDG's staff members have over 18 years average experience in construction support services. KDG is a leader in the field of construction support services on behalf of the owners for public works, transit and the various delivery methods.

An established Minority and Women Business Enterprise (MBE/WBE) and a California-certified Small Business Enterprise (SBE), KDG has coordinated and managed the construction of more than \$800 million in public works and capital improvement projects over the past five years. KDG maintains an excellent reputation for leadership and long-term support on projects and its professional staff of civil, mechanical, and electrical engineers, project managers, construction managers, and certified inspectors are committed to delivering technical expertise and the highest level of service while minimizing risk.

Destination Enterprise (DE) was founded in 2005 and has provided construction management services on numerous landmark Metro rail projects including: the Red, Gold, The New Blue, and Purple lines, Expo Phases 1 and 2, and the Crenshaw/LAX Line. These projects all have similar elements to the AMC Station Project.

KDG's professional staff have the experience, capabilities and trust that our clients have come to expect and rely upon. They have a proven background in construction management, design-bid-build and integrated team structures on some of the most challenging and complex projects in Los Angeles County. A number of these projects being similar in scope to the Airport Metro Connector / 96th Street Transit Station. Our wealth of knowledge gained day in and day out directly benefits our Team and ultimately, Metro.

KDG+DE brings a robust staffing capability with longstanding local relationships with professional staff, and dedicated in-house talent management support. They have currently identified over 50 local transit specialists with extensive experience in design-bid-build work within an integrated client/consultant environment. We have identified expert staff in this proposal for the positions specified in Metro's RFP. Moreover, should additional staffing needs arise, our Team has the depth of resources to deliver additional experienced personnel to Metro. KDG+DE is also committed to utilizing Metro's Disadvantage Business Enterprises to meet the SBE goal of 27% and DVBE goal of 3%.

KDG has supported several Metro projects, including the Blue Line, Gold Line Eastside Extension, Green Line and the Red Line. Currently we are providing extensive construction management support to LAWA on the LAMP program. Our portfolio also includes the Tom Bradley International Terminal, the Bob Hope USO Theme Building, and the new Midfield Satellite Concourse.

**DEOD SUMMARY
AIRPORT METRO CONNECTOR/96TH STREET TRANSIT STATION
CONSTRUCTION SUPPORT SERVICES CONSULTANT /
CONTRACT NUMBER PS58330MC075**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) for this solicitation. KDG+DE, comprised of an SBE Partner firm, Destination Enterprises, Inc., exceeded the SBE goal by making a 48.42% commitment. KDG+DE also exceeded the DVBE goal by making a 7.24% DVBE commitment.

Small Business Goal	27% SBE	Small Business Commitment	48.42% SBE
----------------------------	----------------	----------------------------------	-------------------

	SBE Prime and/or Subcontractors	% Committed
1.	Destination Enterprises, Inc. (SBE Prime Partner)	39.98%
2.	Rohadfox Construction Control Services Corp.	8.44%
	Total Commitment	48.42%

Small Business Goal	3% DVBE	Small Business Commitment	7.24% DVBE
----------------------------	----------------	----------------------------------	-------------------

	DVBE Subcontractors	% Committed
1.	V W & Associates, Inc. dba VIRTEK Company	7.24%
	Total Commitment	7.24%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0511, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 41.

**EXECUTIVE MANAGEMENT COMMITTEE
JULY 18, 2019**

SUBJECT: FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended position:

- A. House Resolution 2723 (Lowenthal) - Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act **SUPPORT**

ATTACHMENT

Attachment A - HR 2723 (Lowenthal) Legislative Analysis

Prepared by: Michael Davies, Senior Manager, Federal Affairs, (213) 841-4990
Raffi Hamparian, Senior Director, Federal Affairs & Government Relations (213) 922-3769

Reviewed by: Yvette Rapose, Interim Chief Communications Officer, (213) 418-3154

A handwritten signature in black ink, appearing to read 'Phillip A. Washington', written over a horizontal line.

Phillip A. Washington
Chief Executive Officer

BILL: HOUSE RESOLUTION 2723

AUTHOR: CONGRESSMAN ALAN LOWENTHAL (D-LONG BEACH)

SUBJECT: ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT

STATUS: HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE; HOUSE COMMITTEE ON WAYS AND MEANS

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on House Resolution 2723 (Lowenthal), the National Multimodal and Sustainable Freight Infrastructure Act.

ISSUE

H.R. 2723 (Lowenthal) would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. Specifically, H.R. 2723 offers a dedicated revenue source by implementing a proposed national 1% waybill fee. The entity paying for the cargo to be shipped via ground transportation within the United States would be required to pay a fee of 1% of the total cost of transportation.

DISCUSSION

In 2015, Congress passed the bipartisan Fixing America's Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation's infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated for goods movement projects.

Goods movement is a significant economic engine in Los Angeles County, with the Ports of Los Angeles and Long Beach handling well over 40% of all cargo shipped into the United States. Communities that surround Los Angeles County's ports experience a high level of congestion and negative environmental impacts as a result of the large amount of cargo exiting the County's two ports as it is transported to rail yards and warehouses across Los Angeles County and surrounding counties. Through the creation of a program aimed at improving the movement of goods, residents, commuters and businesses will benefit from less congestion and improved air quality.

Consistent with Metro's 2019 Board-approved Federal Legislative Program in support of creating a fully funded federal freight program; H.R. 2723 (Lowenthal) establishes a Freight Transportation Infrastructure Trust Fund, a formula and competitive multimodal grant program, and incorporates these programs into existing FAST Act freight program

criteria. The program would generate funding through the collection of fees for transporting cargo nationally.

The estimated \$10 billion in annual funds collected from this proposed fee would be deposited into a Freight Transportation Infrastructure Trust Fund and then be distributed equally between the existing National Multimodal Freight Funding Formula Program and the National Freight Infrastructure Multimodal Competitive Grant Program (currently known as the Infrastructure for Rebuilding America program, or INFRA) created in the FAST Act. Qualifying projects could include capital freight projects on roads, rail, intermodal connectors, including first and last mile connectors, rail grade separations, on-dock rail and landside infrastructure on ports and airports included in a State Freight Plan.

Metro is currently developing the Los Angeles County Goods Movement Strategic Plan in coordination with many of the regional partners in the County involved in the goods movement sector. Funding created through H.R. 2723 will support the implementation of projects, pilots, and programs identified in this plan as priorities for the county.

Staff believes that H.R. 2723 could be adopted in any infrastructure package offered or incorporated into the next surface transportation reauthorization bill (the current bill expires in September of 2020).

For these reasons, staff recommends the Board adopt a SUPPORT position on the measure H.R. 2723.

DETERMINATION OF SAFETY IMPACT

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

FINANCIAL IMPACT

This bill could have a positive financial impact on our agency as it provides additional federal funding that Metro and its regional partners could utilize for goods movement projects across Los Angeles County.

ALTERNATIVES CONSIDERED

Staff has considered adopting an oppose position on the bill. Adopting an oppose position on the bill would be counter to the advocacy efforts as outlined in the Board-approved 2019 Federal Legislative Program.

NEXT STEPS

Should the Board adopt a SUPPORT position on this measure; staff will communicate the Board's position to the author and work with Congress to ensure its adoption into law. Staff will continue to keep the Board informed as this issue is addressed throughout the 116th Congress.



Board Report

File #: 2019-0489, File Type: Plan

Agenda Number: 42.

EXECUTIVE MANAGEMENT COMMITTEE
JULY 18, 2019

SUBJECT: METRO CLIMATE ACTION AND ADAPTATION PLAN

ACTION: ADOPT PLAN

RECOMMENDATION

ADOPT the Metro Climate Action and Adaptation Plan.

ISSUE

In 2012, the Los Angeles County Metropolitan Transportation Authority (Metro) released the Climate Action and Adaptation Plan (CAAP), establishing a framework for reducing greenhouse gas emissions and building the agency's resilience to the effects of climate change. The 2012 CAAP needs to be updated to reflect the current state of science and policy regulations and to conform to LA Metro's commitments under Measure R, Measure M and acceleration of the completion of 28 projects by 2028.

BACKGROUND

Metro's 2012 CAAP established a framework for reducing our greenhouse gas emissions and building resilience to minimize the impacts of climate change. Metro has worked to embed climate action into systems, assets and operations to create a resilient and forward-thinking Agency prepared for a changing future since 2012.

Metro is at the forefront of implementing visionary climate impact reducing strategies. Our projects and activities have been cited in recommended practice and best practice reports produced by the American Public Transportation Association, the Transportation Research Board, and most recently by the State of California in the report *Paying It Forward: The Path Toward Climate-Safe Infrastructure In California*

[<http://resources.ca.gov/climate/climate-safe-infrastructure-working-group/>](http://resources.ca.gov/climate/climate-safe-infrastructure-working-group/)). Metro staff has been actively involved in all of these activities. ***But these are not enough.***

Metro has accomplished much in climate impact reducing programs and infrastructure since the 2012 CAAP was released. Staff believes that more ambitious goals for the near and long term developed through this 2012 CAAP update process will ensure that the assets we currently have and that we are building through the Measure R and Measure M capital programs are able to withstand more frequent and extreme weather events. More importantly, the strategies in this update will ensure that our agency can continually provide essential services to all our customers despite the changing

baseline environmental conditions related to climate change. The 2019 CAAP will build upon the plans, initiatives, and programs created since the 2012 CAAP, while creating a visionary path for minimizing our greenhouse gas emission impacts to the environment and building resilience in our infrastructure and communities.

The 2019 CAAP:

- Provides an update on what Metro has accomplished and how approaches to climate action have changed since the 2012 CAAP;
- Summarizes current and projected greenhouse gas emissions from Metro operations;
- Describes how climate change could affect Metro's system and operations; and
- Identifies steps to reduce emissions and increase resilience to climate change.

The 2019 CAAP was developed by our Environmental Compliance and Sustainability Division (ECSD) staff in partnership with Enterprise Transit Asset Management, Emergency Management, Safety, Communications, Operations, Engineering, and Countywide Planning and Development.

DISCUSSION

The 2019 CAAP identifies the actions Metro will be undertaking to reduce our climate change impacts through two broad strategies:

- Reducing Metro's greenhouse gas emissions, which contribute to climate change, and
- Increasing the resiliency of the Metro system and service to the effects of extreme weather events and long-term climate changes.

The 2019 CAAP provides a summary of the greenhouse gas mitigation and climate resilience goals, strategies and actions as well as a discussion of our stakeholder engagement and the results of that engagement. Emerging issues associated with implementation, including ***prioritization of opportunities for feasible acceleration***, are also discussed.

As outlined in the CAAP, these strategies and actions will be implemented in a variety of ways. Many strategies and actions are tied to procurement decisions. A related Board action for staff to implement a Metro Sustainable Acquisition Plan (SAP) was presented for approval in the June 2019 Board Meeting. Our ability to reduce greenhouse gas emissions and promote sustainability and environmental stewardship directly through our agency's procurement actions are addressed in the SAP.

A summary of the greenhouse gas mitigation and climate resilience goals is provided below:

- **GHG Mitigation Goals**
 - Reduce GHG emissions by 79% below 2017 levels by 2030
 - Achieve zero emissions by 2050
- **Climate Resilience Goal**
 - Create a climate resilient organization and transit system: prepared, ready and able to

provide consistent services to the people of LA County

Greenhouse Gas Mitigation

Metro has implemented a significant number of greenhouse gas emissions reduction strategies since 2012 and is on track to reduce agency operational emissions in support of the State's targets for greenhouse gas emissions reductions. Since the 2012 CAAP 2012, Metro has transitioned its bus fleet fuel from fossil natural gas to renewable natural gas, implemented numerous energy-efficient lighting, and expanded on-site renewable energy installations in the form of solar and flywheel technologies. These changes, plus the impact of state and federal policies to reduce emissions from a variety of sectors, drove Metro's greenhouse gas emissions **down by nearly 12%** from 2010 to 2017- *despite approximately 4% increase in service*.

Through Metro's ongoing business as usual efforts to adopt new transportation technologies and the continued impact of California's aggressive climate policies, staff projects that Metro's greenhouse gas emissions will continue to decline to 57% below 2017 levels by 2030 and 81% by 2050. While this trajectory is substantial, it is not enough. More ambitious targets for greenhouse gas reduction are necessary to minimize the impacts of climate change. Through the strategies identified in the 2019 CAAP, Metro commits to reduce direct agency greenhouse gas emissions to 79% relative to 2017 levels by 2030 and 100% (i.e., zero emissions) by 2050.

Thirteen measures have been identified to reduce emissions from every aspect of Metro's operations by 2050:

1. Switch directly operated buses to battery-powered technologies
2. Deploy battery-powered buses in the contracted fleet
3. Switch vanpool vehicles to battery-powered vehicles
4. Replace non-revenue vehicles with battery-powered vehicles
5. Install systems to store energy captured from trains
6. Buy 100% renewable energy
7. Install photovoltaic systems
8. Install water-saving fixtures
9. Install non-potable recycled water systems
10. Install LED lights at facilities
11. Install electric heating systems
12. Replace facility appliances with more efficient electric appliances
13. Install electric vehicle charging at Metro facilities and implement an employee electric vehicle outreach plan

If fully implemented, these measures are projected to avoid more than 416,000 metric tons of annual carbon dioxide emissions-the equivalent of the annual emissions of more than 88,000 passenger vehicles, while also providing net cost savings and environmental co-benefits like air quality and drought resilience.

Building Resilience

Reducing greenhouse gas emissions can help slow the pace of climate change, but it cannot stop it. California's climate is already changing, and scientists expect the changes to intensify in the years

and decades ahead. These changes pose risks to Metro's infrastructure, services, riders and employees. More extreme climate and weather conditions could interrupt service and cause delays. They could also bring safety risks; increased operation, maintenance and repair costs; and reduce Metro's ability to provide emergency services to other partners in the region.

Building climate resilience is a risk-reduction strategy. Taking actions today can avoid future major costs, disruptions to service and safety risks. Metro's goal is to create a climate-resilient organization and transit system prepared, ready and able to continue to provide services to the people of LA County no matter what the future brings.

Resilience thinking is already part of Metro's daily business culture. Most planning and building decisions already include climate-resilience strategies, but there is more to be done. Metro will ensure climate-resilience is considered more thoroughly when making decisions related to planning, designing, construction, procurement, internal protocols and more, while also developing solutions that can be implemented gradually and modified as new information becomes available, minimizing costs and disruptions to service.

A climate-resilient Metro will plan proactively to reduce impacts due to climate change while ensuring climate resilience is pursued equitably across user groups and communities by:

1. Making climate resilience an organizational priority and integrating it throughout planning and daily operations.
2. Establishing a flexible approach to adaptation that can be monitored and adjusted over time as scientists improve their understanding of climate change and its impacts.

Stakeholder Engagement

Input from staff, riders, and other key external stakeholders was a critical and valuable component of developing and evaluating the goals of the 2019 CAAP. The 2019 CAAP incorporated input through the following engagement opportunities:

- Staff interviews
 - Since March 2018, ECSD staff interviewed Metro staff throughout the agency. These interviews were primarily conducted during scheduled Environmental Management System (EMS) Core Team meetings at the operating divisions. Four Bus Divisions (Divisions 9, 10, 13, and 15), five Rail Divisions (Divisions 11, 20, 21, 22, and 24), and the Central Maintenance Facility (Division 30) were interviewed. The EMS Administration group, which includes executives from Corporate Safety, Quality Assurance, Operations and Maintenance, was also interviewed. Metro staff were also engaged as part of Metro's quarterly "Growing a Greener Workforce" (GGW) meetings, which includes Metro employees who are interested in incorporating sustainability into their respective departments and have an environmental certification or credential. Employees who participated in the CAAP from the GGW included Contract Management, ITS, Public Relations, Community Relations, Systemwide Design, Government Relations, and Emergency Management. Other Metro groups interviewed included Construction Management, Facilities Engineering, Emergency Management, Enterprise Transit Asset Management, Systems Engineering, Countywide Planning and

Development, and Wayside Systems.

- Metro Sustainability Council
 - The Metro Sustainability Council has provided an objective forum for external collaboration for the 2019 CAAP. Staff presented to the Sustainability Council monthly from October 2018 to April 2019, including two workshops with councilmembers. The engagement strategy for the CAAP was developed with guidance and concurrence from the Sustainability Council's executive committee and consistent with the Sustainability Council Meetings Arc. As a result of meaningful feedback from the Sustainability Council, Metro augmented its engagement strategy to include additional touchpoints and add review time to the draft CAAP. Following the two workshops, staff presented to the Sustainability Council on how stakeholder input has been incorporated into the CAAP. A comprehensive comment review matrix was developed to facilitate stakeholder tracking of input received (Attachment B). The Metro Sustainability Council unanimously endorsed the CAAP during its July 12, 2019 meeting.
- Rider survey
 - In 2019, Metro conducted the first rider survey on climate change, asking for impressions and concerns related to climate risks, including information on how extreme weather events affect riders' comfort and convenience. The survey was deployed from January 8, 2019 through February 11th, 2019 and received nearly 400 responses. The survey was advertised online through emails and posts on Metro's the Source and Twitter. Additionally, staff attended 10 of the NextGen public workshops between January 8th and February 6th, 2019. At the workshops, staff provided flyers in English and Spanish that explained the survey and directed community members to the survey's link. For community members who could not access the survey via a computer or cell phone, a laptop was available to take the survey in-person with staff assistance.

Implementing the 2019 CAAP

Meeting these goals will require bold action. To manage change effectively, Metro will need to consider several emerging issues and address potential barriers to action. Five overarching principles will guide the 2019 CAAP implementation process:

Principle 1: Embrace Climate Leadership

Implementing the 2019 CAAP requires leadership, collaboration and bold action from Metro senior leadership; participation from Metro's entire workforce to contribute to an organizational culture of climate leadership; and active engagement from Metro's vast network of stakeholders to provide critical input and advice. All of these teams will work to reduce emissions and increase resilience while also aligning with other Metro priorities, such as equity goals outlined in the Equity Platform Framework, infrastructure and operational goals set out in the Long Range Transportation Plan and Agency level goals identified in Vision 2028 Strategic Plan.

Principle 2: Secure Funding and Prioritize Resources

While many resources already designated for planning, designing, building and operating the Metro system can be leveraged in pursuit of climate action, additional resources will be required to

implement the CAAP. Climate action must be reflected across all funding strategies and identified within both department and project budgets.

Wherever feasible, partnerships should be leveraged to jointly support climate related initiatives. This can be accomplished by identifying external partners that share Metro's vision for climate action and whose decisions collectively impact the sustainability of the region, such as City and County of LA, Caltrans and other state and local agencies. There is also value in private sector partnerships to maximize financial capital to fund, operate and maintain assets that contribute to impactful climate action. By working together and pooling financial resources, mitigation potential and preparations for climate risks can be optimized.

Principle 3: Integrate Climate Knowledge into Existing Decision Making Processes

Climate forward thinking must be seamlessly and rigorously integrated into existing decision making processes and systems. Key planning, design, construction, procurement and risk mitigation decisions require knowledge about GHG emissions and climate resilience. Integrating climate change thinking into Metro operations and processes has already begun in many Metro departments, through new sustainable acquisition practices and the use of lifecycle costing tools. Climate information and data will be incorporated as inputs when evaluating choices, alternatives and project priorities.

Principle 4: Monitor and Evaluate Progress

To maintain transparency and accountability to the goals set in this CAAP and to communicate any new goals and measures, the Energy & Resources Report and future Sustainability Reports will provide an annual update to stakeholders on Agency progress and the status of implementation timeframes.

Annual CAAP reporting will track the status of pilots, technology assessments, financial analyses, decision making outcomes and other major planning efforts underway. Reports will not only highlight key successes, but also identify where challenges or barriers persist. Additionally, these reports provide an opportunity to reevaluate technology choices, specific mitigation measures and actions, and implementation timelines. ***Opportunities for feasible acceleration will be prioritized, subject to emerging issues and constraints and considering responsible stewardship of taxpayer dollars.***

Principle 5: Engage with Community Stakeholders

Input and expertise from staff, riders and other key stakeholders will be a key component of implementing and evaluating the goals in this CAAP. Increased collaboration through existing partnerships will support implementation of CAAP goals while also helping to identify co benefits or redundancies among partners.

Metro will leverage existing engagement mechanisms with new ones for strategic exchange of information. Existing mechanisms include: ridership surveys, Service Councils, the Sustainability Council, general councils (e.g., Transportation Business Advisory Council), website content, email, social media, local committees, customized trainings and conference presentations. Internal communication channels include MyMetro Headlines section of the Metro intranet portal, department

newsletters, employee visual messaging boards at division facilities and employee trainings. New engagement opportunities and innovative ideas that further the agency's climate action and resilience goals can also be captured through the Unsolicited Proposal Process and Public Private Partnerships programs.

CEQA Considerations

The 2019 CAAP is not a project for the purposes of the California Environmental Quality Act (CEQA), and any projects, mitigation or other measures described in the CAAP will be developed and adopted through a public review process which includes CEQA compliance, if required. Evaluation of future project-level impacts is too speculative to include in an environmental document at this time as the CAAP is a policy document and does not include the approval of any specific project (see CEQA Guidelines Section 15145).

DETERMINATION OF SAFETY IMPACT

The CAAP affirms and reinforces a strong safety and preparedness culture throughout our operations and practices. A key element of the CAAP will be to promote a transportation system that improves safety for travelers by preparing the system for a variety of hazards.

FINANCIAL IMPACT

We will leverage funding and staff resources to accelerate the achievement of goals and initiatives prioritized in this CAAP. This includes aligning the agency's business processes, resources, plans, and tools with the CAAP's vision, goals, and initiatives and ensuring that financial decisions, annual budgets, programs, services support the Metro 2019 CAAP. It also means aligning human capital and financial resource decisions to reflect the CAAP's vision and priorities. This realignment will occur in a phased approach over the next several years to allow for the completion of initiatives that are already in progress. Assessments of planning, capital, or operating costs associated with specific initiatives in the CAAP may also be brought before the Board for action individually, or as part of a program or associated actions, as appropriate.

Impact to Budget

There is no change to the FY20 approved budget. Individual projects or initiatives outlined in the CAAP will be developed with individual project budgets and resource allocations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

As outlined in the report, the 2019 CAAP was developed to harmonize GHG and resilience goals with broader Agency goals and priorities set forth by other Metro documents, including the Vision 2028 Strategic Plan. Specifically, the risk assessment methodology included indicators that directly aligned with one or more of the Strategic Plan goals (see Table B-10 on page 80 of Attachment A).

ALTERNATIVES CONSIDERED

The Board could decide to delay or forgo the adoption of the 2019 CAAP. This alternative is not

recommended. The strategies in this 2019 CAAP are essential to maintain the momentum to reach our ambitious near and long-term climate reducing goals. This climate action and adaptation plan is critical to ensure Metro can continue to provide vital mobility services to LA County as the climate changes. Over the coming decades, the Los Angeles County region will undertake one of the largest transportation infrastructure investments in the western hemisphere. As LA Metro works with public, community, and private sector partners to build out this infrastructure for the future, we are also seizing opportunities to create a visionary path for minimizing contributions to climate change while building resilience to a changing climate for the over 1.2 million people who rely directly on our bus and train service today and more than 10 million people whose quality of life is affected by our ability to implement transportation solutions that successfully meet their mobility needs in the next ten years. The Board's adoption of the CAAP will provide support and direction for a comprehensive climate action plan from our agency and spur the collective actions necessary to advance our vision for a world-class transportation system that will efficiently, effectively, and equitably serve the mobility needs of people who live, work, and play within LA County.

NEXT STEPS

Upon Board approval, ECSD will act as the lead department facilitating the implementation of 2019 CAAP goals and will oversee implementation of the strategies while working with and supporting key internal stakeholders. ECSD will provide these key departments with technical analysis, project development, lifecycle costing, funding identification, education and training support.

The CAAP is a policy level document that requires additional steps to determine project-level impacts, including any acceleration and costs. Staff will determine these impacts concurrent with the environmental impact analysis, when necessary, prior to executing on projects and initiatives consistent with identified CAAP strategies.

Implementation best practices already exist within Metro. For example, the Environmental Management System to monitor, track, and evaluate progress and outcomes of climate related initiatives across the Agency. The SAP is another mechanism to ensure CAAP goals are incorporated into our procurement of goods and services.

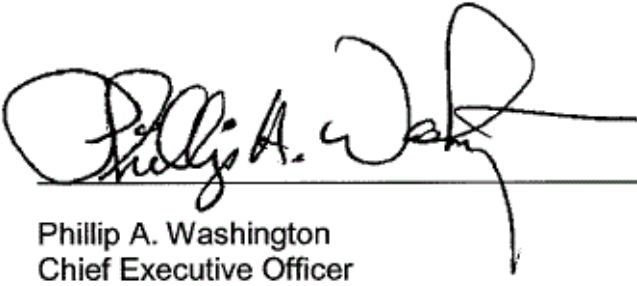
Consistent with the implementation principles laid out above, staff will report back on CAAP implementation on an annual basis through existing sustainability reporting mechanisms.

ATTACHMENTS

Attachment A - 2019 Metro Climate Action and Adaptation Plan
Attachment B - Sustainability Council Comments and Response Log

Prepared by: Cris Liban, Executive Officer, Environmental Compliance and Sustainability,
(213) 922-2471, LibanE@metro.net

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557
Laurie Lombardi, Interim Chief Planning Officer, (213) 418-3251



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/2019-0489_Attachment_A_Draft_Final_2019_CAAP.pdf



Metro

Interoffice Memo

Date April 8, 2019

To Metro Sustainability Council

From Cris Liban, Executive Officer, Projects Engineering

Subject Metro Climate Action and Adaptation Plan Comment Resolution

Metro staff sincerely appreciates the time, effort, and collaboration of the Metro Sustainability Council (Council) on the update the Metro Climate Action and Adaptation Plan (CAAP). At the October 2018 meeting, Metro introduced the Council the the CAAP Update. Since then, Council members and Metro staff have engaged monthly on the CAAP Update, and the Council has provided valuable feedback.

On March 8, 2019, Metro staff presented an overview of the Draft CAAP Update report to the Council, and a copy of the report was disseminated later that day. To facilitate an engaging partnership on the Draft CAAP Update, an engagement opportunity meeting was held at Metro headquarters on March 14th, during which time Metro and consultant staff were available to review the draft report, answer any questions, and capture verbal comments. Additionally, to provide the Council more time for a meaningful and thorough review, the deadline for comments was extended from March 22nd to end of business April 2nd.

Metro staff has since reviewed the excellent and insightful comments submitted by Council members. Metro truly appreciates the commitment to engagement and has addressed the comments in the most technically appropriate manner. Response to all comments received orally at the March 14th meeting as well as those received electronically by the deadline were included in the attached comment matrix. For a detailed overview of responses to all comments, please review the accompanying comment matrix.

Many of the comments submitted by Council members identified critical issues, which Metro staff has categorized as emerging issues. Accordingly, the CAAP Update is being revised to include a section for these emerging issues within the Implementation Chapter. This section will identify aspirations for the agency, including strategy acceleration, entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.). Additionally, these emerging issues will be addressed fully in the Metro Sustainability Strategic Plan, currently in development, as well as other Metro planning documents brought forth to the Metro Sustainability Council.

Sustainability Council Comments and Responses for the Draft 2019 Metro CAAP

April 9th, 2019

#	Reviewer	Chapter #	Page #	Line #	Sustainability Council Comment	Response
1	March 14th Meeting*	3			Would like to see more communication and involvement with public in list of actions. It's important to communicate these risks to the public.	External communication is a major component of how Metro is planning around risk, and the CAAP includes a critical external communication component as outlined in principle# 5 in Chapter 4. The CAAP also emphasizes the need to coordinate with other efforts inside and outside of Metro, such as Metro's All-Hazards Mitigation Plan.
2	March 14th Meeting*	3			This feels like framework of how Metro should approach adaptation in general and less like an action plan. Is the first bullet point (about identifying triggers, thresholds, metrics, etc.) going to be addressed in the CAAP or the Resiliency Framework or other documents?	The introduction to section 3.3 and Principle 4 in Chapter 4 will be revised to clarify.
3	March 14th Meeting*	3			Liked the elevator pathway, would like to see more of those.	At this point, we are not planning on adding more examples pathways into the CAAP, but will be developing them during implementation, and can provide additional examples in our annual Sustainability Reporting.
4	March 14th Meeting*	3	41		Table 3.2. Saw this as a "menu" of adaptation actions that are out there, but no recommendations on which ones are good for Metro and which ones Metro is specifically tackling. Is that correct?	All of these actions have been partially implemented or studied. Language throughout Chapter 3 will be revised to make it clear that adaptation actions are already being implemented at Metro, and that Metro is open to exploring all available adaptation actions beyond those in this table as part of the adaptation pathways approach.
5	March 14th Meeting*	3	41		To Table 3.2, add another column that says "type" or "department" explaining where specific actions take place within Metro.	We will add another column to the "Example Adaptation Actions" Table in Chapter 3 that indicates the type of process the measure might fall under: Planning, Design & Engineering; Procurement; Asset Management & Maintenance; Operations; Emergency Management & Disaster Response.
6	March 14th Meeting*	3			Include outreach to adjoining agencies and other stakeholders throughout County/state. When thresholds are exceeded and action needs to occur, Metro will need money, so they should discuss with these outside entities so that money is ready and available when needed.	We will expand upon in Principle 2 within Chapter 4.
7	March 14th Meeting*	3			Absent from risks is drought and how that affects green infrastructure in transportation space. Heat impacts on air quality is also missing.	The limitations of both of those are addressed in Appendix B--Drought is embedded in the extreme heat section. We will add a sentence to the main body under the discussion of extreme heat risks to further emphasize: "Extreme heat often leads to reduced air quality, which further impacts health."
8	March 14th Meeting*	3			In assets listed, there's no green infrastructure - there's more "hard" assets that are listed.	We will edit the asset list in Chapter 3 to clarify that this list is imperfect and not comprehensive, and there is room for improvement on data management. Metro's asset management database contains almost 26,000 records of distinct assets, including landscaping. Green infrastructure is embedded in many of these assets as well, including for example almost 80 miles of bioswales and California native or drought tolerant landscaping. Risk analysis is limited to the availability of geospatial data which, does not distinguish the green infrastructure components from hard assets.
9	March 14th Meeting*	Overall			When meeting with other stakeholders, should make the purpose/overview of the report more clear.	The CAAP will be revised to clarify the purpose of the plan, and the executive summary and introduction sections will be edited to provide a better overview of the plan.
10	March 14th Meeting*	1	4		Will we get to see the rest of the bus survey results?	The Survey Results will be provided in a new appendix, Appendix E.
11	March 14th Meeting*	Overall			Interfacing this with SCAG or CTC plans?	Metro ECSD is coordinating closely with Metro Countywide Planning, specifically with Long Range Planning and the Federal/State Policy and Programming business units to ensure that we can leverage opportunities both in the preparation of the SCAG RTP/SCS and any revisions to CTC funding allocations. With SB 526 (Allen) under consideration this legislative session, there is now uncertainty in this process. Metro will adapt our approach to achieve our climate goals.
12	March 14th Meeting*	ES			Are the 8 mitigation measures in here?	The Executive Summary will be revised to clarify.
13	March 14th Meeting*	Overall			Does this plan break out any new initiatives or summarize what's already happening? What's different from existing policy? What is Metro self-initiating with this plan? Where are the new measures?	A column will be added to Table 2-7 that describes Metro's current progress in each area addressed by a mitigation measure. Existing or ongoing commitments, plans, studies, and pilot initiatives will be included here where relevant.

14	March 14th Meeting*	Overall			The battery electric buses have been approved by the Board, so how do we know which of these are new due to the CAAP?	A column will be added to Table 2-7 that describes Metro's current progress in each area addressed by a mitigation measure. Existing or ongoing commitments, plans, studies, and pilot initiatives will be included here where relevant.
15	March 14th Meeting*	2	19		Would these measures be in the future Energy Resources report and be tracked every year to make sure Metro is on track to meet these?	Formal reporting on CAAP initiatives will be included in annual sustainability reports beginning with 2020 Energy and Resource Report (approx. June 2020). Additional information will be added under Principle 4 (monitoring and evaluating) in Chapter 4.
16	March 14th Meeting*	ES			There should be a risk management matrix that says for each risk how it's graded, the mitigation actions, the triggers for engaging that action and what to do when those triggers are reached, etc. Table 3-1 gives the score, but each item should also list a way to mitigate that risk and/or respond to that risk if it becomes a reality. Recommend having the CAAP start out with this table, and then throughout plan go into those in more detail. Could put this in Executive Summary. Connecting actions to risks more can create thresholds that can be followed up on and lay foundations for next actions. Prioritize high risks in the actions.	The Executive Summary will be revised. Related to risk management, we are moving towards a culture of embedding risk in decision-making: information that's needed, metrics we should be tracking to know how to act, etc.
17	March 14th Meeting*	1	3	25-28	Add a Number 3 to the list; sentence most appropriate is on pg. 38: "The CAAP supports this goal by identifying ways the agency can increase its resiliency to climate risks while also aligning with agency goals and priorities set in the Equity Platform Framework, Vision 2028 Strategic Plan and the 2009 Long Range Transportation Plan." Make this a 3rd point or replace it with the 2nd point.	Statement of climate resilience will be refined in Section 3.3 to include this language.
18	March 14th Meeting*	1			CAAP talks about being aligned with local initiatives, but where is the Roadmap initiative with LA Cleantech Incubator (LACI)?	Metro's committed goal of nearly 80% reduction in agency GHG emissions by 2030 outlined in the current version of the CAAP is consistent and greatly exceeds Metro's contribution to the TEP goal of 25% reduction in LA County transportation-sector GHG emissions and air pollution by 2028. The CAAP maintains Metro's commitment of a 100% ZEB fleet by 2030, consistent with the "Local transit" sector target in the TEP. CAAP goals for installation of employee commuting charging infrastructure and electrification of non-revenue and vanpool vehicles all contribute to the TEP's People Movement targets.
19	March 14th Meeting*	1			In response to above comment: LACI's Roadmap is not part of statutory mandate of state; LACI might make good recommendations but Metro should not be held accountable to that. Other state mandates do have funding behind them that Metro can be held accountable to.	Metro's committed goal of nearly 80% reduction in agency GHG emissions by 2030 outlined in the current version of the CAAP is consistent and greatly exceeds Metro's contribution to the TEP goal of 25% reduction in LA County transportation-sector GHG emissions and air pollution by 2028. The CAAP maintains Metro's commitment of a 100% ZEB fleet by 2030, consistent with the "Local transit" sector target in the TEP. CAAP goals for installation of employee commuting charging infrastructure and electrification of non-revenue and vanpool vehicles all contribute to the TEP's People Movement targets.
20	March 14th Meeting*	2	19		In mitigation measures list, add a column saying where we're at right now. This information can help stakeholders. Could have a color-coding approach saying if things are a recommitment, policy, etc.	A column will be added to Table 2-7 that describes Metro's current progress in each area addressed by a mitigation measure. Existing or ongoing commitments, plans, studies, and pilot initiatives will be included here where relevant.
21	March 14th Meeting*	ES			Is this document visionary? Are the measures enough?	This report aligns with the aspirations outlined in Motion 57 and provides a roadmap to address Metro's continuing efforts to reduce its own greenhouse gas emissions. Metro aligns these strategies with those of others that it can influence.
22	March 14th Meeting*	Overall			Would rather see a limited action plan that's implemented and can be held accountable, rather than a bold vision plan with many actions; need to find this balance. It is important to include that this report is visionary, but need to consider the cost.	Executive Summary will be revised to address this. Edits throughout the report will be made to keep consistent message.

23	March 14th Meeting*	ES			Need to incorporate information on the cost of these measures and when cost is important.	We will include a table in the Executive Summary that shows each of the measures, the NPV over the analysis period (2019-2050), and the annual emissions reduced from 2017 levels. We will also include annual emissions reduced from 2017 levels in table 2-11 (Mitigation Scenario Implementation Costs and Emission Reductions), and rename the columns for clarity.
24	March 14th Meeting*		2	16	Emissions inventory shows the biggest potential is from Metro's ability to decrease VMT. Crosswalk ridership projections with Metro's strategic plan?	We will add a paragraph in Chapter 2 in the Greenhouse Gas Mitigation at Metro "Approach" section to clarify.
25	March 14th Meeting*		2	16	Don't just look at Metro's positive impacts on VMT, but also see if Metro is increasing VMT.	Language in Chapter 2 will be included to identify areas of potential GHG impacts and benefits that are not currently addressed in this CAAP such as upstream emissions from purchased goods, waste disposal, and construction projects.
26	March 14th Meeting*		3	32	Transit-Dependent Vulnerability Map - is there an effort to connect this with equity framework?	Metro's Equity Platform is still being developed. The Equity Focused Communities mapping project is still underway and was not available to include in this CAAP. We will add the following note to Chapter 3 in the explanation of the map: "Metro is in the process of developing an Equity Platform, an additional tool to define a common basis for Metro and the community to build an agenda around improving equity."
27	March 14th Meeting*	ES			Major changes should be made to Exec Summary. Make it about the bold vision of Metro and what we're doing, where we're headed. Bring out the headlines--so they can say, look, here is what Metro is doing. What are the costs to Metro? Make recommendations for specific action to be more ambitious and specific. Make ES more advocacy. Detail measures, next steps, explain that adaptation approach is first time it's being embedded into a public agency in California--i.e. sell the approach.	Executive Summary will be revised accordingly.
28	March 14th Meeting*	ES			In ES, the resilience goals and the next steps are confusing--some are really similar, some are different. Look at them side-by-side, and how mitigation would fit in. Resilience Goal #6 seems similar to 4th implementation principal. Need clearer goal or principle around metrics/thresholds. Need clearer/upfront that establishing metrics is an essential step. Also, consider using language that talks about tying actions to something measurable. Metrics still need to be brought out more--best discussion of need for triggers is buried in case study, but it needs to be prominent.	Executive Summary will be revised so that the discussion of thresholds is made more prominent.
29	March 14th Meeting*	ES			Not clear how we're thinking about engaging with other agencies. What is their role? SCAG, LA, Caltrans, etc.--list them specifically.	Will be listed under Principle 5 in Chapter 4.
30	Roy Thun		3	29	1 General comment the document does a good job of identifying risks based on vulnerability and criticality. However, there is no recognition of the wider societal impacts that are likely to occur within Metro's service area for the same, or related, climatic conditions that would effect Metro. This is very important to consider with respect to criticality of Metro's services in the face of civil unrest, emergency transportation needs and general state of panic. Suggest commenting on this topic in Chapter 3 and 4 with cross reference to Metro's operational integrity plan.	The Plan discusses Metro's critical role in creating a resilient LA, and mentions the All Hazard Mitigation Plan, which will take this broader lensed approach.
31	Yareli Sanchez		1	3	27 Metro needs to approach climate resiliency from a perspective that is less centered on Metro's assets. As a large agency in the Los Angeles region, Metro's action can contribute to regional resiliency as a whole.	Agree that a resilient Metro system is one piece of a larger resilient community. The call-out box (Resilience at Metro and Beyond) in Chapter 1 highlights this point.
32	Yareli Sanchez		1	2	6 In keeping with previous comment, an important next step, once we recognize that Metro can contribute to regional resiliency, is to coordinate with other government entities to amplify efforts, identify cost saving measures, and identify how Metro's assets can be used to respond to climate emergencies (evacuations). This can perhaps be done through a cross-cutting agency committee or workgroup and will require Metro to think regionally instead of a Metro Asset approach. Next step, better coordination with other regional and agency entities.	We will expand upon in Principle 2 described in Chapter 4.
33	Yareli Sanchez		3	39	4 Should recognize that riders are also critical partners in monitoring on the ground conditions and the efficacy of Metro's response/interventions	External communication is a major component of how Metro is planning around risk, and the CAAP includes a critical external communication component as outlined in principle #5 of Chapter 4, which highlights the value of rider input.

34	Yareli Sanchez	3	40	23	Protecting infrastructure does not necessarily have to be done through a hardening approach. Metro needs to recognize the value of both soft (natural), hard, and hybrid approaches and recognize when each is appropriate. Greening a bus station, for example, is a soft and low-cost approach to urban cooling. Add soft/natural infrastructure strategy into pathway approach and recognize in evaluation of a strategy that these are low cost and multi-benefit approaches	The Hardening/Protecting Infrastructure category of adaptation actions in Chapter 3 will be revised to include natural approaches, and we will add examples of natural infrastructure in several other places in the document.
35	Yareli Sanchez	3	40		Recognize that capacity building is also an adaptation action. Providing training, for employees, and resources, for both communities and employees, can ensure communities can respond to climate emergencies. Great you all identified communication with staff and ridership as being key!	Language will be revised so that the "operational" category of adaptation actions in Chapter 3 also includes "behavior modifications." We will discuss training and other modifications as an example.
36	Yareli Sanchez	3	40	23	Need to recognize the value of smart multi-benefit design here as well, not just engineering. Good design and better materials can increase dependability but also feeling of safety, aesthetic value, etc.	Principles #3 and #5 in Chapter 4 will be revised to note benefits of collaboration and co-benefits.
37	April 2nd Letter**				I.1.a. Metro should pledge to go ZERO CARBON for transportation, property assets, etcetera, by [X] date, and announce an upcoming Request for Information for same;	This CAAP includes an aggressive commitment to reducing GHG emissions by 87% from 2017 levels by 2050. While the CAAP does outline an opportunity to reduce emissions to zero through the purchase of carbon offsets, the CAAP does not include carbon offset purchases as a mitigation measure. However, the CAAP will be revised to adopt all 13 mitigation measures analyzed which will increase the GHG emissions reduction targets. Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).
38	April 2nd Letter**				I.1.b. Metro should plan a pathway to become NET-ZERO for buildings and site-facilities which will include additional on-site distributed generation (DG) such as photo-voltaic system/solar thermal system/ inverter plus battery energy storage and micro-grids, By [X] date Metro should have a clear plan for onsite DG and resiliency measures; by [x] date Metro should have begun plans to install onsite DG and a microgrid at [X] these locations and by [X] date at these locations;	Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.). As part of advancing implementation for GHG strategies outlined in this CAAP, Metro will be developing updates to existing energy management plans that will specifically address opportunities for incorporation of net-zero building technology, distributed generation and microgrids, and renewable energy supply. Metro is also finalizing a Green Procurement Framework to address material and product selection.
39	April 2nd Letter**				I.2. Metro should plan to exceed Cal-Green via modifications/upgrades/retrofits: double glazed windows, low-E; building automation systems; roof and our wall insulations by [X] date;	Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.). As part of advancing implementation for GHG strategies outlined in this CAAP, Metro will be developing updates to existing energy management plans that will specifically address opportunities for incorporation of net-zero building technology, distributed generation and microgrids, and renewable energy supply. Metro is also finalizing a Green Procurement Framework to address material and product selection. Through the Metro Sustainability Plan Program (as related to construction of all Metro infrastructure), the most recent and most stringent requirements for CALGreen compliance and exceedance are included for Purple Line Extension 3. Metro will monitor how the mandatory and voluntary requirements are being applied and incorporate the lessons learned in the implementation of other projects.

40	April 2nd Letter**				I.3. Metro should convert to zero-emission for the non-contracted bus fleet by 2025, (Date and timeline for accountability);	Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).
41	April 2nd Letter**				I.4. Creating Electrification of Metrolink rails for which LA Metro is the planning agency, which has been broadly discussed... Electrification of rail transportation, for which LA Metro is a transportation planning agency; and electrification of certain lines: It has been previously discussed in terms of the value of introducing electrified rolling stock (such as electric locomotives, electric multiple units, hybrid-electric units, or dual-mode electric units), among lines with higher frequencies of service. The capital investments could provide a platform upon which to implement electrification.	We are coordinating with our partner agencies such as Metrolink to plan for such an initiative.
42	April 2nd Letter**				I.5. Metro should determine and include which best practices to undertake to influence commuter behavior: In other words what should LA Metro / Metrolink's light rail consider in light of the top railways/bus systems in the world? Examples: free fares, cleaner trains and buses, free wifi, seamless fare systems (applications for Android and i-Phone users), timeliness (not having to wait more than 4 minutes in between trains)	Though not explicitly addressed in this CAAP, Metro constantly strives to provide a world-class transportation system that enhances quality of life for all who live, work and play within LA County. As such, the agency has initiatives around many of the items mentioned here. LA Metro is currently piloting Wi-Fi on Metro trains and buses. In addition, Metro is conducting a NextGen Bus Study, the goal of which is to create an attractive and competitive world-class bus system. To achieve this goal, all aspects of Metro bus service are on the table for study, including speed, distance, frequency, time of day, reliability as well as quality of service and safety. Additionally, at the Metro December 2018 Board Meeting, new mobility fees and congestion pricing were studied as part of Item 38. Receive and File of the Twenty-Eight by '28 White Paper. The Agenda item noted that a congestion pricing initiative could position the agency to offer free transit services in time for the 2028 Olympic Games. Metro is also in the early stages of developing a Customer Experience plan and indicators. Metro values timeliness, which is why it was a key component of the Metro Vision 2028 Strategic Plan. Metro is striving to improve wait times on lines like the Purple Line to achieve trains every 4 minutes. Lastly, Office of Extraordinary Innovation has an unsolicited proposal process, for which any new innovative partnership projects can be submitted for review.
43	April 2nd Letter**				II.a. Metro cannot wait 30 years to electrify the contracted bus fleet (BEB Deployment Contracted, as referred to on page 23) given that it has contracting authority for doing same. Metro can and needs to develop a time frame for turn over within 10 years, based on current contract obligations and not extending further contractual relationships with buses other than zero-emission buses.	Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).
44	April 2nd Letter**				II.b. Similarly, Metro cannot wait 30 years to turn over the vanpool assets (Battery Electric Vehicle (BEV) Vanpool Deployment, as referenced on page 23). The useful life of the current vehicles is likely not 30 years, as such there should be a refusal to purchase any new vehicles that are not zero-emission).	Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).
45	April 2nd Letter**				II.c. Any further investment in any fuels that will ultimately be replaced is wasteful of Metro and taxpayer resources. Existing gas infrastructure should be utilized as a redundant or emergency back-up system in the event of a natural disaster prior to Metro adopting needed resiliency technologies such as distributed generation, battery energy storage and microgrids.	Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).
46	April 2nd Letter**				III.a. Three decades to replace existing heating, venting and air conditioning systems (Facility Heating, Venting and Air Conditioning Electrification) and replace appliances (Facility Appliance Electrification) is excessive.	Chapter 4 now includes an Emerging Issues section that identify acceleration strategies, where feasible. This section describes entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.). As part of advancing implementation for GHG strategies outlined in this CAAP, Metro will be developing updates to existing energy management plans that will specifically address opportunities for incorporation of net-zero building technology, distributed generation and microgrids, and renewable energy supply. Metro is also finalizing a Green Procurement Framework to address material and product selection.

47	April 2nd Letter**			<p>III.b. Similarly, Facility LED lighting installation is “low-hanging fruit” and Metro can set a more actionable time frame of completion within 5 years, not a 2030 deadline.</p>	<p>Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).</p> <p>As part of advancing implementation for GHG strategies outlined in this CAAP, Metro will be developing updates to existing energy management plans that will specifically address opportunities for incorporation of net-zero building technology, distributed generation and microgrids, and renewable energy supply.</p>
48	April 2nd Letter**			<p>IV.a. Metro will experience increased demand for electricity through the next 3 decades and the planned amount of distributed generation is insufficient for same. The annual planned amount of installed photovoltaic is insufficient given the needs and a division, by division, or line by line approach should be considered, and possibly a Request for Information issued regarding same.</p>	<p>Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).</p> <p>As part of advancing implementation for GHG strategies outlined in this CAAP, Metro will be developing updates to existing energy management plans that will specifically address opportunities for incorporation of net-zero building technology, distributed generation and microgrids, and renewable energy supply.</p>
49	April 2nd Letter**			<p>IV.b. Metro should be focusing on becoming Net Zero which involves including battery energy storage as part of the planning for zero emission bus line and rail line (infra) electrification.</p>	<p>Chapter 4 will include an Emerging Issues section that will identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).</p> <p>As part of advancing implementation for GHG strategies outlined in this CAAP, Metro will be developing updates to existing energy management plans that will specifically address opportunities for incorporation of net-zero building technology, distributed generation and microgrids, and renewable energy supply.</p>
50	April 2nd Letter**			<p>V.a. Misleading analysis as well in the context of GRID GHG impacts versus Transportation and Building Stock/ Property GHG impacts: This point concerns page 21, Measure ES-2 and the assertion “...greenhouse gas emissions benefits do not fully emerge until California’s electricity grid is less carbon intensive than the renewable natural gas Metro is currently supplying to our CNG fleet, approximately 2031.” There are Grid impacts and there are local air quality impacts in the urban cities that they service, (quieter, cleaner, safer) including no tail pipe emissions. In other words: if the grid is dirty, it’s okay if our buses are dirty, too; we don’t need to clean up our buses(?).</p>	<p>Metro recognizes the air quality benefits of vehicle electrification and as such has committed to a 100% ZEB fleet by 2030 (the full quote reads as follows: “While this transition provides immediate air quality benefits, the greenhouse gas emissions benefits do not fully emerge until California’s electricity grid is less carbon intensive than the renewable natural gas Metro is currently supplying to our CNG fleet, approximately 2031.”).</p> <p>However, it is important to note that currently projections for greenhouse gas emissions indicate an increase in greenhouse gas emissions if Metro were to continue to rely on grid-supplied electricity while transitioning to ZEB fleets. Despite this, the CAAP recommends transitioning Metro’s fleets to ZEB <u>and</u> pursuing lower-carbon sources of electricity to mitigate a potential increase in GHG emissions from electrification. Figure 2-9 (Metro greenhouse gas emissions, by end-use category, all mitigation measures, 2019–2050) in the current CAAP outlines how pursuing lower-carbon sources of electricity can facilitate even greater reductions in GHG emissions.</p> <p>Additional language will be added in this section of Chapter 2 to ensure clarity and avoid any misrepresentations of the analysis.</p>

51	April 2nd Letter**			V.b.A) The supply of what is actual renewable natural gas, is very small; so the idea of running Mero's buses on RNG is troubling;	Metro has contracting authority to provide up to 100% of its bus fuel requirements with RNG and there is no indication that supply is limited. Further, Metro's supply contracts for RNG in no way impact the availability of fuel for its bus fleet, so there is no impact or added risk to bus operations. Metro's RNG supply program is consistent with the agency's commitment to a ZEB fleet by 2030, with RNG acting as a transitional low-carbon fuel while ZEB implementation ramps up.
52	April 2nd Letter**			V.b.B) As well, tail Pipe Emissions matter: page 21, E-2; This text box negates harmful emissions from near zero or "low NOX" buses. It also fails to discuss the local air quality benefits from zero-emissions that are needed in communities that live in and around our transit corridors that these buses and trains service.	While the scope of the inventory and mitigation analyses is focused on GHG emissions, we will include text that acknowledges air pollution emissions from CNG buses within the Regional Context. Metro is in the process of procuring ZEBs in the fastest way possible. We are in the transition phase, with the goal of ensuring we maintain the level of service using the cleanest fleet and fuel possible and available to us.
53	April 2nd Letter**			V.b.C) Finally, a strategy that involves purchasing credits is not one that benefits Angelenos who live around or ride LA Metro transportation modalities.	In section 2.4 ("Getting to Zero" text box) we examine the potential for carbon offsets, but conclude that currently, though this strategy has been utilized as a viable option by other entities, Metro has chosen to instead focus on reducing emissions by investing in transportation infrastructure. We will provide additional text to further reinforce this point.
54	April 2nd Letter**			VI.a.i. The process for decision-making should include a discussion of the External Benefits Estimator (which includes the societal benefits to the region- including social costs of carbon, as well as job creation aspects, as well as projects that change the transit-rider's experience); as has been used by other transportation planning agencies. As opposed to just cost (implementation and otherwise) and feasibility as primary decision makers. Readers will want to understand the societal/environmental benefits inherent in some projects, while still others may want to better understand the costs and financial feasibility; all of which are important.	The current cost analyses are aimed at helping Metro understand the impact on Metro's bottom line and to provide a point of comparison between measures. Both readers and decision-makers should be informed about the marginal cost-abatement potentials for each measure. In a financial resource-constrained environment, the most cost-effective GHG mitigation measures may be prioritized over those that are not as cost-effective. Regardless, the CAAP will be revised to adopt all 13 mitigation measures analyzed which will increase the GHG emissions reduction targets. Additionally, Metro is exploring tools that integrate external benefits into decision making, such as the Triple-Bottom-Line tool being piloted for the Emergency Security Operations Center (ESOC) project. The goal is to conduct these assessments at the project-level.
55	April 2nd Letter**			VI.a.ii. Metro-Directed Control should not be as heavy of an analysis point. There are few areas for which Metro cannot exert influence with respect to sustainability. This is, if it determines to implement sustainability not via a business-as-usual approach. For example, because Metro enters into contracts for some of the buses it utilizes, it can exert control vis-à-vis the contracting process; similarly, the Battery Electric Vanpool deployment is also something within Metro direct control. Metro can make a determination as to which types of vehicles for which it will provide rebates and incentives. Additionally, Metro likely has domain over where it provides parking for its employees and can implement measures to incentivize employees to ride share or alternatively provide more vehicle chargers. The concept of direct control versus another kind of control is a means to delay sustainability planning.	Analyzing how and where Metro's influence can change outcomes is a critical part of determining feasibility and ultimately implementing the GHG measures outline in this CAAP. Taking the various Metro fleets as an example, there are different ownership models that need to be taken into account when determining how to implement the electrification strategy. Additional language will be included in the revised CAAP to clarify "direct control" and how this analysis was used to inform implementation timelines. Additionally, as of April 2019, Metro is in the process of developing a Green Procurement Framework, the goal of which is to exert influence in the contracting process as evidenced by the best practices cited in the Framework. The next phase of that initiative will explore additional ways beyond those best practices that Metro can influence the contracting community.
56	April 2nd Letter**			VII. Since Metro owns and controls a significant amount of property throughout the Los Angeles region, including buildings, parking lots, maintenance yards, and transit stops, the opportunity is ripe to enhance regional resilience by recognizing the multiple benefits of green infrastructure projects and prioritizing the implementation of these projects within the Climate Action and Adaptation Plan...Metro should recognize the opportunities associated with the Safe Clean Water program and all the momentum being built around green infrastructure as a tool to combat climate change and highlight and implement these strategies as part of its CAAP.	Metro values the multi-benefits of green infrastructure, and has been proactively incorporating such principles and strategies in all Metro infrastructure projects beginning with the Metro Orange Line. We realize that green infrastructure was inadequately emphasized in the CAAP. We will add several references to green infrastructure and its benefits in the CAAP.

57	April 2nd Letter**			VIII. MAINTAINING CONSISTENCY WITH LOCAL INITIATIVES IN WHICH METRO IS A PARTNER: LA Metro is a partner in Los Angeles Clean Tech Incubator's Transportation Electrification Pathway (TEP) and has been involved in developing the TEP from the inception. LA Metro's CAAP is inconsistent with these goals, which is concerning given that LA Metro helped develop these goals and yet, is now planning far less than what is an appropriate amount given the anticipated needs, as well as the GHG gains that can be achieved by encouraging LA Metro employees to switch to a zero-emission car or a hybrid.	<p>Metro's committed goal of nearly 80% reduction in agency GHG emissions by 2030 outlined in the current version of the CAAP is consistent and greatly exceeds Metro's contribution to the TEP goal of 25% reduction in LA County transportation-sector GHG emissions and air pollution by 2028.</p> <p>The CAAP maintains Metro's commitment of a 100% ZEB fleet by 2030, consistent with the "Local transit" sector target in the TEP. CAAP goals for installation of employee commuting charging infrastructure and electrification of non-revenue and vanpool vehicles all contribute to the TEP's People Movement targets.</p>
58	April 2nd Letter**			IX. CAAP STAKEHOLDER ENGAGEMENT: Opportunities for engagement regarding CAAP are lacking in LAMSC meetings. The LAMSC is a volunteer council, comprised of professionals employed by entities other than LA Metro, which means that volunteers need to have the opportunity to deal with the substance of the CAAP at the meetings. The process does not facilitate meaningful input by allowing explanation at the council meetings itself as well as tracking input from prior workshops to determine incorporation or lack thereof for different reasons. Our perception is that the majority of the feedback provided to the Metro team at the initial CAAP workshops has not been incorporated into the current draft, and we are left not understanding why. Our hypothesis is that an expedited project timeframe has made the team unable to adequately respond to feedback provided over the past few months. Considering that the CAAP only gets updated once every five years, this rushed approach does not give due importance to one of, if not the most pressing issue of our time.	<p>The engagement strategy for the CAAP has been developed with guidance and concurrence from the LAMSC executive committee and consistent with the LAMSC Meetings ARC. However, as a result of meaningful feedback from the LAMSC, Metro augmented its engagement strategy to include additional touchpoints and add review time to the CAAP draft, which lengthened the overall project timeframe. Finally, the project timeframe is one that was committed to as part of the commitment to the Metro Board, specifically to the current Board Chair.</p> <p>Staff have provided regular reporting to the LAMSC on CAAP progress including two workshops that were designed specifically for LAMSC input. Following both workshops, staff presented to the LAMSC on how stakeholder input has been incorporated into the CAAP. A comprehensive comment review matrix has been developed to facilitate for stakeholder tracking of input received.</p> <p>This CAAP is designed to be updated as needed according to new information, to new technologies, or to new relevant statutes/regulations. A formal revisit of the whole CAAP is going to be done every five years.</p>
59	April 2nd Letter**			X. GOVERNANCE ISSUES: In order to rise to the challenges of climate change, Metro needs leadership at the executive level to ensure that planning, construction and operations are all in alignment with CAAP objectives. We have been advocating for the creation of a Chief Sustainability Officer position at Metro, and we continue to do so with this letter as well. Per Motion 57, Metro has committed to utilizing a project-specific sustainability coordinator to guide and monitor all future highway and transit projects and report to a Sustainability Officer; however, such actions still lack the direction of quantifiable targets and metrics, are piecemeal in nature and do not signal a meaningful endeavor by the agency. Given the climate and sustainability goals inherent in Motion 57, this undertaking needs a Chief Sustainability Officer and coordinating staff to not only lead these initiatives, but follow through to execute the implementation. Currently, it appears environmental and sustainable efforts occur as sporadic pilot projects and vary widely among the different departments within Metro. ECSD has done much of this work, but there is a long ways to go yet in terms of institutionalizing these goals, which calls for additional leadership, a CSO, and team to effectuate these efforts.	<p>Metro staff are delivering on the current CAAP strategies using existing resources and are expected to do so moving forward. This comment is going to be carried forward to address the implementation of Metro's overall sustainability and environmental program, including the CAAP.</p>
60	April 2nd Letter**			XI. BARRIERS: Further discussion of the CAAP can and should mention any significant constraints to implementation, such as State of Good Repair issues, maintenance issues, operations issues and budgetary issues. Rather than just sticking with the low-hanging fruits, this CAAP should be an opportunity to identify higher-ambition areas of opportunity. Such information would provide necessary talking points to understand how to provide support to Metro adopting and implementing bold climate and sustainability goals.	<p>Chapter 4 will include an Emerging Issues section that identify acceleration strategies, where feasible. This section will describe entry points where these aspirations fit within the work Metro is undertaking, potential barriers to accelerated implementation, and how the annual review of progress on CAAP initiatives will be used to adjust targets and goals with new information (technology, lessons learned, policies, etc.).</p>

*March 14th meeting attended by: Jennifer J. Kropke, Esq., Bryn Lindblad, Michael Kadish, Wendy Nystrom, Patty Menjivar, Lorena Palacios, and Mark Kempton.

**April 2nd Letter submitted by: Jennifer J. Kropke, Esq., Bryn Lindblad, John Harriel, Jr., Will Wright, Hon., Big John Cares, Bruce Reznik, Caryn Mandelbaum, Michael Kadish, Joel Levin, and Yareli Sanchez.

61	Bryn Lindblad	1	4	Text box	The text box mentions one of the results of the Metro survey re. climate adaptation. Please make the rest of the results available, too.	The Survey Results will be provided in a new appendix, Appendix E.
62	Bryn Lindblad	2	13	table 2-4	Please explain why contracted bus GHG/VRM has increased 22% from 2010 to 2017. This is a move in the wrong direction.	<p>As reported in Table 2-3, emissions from Metro's contracted bus fleet have increased slightly from 2010 to 2017 (7%). We don't have the full dataset from 2010 and cannot pinpoint the driving factor behind this minor trend, but believe this increase could be a result of better reporting practices and not indicative of a change in operations.</p> <p>At the same time, Metro's contracted bus service measured in vehicle revenue miles (VRM) has decreased by roughly 12% from 2010 to 2017 (although actual levels of service measured in vehicle revenue hours have decreased by only 2%).</p> <p>The slight increase in emissions and decrease in the corresponding normalization factor (VRM) exaggerate the overall change in emissions from this source. Although normalization factors are a useful way of measuring and comparing performance, this section has been removed from the final version of the CAAP.</p>
63	Bryn Lindblad	2	12	table 2-3	Please explain why facility electricity has increased 70% from 2010 to 2017. We were told the former includes CNG whereas the latter doesn't, so if comparing apples to apples the increase would be even larger than 70%, which is troubling (a move in the wrong direction).	<p>Based on the available data, overall electricity consumption from facilities has increased by 119% since 2010. While we are developing a normalization factor that takes into account building square footage in order to better assess this indicator. Metro has constructed or significantly expanded over a dozen maintenance facilities, 30 rail stations, and many more ancillary facilities that support 6 new or extended rail and BRT lines during that timeframe.</p> <p>Despite this increase in electricity consumption, GHG emissions from this sector only increased 70% due in large part to lower emissions factors from grid electricity and marginally from Metro's own on-site renewable generation.</p>
64	Bryn Lindblad	2	16	figure 2-5	The biggest thing Metro can do for reducing GHGs is to reduce more VMT. Please consider at least mentioning that here as something that Metro could look to include more robustly in the next CAAP update.	Chapter 2 will be revised to address the importance of VMT reduction and add a connection to other Metro efforts.
65	Bryn Lindblad	2	16	4&5	Please include a commitment in this CAAP that the ridership gains projected herein will be consistent with the forthcoming LRTP.	<p>Ridership gains projected in the CAAP were developed given planning data that was available to staff during the analysis and modeling period. The methodology and sources for this information are elaborated in Appendix A of the CAAP. Ridership projections from planned rail and BRT projects could change pending environmental review, Board approval, funding availability, and the modification or addition of new projects.</p> <p>GHG and ridership projections may be revised to remain consistent with the best available data and methodologies and reported out during interim reporting opportunities (e.g. annual sustainability reporting).</p>
66	Bryn Lindblad	2	16	4&5	It would also be helpful to include what the current ridership is, so that the projections have more context.	Chapter 2 will include the 2017 Metro ridership numbers utilized in the methodology.
67	Bryn Lindblad	2	19-20	table 2-7	All of these mitigation measures are directed at Metro's own emissions, and none at displacing emissions (aka. reducing VMT). It would be good to include congestion pricing & LRTP investments as strategies that should aim to reduce GHGs through decreasing VMT.	Chapter 2 will be revised to address the importance of VMT reduction and add a connection to other Metro efforts. The CAAP looks at strategies to minimize the agency's operational emissions, while the agency's Strategic Plan and LRTP address Metro's role in regional VMT reductions, which have an impact on regional greenhouse gas emissions. Additionally, at the Metro December 2018 Board Meeting, new mobility fees and congestion pricing were studied as part of Item 38. Receive and File of the Twenty-Eight by '28 White Paper, and the agency is continuing research and development related to potential congestion pricing models.
68	Bryn Lindblad	3	30		The risk assessment approach is primarily aimed at assessing "assets", and so it has rather clumsily here had more people-centric statements added onto asset-centric assessments. Metro should rather apply a more people-centric approach that focuses on how riders are affected by climate change (e.g. in extreme heat, people need shade and access to drinking water).	We have attempted to highlight the importance of a resilient Metro system for surrounding communities and ridership and the relationship to ridership. For example, the CAAP includes a critical external communication component as outlined in principle #5 of Chapter 4, which highlights the value of rider input. We will continue to keep ridership and surrounding communities at the forefront of the work we do in this CAAP, particularly throughout implementation.

69	Bryn Lindblad	3	32	figure 3-2	How has this map of transit-dependent areas been developed? Instead, I suggest using the Equity Focus Communities map that is currently being developed.	Metro's Equity Platform is still being developed. The Equity Focused Communities mapping project is still underway and was not available to include in this CAAP. We will add the following note to Chapter 3 in the explanation of the map: "Metro is in the process of developing an Equity Platform, an additional tool to define a common basis for Metro and the community to build an agenda around improving equity."
70	Bryn Lindblad	3	35	15-23	Please include the impact that wildfires have in deteriorating air quality, and how that may affect people's propensity to use active transportation modes.	We will add clarifying language to the Wildfires discussion in Chapter 3, under the Key Risk Assessment Findings section.
71	Bryn Lindblad	3	37	17-25	Absent from the risks listed are: 1.) the increased likelihood and severity of drought, and how that impacts green infrastructure; 2.) how hotter days causes increased ozone/smog formation, and how that impacts active transportation.	The limitations of both of those are addressed in Appendix B--Drought is embedded in the extreme heat section. We will add a sentence to the main body under the discussion of extreme heat risks to further emphasize: "Extreme heat often leads to reduced air quality, which further impacts health."
72	Bryn Lindblad	3	38	text box	What does "under a broader, all-hazards lens" mean, and what will this 'Resiliency Indicator Framework' be used for?	We will add language clarify the All Hazard callout box in Chapter 3.
73	Bryn Lindblad	3	41-42	table 3-2	These sort of actions for adaptation are what the adaptation plan should consist of, and yet they're only included here as examples, not a plan for action. Metro should do the work to arrive at a list of actions like this and that's what should be in the CAAP. As it is now, the adaptation section reads like a concept framework (describing the concept of flexible pathways), not an action plan with clear next steps.	All of these actions have been partially implemented or studied. Language throughout Chapter 3 will be revised to make it clear that adaptation actions are already being implemented at Metro, and that Metro is open to exploring all available adaptation actions beyond those in this table as part of the adaptation pathways approach.
74	Bryn Lindblad	3	46		This example (of how to deal with an increase in elevator outages) is again a great example of what the adaptation plan should consist of. We need more of these, not just the one example.	At this point, we are not planning on adding more examples pathways into the CAAP, but will be developing them during implementation, and can provide additional examples in our annual sustainability reporting.

Sustainability Council Comments and Responses for the Draft Final 2019 Metro CAAP

July 12th, 2019

#	Reviewer	Chapter #	Page #	Sustainability Council Comment	Response
1	Roy Thun	2	16	Going forward you may want to talk in terms of 14 mitigation measures rather than 13. The CAAP somewhat discretely notes (p. 16) that it will take additional TBD mitigation measures to achieve the last 4% reduction of emissions by 2050.	The CAAP outlines 13 specific measures the agency could take to reduce GHG emissions to 96% by 2050. However, as highlighted, additional measures will be needed to achieve zero emissions by 2050. As the CAAP is implemented and further measures are explored, those additional measures will be included. As no specific measures were identified to account for that remaining 4%, no additional measures were added to the CAAP's GHG reduction measures list.

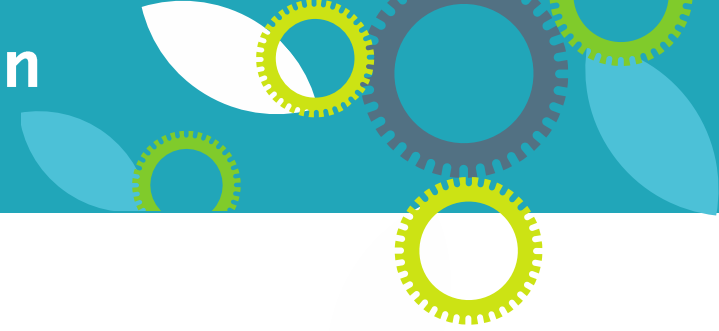


Metro Climate Action and Adaptation Plan

Presentation to the Metro EMC
July 2019

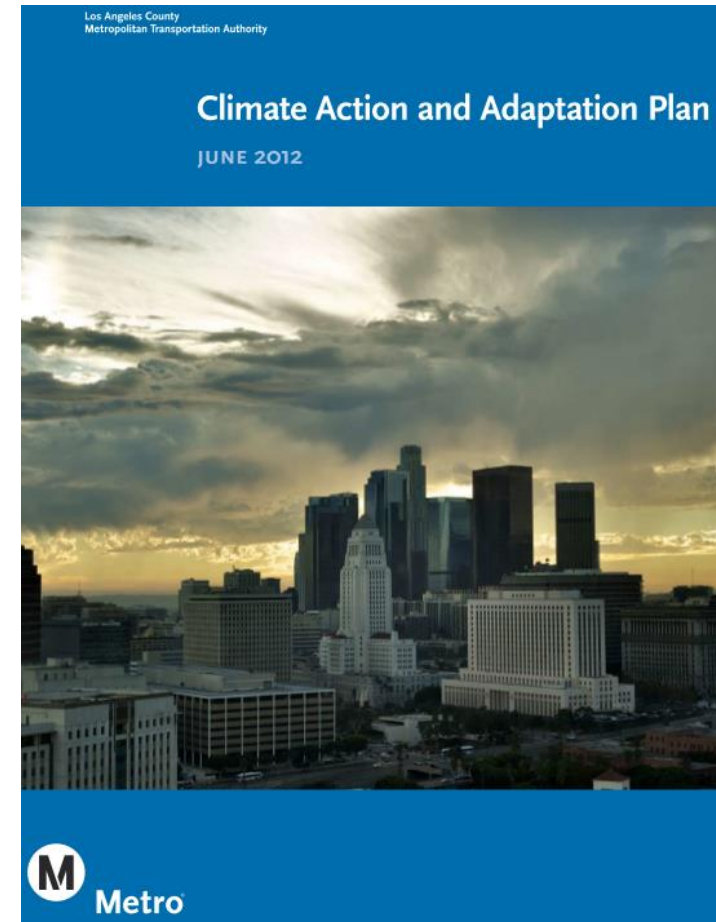


Metro[®]



Overview

- **2012 CAAP established a framework for Metro projects, programs, and facilities to:**
 - Reduce GHG emissions from operations
 - Prepare for the impacts of climate change on Metro's systems
- **2019 CAAP provides:**
 - Updated GHG emissions forecast thru 2050
 - Identifies new GHG goals and reduction strategies
 - Identifies Metro's approach to climate resilience
 - Outlines strategic implementation principles



Metro reduced GHGe by **12%** from 2010 to 2017, despite ~4% increase in service

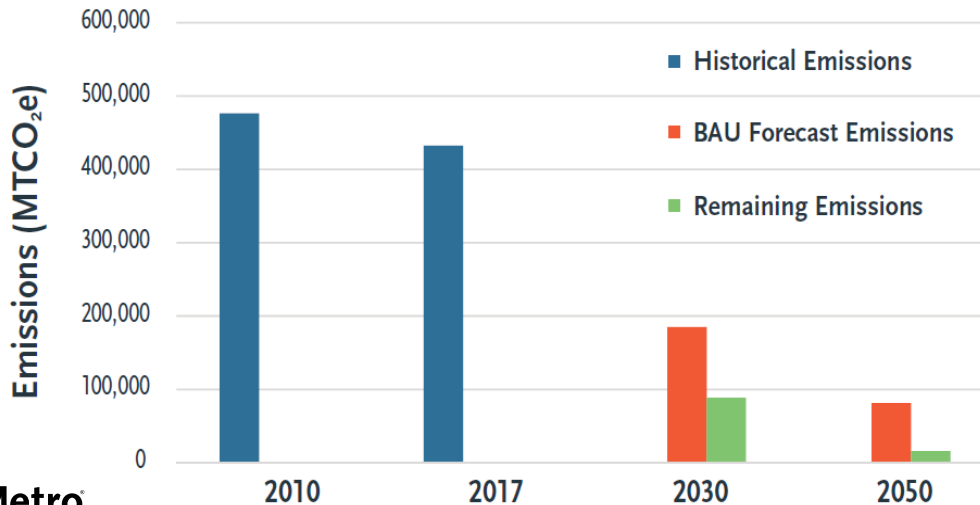


Mitigating GHG Emissions

Goals

- 2030: 79% reduction relative to 2017 levels
- 2050: 100% (zero emissions) relative to 2017

Forecasted emissions with Metro's 13 reduction measures versus Business as Usual (BAU) emissions.



GHG Mitigation Measures

- Zero emission fleets
- Renewable energy supply
- Green buildings
- EV employee commuting



Building Climate Resilience

Goal

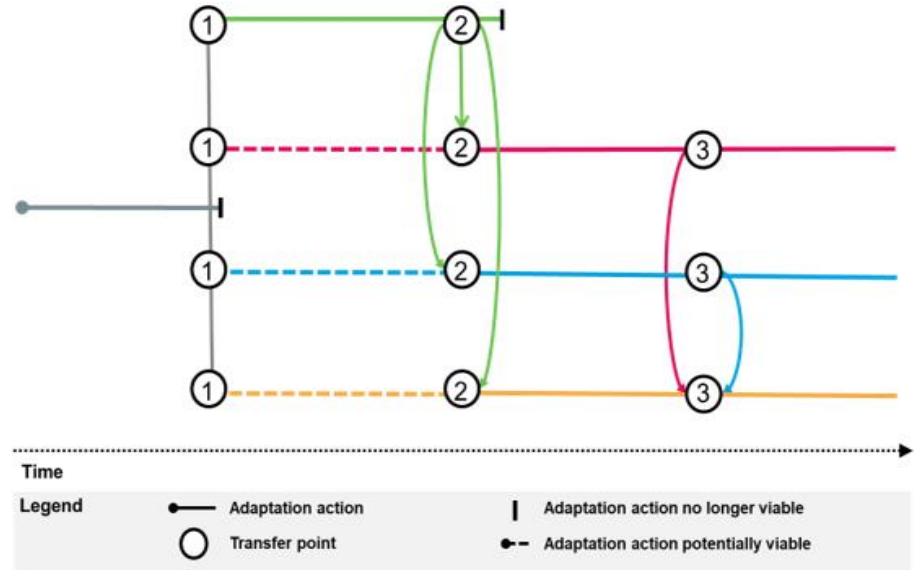
- Create a climate-resilient organization and transit system: prepared, ready and able to provide consistent services to the people of LA County

Resiliency Strategies

1. Make climate resilience an organizational priority
2. Establish a flexible approach to adaptation

Metro increased the number of climate hazards analyzed from 3 to 7 and considered far more assets than just Metro owned assets.

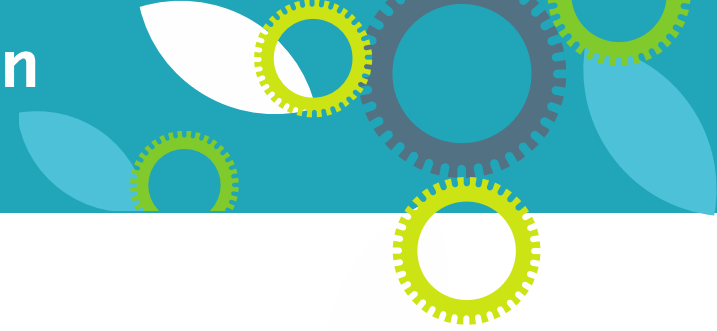
Flexible Adaptation Pathway Model



Stakeholder Engagement

- **Metro Staff interviews**
 - 9 bus and rail divisions
 - Over 18 Gateway headquarters teams
- **Rider Survey**
 - January-February 2019
 - Advertised online via emails, the Source, and Twitter
 - Tabled at NextGen public workshops
 - Received nearly 400 responses
- **Metro Sustainability Council**
 - Presentations and workshops from October 2018 through July 2019
 - *CAAP endorsed by Sustainability Council in its July 12, 2019 meeting*





Looking Ahead

- **Five implementation principles**
 - Principle 1: Embrace Climate Leadership
 - Principle 2: Secure Funding and Prioritize Resources
 - Principle 3: Integrate Climate Knowledge into Existing Decision-Making Processes
 - Principle 4: Monitor and Evaluate Progress
 - Principle 5: Engage with Community Stakeholders
- **Next Steps**
 - Metro ECSD continues to act as implementation facilitators to monitor, track, and evaluate progress and outcomes
 - Report out on an annual basis through sustainability reporting mechanisms
 - Develop projects to implement strategies



Board Report

File #: 2019-0208, File Type: Contract

Agenda Number: 43.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2019**
SUBJECT: METRO FREEWAY SERVICE PATROL**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS58039000 for Metro Freeway Service Patrol (FSP) Regional light duty towing services Region 1 to Kenny's Auto Service, in an amount not to exceed \$20,936,369 for 52 months, subject to resolution of protest(s), if any; and,
- B. AWARD a firm fixed unit rate Contract No. FS58039001 for Metro Freeway Service Patrol (FSP) regional light duty towing services Region 2 to Platinum Tow and Transport in an amount not to exceed \$24,006,823 for 52 months, subject to resolution of protest(s), if any; and,
- C. INCREASE Contract Modification Authority (CMA) to 29 existing Freeway Service Patrol contracts as delineated below for a total amount of \$14,521,000 thereby increasing the CMA amount from \$11,161,294 to \$25,682,294 and extend the periods of performance as follows:
- Beat no. 1: All City Tow Contract No. FSP2828200FSP141, for \$219,000 for 8 months
 - Beat no. 2: Citywide Towing Contract No. FSP2785600FSP142, for \$258,000 for 9 months
 - Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$849,000 for 9 months
 - Beat no. 4: Frank Scotto Towing Contract No. FSP2788200FSP144, for \$237,000 for 9 months
 - Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$320,000 for 11 months
 - Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$338,000 for 11 months
 - Beat no. 8: Citywide Towing Contract No. FSP2825800FSP148, for \$293,000 for 9 months
 - Beat no. 9: Frank Scotto Towing Contract No. FSP3470000B9, for \$394,000 for 11 months
 - Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for \$365,000 for 12 months
 - Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for \$796,000 for 12 months
 - Beat no. 13: Reliable Delivery Service Contract No. FSP2831500FSP1413, for \$440,000 for 7

months

- Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$241,000 for 9.5 months
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$695,000 for 14.5 months
- Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$211,000 for 12 months
- Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for \$153,000 for 12 months
- Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$275,000 for 11

months

- Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for \$99,000 for 11 months
- Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$266,000 for 9

months

- Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for \$292,000 for 11 months
- Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for \$288,000 for 11 months
- Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$690,000 for 11 months

- Beat no. 38: Steve's Towing Contract No. FSP38468001438, for \$106,000 for 11 months

- Beat no. 39: Jon's Towing Contract No. FSP3470400B27/39, for \$253,000 for 9.5 months

- Beat no. 41: T.G. Towing, Inc. Contract No. FSP2760200144, for \$322,000 for 8 months

- Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$290,000 for 11 months

- Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$828,000 for 9.5 months

- Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for \$920,000 for 7 months

- Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for \$932,000 for 6 months

- Region 1: Kenny's Auto Service Contract No. FSP13-R1, for \$3,151,000 for 9 months

ISSUE

Based on the success of the regional approach as demonstrated with the first regional beat, staff is recommending the award of two FSP Regional light duty tow service contracts (Regions 1 & 2). The Region 1 contract award will replace the expiring Region 1 contract. The Region 2 contract award will expand the FSP Regional format from a single region to two (2) regions. Region 2 consolidates six (6) FSP beats in and around the central downtown Los Angeles freeway corridor into a single regional contract. A single contractor managing the FSP service in this area will have the flexibility to more quickly and efficiently respond to congestion due to incidents consistent with the Region 1 experience.

Recommendation C authorizes contract modification authority (CMA) in the amount of \$14,521,000 to execute contract modifications to existing FSP light duty tow service contracts. Additional funds are needed to extend and replenish existing FSP contracts, in anticipation of the phased startup of the two multi-beat Regional contracts (Recommendations A & B) and the award and startup of

sixteen (16) individual beat contracts in Q3 FY2020.

To ensure the largest pool of prospective proposers for the Regions, it was necessary to procure the Regional contracts before the individual beat contracts to avoid the contract cap limits required to ensure optimal service. 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, contract with various sub-contractors and outfit their vehicles with the appropriate equipment at Metro's radio shop. Increased CMA will also provide funds to address increased operating costs such as insurance and fuel and 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 construction projects.

BACKGROUND

FSP is a congestion mitigation program managed in partnership with Metro, CHP and Caltrans serving motorists on all major freeways in Los Angeles County. The Los Angeles County FSP program has the highest benefit to cost ratio of all the statewide FSP programs.

The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently rendering disabled vehicles operational or by quickly towing those vehicles from the freeway to a designated safe location. Quick removal of 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 free to motorists and operates seven days a week during peak commuting hours.

Metro contracts with independent tow service providers for 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 and I-10), and 2 heavy duty (Big Rig) contracts (I-710 and SR-91). Each weekday, 170 tow and service trucks are deployed during peak commuting hours.

The annual benefit of the program is as follows:

- For individual beats, an annual Benefit to Cost Ratio of 10:1 - For every \$1 spent there is a \$10 benefit to motorists.
- 300,000 motorist assists
- 9,847,881,840 hours motorists saved from sitting in traffic
- 16,928,508 gallons of fuel savings
- Approximately 150,000,000 kg of CO2 reductions
- 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.

DISCUSSION

The regional concept was introduced to improve performance, control program costs, and enhance the ability to actively conduct incident response in a large geographic area. The concept divided the FSP service area into six geographic regions. Each region would be comprised of six individual FSP light duty tow service beats with the contract awarded to a single vendor. The first FSP Regional contract (Region 1) was awarded on January 23, 2014. An evaluation of Region 1 was conducted and completed in August 2017 to assess the impacts and benefits of the regional approach. The evaluation focused on three general areas: 1) performance, 2) program efficiency and 3) operational effectiveness.

To evaluate Region 1 performance, various data sources were used including; FSP Assist information, FSP contract information, Caltrans FSP statewide annual report, and Caltrans PeMS. Metrics such as assists per vehicle hour, percentage of time assisting motorists, cost per assist and benefit to cost ratio were utilized to evaluate potential differences between a single contract per beat and a regional beat. Within each performance category, Region 1 consistently outperformed all other contracts on every metric. The Benefit-to-Cost Ratio is one of the Key Performance Indicators used by Metro and Caltrans to measure the success of the FSP program. Region 1 performed at a 17.2:1 ratio which is 7 points higher than the FSP program's overall ratio of 10:1 (Metro's program is the top performing program in the state).

In terms of program efficiency, the evaluation revealed that by consolidating 6 beats into one region under a single contract, the contractor was able to leverage the large number of vehicles (25 tow and service vehicles) to negotiate volume discounts on vehicle prices, parts and equipment. As anticipated, the implementation of Region 1 reduced the administrative workload. This provided the opportunity to focus on operations and program performance. As a result, the Los Angeles County FSP program has been the most cost effective program in the state for the past two years.

The evaluation also identified operational efficiencies associated with the regional approach in terms of the contractor's ability to manage and motivate employees to exceed past beat performance, properly maintain and repair 25 contracted vehicles, and keep contract violation assessments to a bare minimum. This allowed program management staff and FSP CHP field supervision to focus their efforts in other areas of the FSP service area (communications system development).

Based on the benefits of the first regional beat, staff recommends award of a new contract for Region 1 which is expiring and award of an additional contract for a second region (Region 2). Staff will evaluate Region 2's operations and performance in a similar fashion as was done for Region 1.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that can be a hazard to motorists. During FSP operating hours, drivers provide specific services to motorists with disabled vehicles to get them safely back on the road or tow them to a designated safe location off of the freeway. FSP drivers patrolling their Beat locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The

FSP Program completes approximately 300,000 assists annually.

FINANCIAL IMPACT

The amount of \$14,521,000 for CMA, and first year startup and operational costs of \$5,255,583 for Region 1 and \$5,497,288 for Region 2 is included in the FY20 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. Since this action includes multi-year contracts, the cost center manager and Executive Officer, Congestion Reduction will be responsible for budgeting funds in future years.

Impact to Budget

The FSP program is funded through a combination of dedicated state funds, SB1 funding and Proposition C 25% sales tax. These funds are not eligible for Metro Bus and Rail Operating and Capital expenses. 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 award the contracts or authorize the increase in contract modification authority. This alternative is not recommended as it will adversely impact the existing contracts and the level and quality of FSP service provided in Los Angeles County.

NEXT STEPS

Upon Board approval, staff will execute the necessary contracts to assure efficient and seamless delivery of the FSP program.

ATTACHMENTS

Attachment A - Procurement Summary (Region 1 and Region 2)

Attachment B - Procurement Summary (Various Beats)

Attachment C - Contract Modification Authority Summary


Attachment D - Contract Modification/Change Order Log

Attachment E - DEOD Summary

Attachment F - FSP Regional Beat Map

Prepared by: John Takahashi, Senior Highway Operations Manager, (213) 418-3271

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction, (213) 922-3061
Debra Avila, Chief Vendor/Contract Management, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**FSP LIGHT DUTY TOWING-REGION 1 AND REGION 2
FS58039000, FS58039001**

1.	Contract Numbers: FS58039000, FS58039001	
2.	Recommended Vendors: Kenny's Auto Service #II-Region 1 Platinum Tow and Transport-Region 2	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: December 13, 2018	
	B. Advertised/Publicized: December 14, 2018	
	C. Pre-Proposal Conference: December 20, 2018	
	D. Proposals Due: January 28, 2019	
	E. Pre-Qualification Completed: June 27, 2019	
	F. Conflict of Interest Form Submitted to Ethics: May 10, 2019	
	G. Protest Period End Date: July 29, 2019	
5.	Solicitations Picked up/ Downloaded: 36	Proposals Received: 10
6.	Contract Administrator: DeValory Donahue	Telephone Number: (213) 922-4726
7.	Project Manager: John Takahashi	Telephone Number: (213) 418-3271

A. Procurement Background

This Board Action is to award Contract No. FS58039000 to Kenny's Auto Service #II (Region 1) and Contract No. FS58039001 to Platinum Tow and Transport (Region 2), in support of FSP Light Duty Towing Services for highways in Los Angeles County. Board approval of contract awards are subject to the resolution of any properly submitted protest.

This Freeway Service Patrol Request for Proposal (RFP) to award two regional contracts was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 10% (SBE 7% and DVBE 3%). The contract type is a firm fixed hourly rate. The RFP allowed firms to propose on Regions 1 and 2; however, a firm could only be awarded one Region contract.

The RFP was advertised as a medium-sized business enterprise preference for medium-size businesses whose proposals would be considered first. However, none of the firms that submitted a proposal designated themselves as a medium sized business enterprise.

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

- Amendment No. 1, issued on January 7, 2019, revised Exhibit B, Exhibit 1-Form 4, Exhibit 4, and Exhibit 11.1.

- Amendment No. 2, issued on January 10, 2019, revised Exhibit A and Exhibit H-1.1.

A pre-proposal conference was held on December 20, 2018, and was attended by 39 participants representing 24 companies. There were 21 questions asked and responses were released prior to the proposal due date.

A total of 36 firms downloaded the RFP and were included in the planholders' list. A total of ten proposals were received on January 28, 2019.

B. Evaluation of Proposals

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

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

- | | |
|--------------------------------------|------------|
| • Capability and Relevant Experience | 20 percent |
| • Business Plan | 20 percent |
| • Facility Visit | 10 percent |
| • Vehicle Inspection | 10 percent |
| • Price | 30 percent |
| • Partnering with Small Business | 10 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar highway towing service procurements. Several factors were considered when developing these weights, giving the greatest importance to price.

From February 8, 2019 through April 18, 2019, the PET completed its independent evaluation of the proposals. Of the ten proposals received, four were considered responsive. The PET determined that one of the four responsive firms was outside the competitive range and therefore, not included for further consideration as it did not adequately address the requirements of the RFP. As part of the RFP requirements, firms were required to meet the established SBE/DVBE goal of 10%. Six firms did not achieve this goal and were considered non-responsive.

The firms within the competitive range for awards in both regions are listed below in alphabetical order:

1. Freeway Towing, Inc.
2. Kenny's Auto Service, #II
3. Platinum Tow and Transport, Inc.

Qualifications of Firms Within the Competitive Range

Kenny's Auto Service, #II

Kenny's Auto Service conducted a towing pilot for FSP light duty towing Region 1 and are current providers of towing services. Their proposal and site visit demonstrated extensive knowledge in providing towing services for the region. They are a certified SBE and all vehicles designated for use in this region passed inspection. They proposed 20 drivers that would be dedicated to Metro towing with seven back-up drivers. Kenny's Auto Service will have the Director of Operations to serve as the Project Administrator along with the Deputy Administrator for the FSP program.

Platinum Tow and Transport, Inc.

Platinum Tow and Transport's proposal and site visit reflected the ability to execute the requirements for the Metro FSP towing program. They are a certified SBE. Their records management was organized and the towing yard was clean. All designated vehicles passed inspection and 37 drivers, along with four administrative personnel, will support the FSP project. Platinum Tow and Transport will provide three project managers to support the FSP Regional Towing contract.

Freeway Towing, Inc.

Freeway Towing is a current Metro FSP Big Rig Contractor. They have been in business for 31 years. Their proposal reflected good organization skills with a designated FSP manager and assistant manager. They proposed ten drivers designated for FSP only and they have been on the advisory committee for AAA Motor Club for 20 years.

Following is a summary of the PET evaluations scores by region:

REGION 1

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	Kenny's Auto Service, #II				
1	Capability and Relevant Experience	63.35	20.00%	12.67	
2	Business Plan	96.65	20.00%	19.33	
3	Facility Visit	93.30	10.00%	9.33	
4	Vehicle Inspection	100.00	10.00%	10.00	
5	Price	82.94	30.00%	24.88	
6	Partnering With Small Business	50.00	10.00%	5.00	
7	Total		100.00%	81.21	1
	Platinum Tow and Transport, Inc.				
8	Capability and Relevant Experience	64.45	20.00%	12.89	
9	Business Plan	90.00	20.00%	18.00	
10	Facility Visit	100.00	10.00%	10.00	
11	Vehicle Inspection	100.00	10.00%	10.00	

12	Price	70.37	30.00%	21.11	
13	Partnering With Small Business	50.00	10.00%	5.00	
14	Total		100.00%	77.00	2
Freeway Towing Inc.					
15	Capability and Relevant Experience	66.65	20.00%	13.33	
16	Business Plan	71.65	20.00%	14.33	
17	Facility Visit	96.70	10.00%	9.67	
18	Vehicle Inspection	100.00	10.00%	10.00	
19	Price	63.52	30.00%	19.06	
20	Partnering With Small Business	50.00	10.00%	5.00	
21	Total		100.00%	71.39	3

REGION 2

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
Platinum Tow and Transport, Inc.					
1	Capability and Relevant Experience	64.45	20.00%	12.89	
2	Business Plan	90.00	20.00%	18.00	
3	Facility Visit	100.00	10.00%	10.00	
4	Vehicle Inspection	100.00	10.00%	10.00	
5	Price	100.00	30.00%	30.00	
6	Partnering With Small Business	50.00	10.00%	5.00	
7	Total		100.00%	85.89	1
Freeway Towing, Inc.					
8	Capability and Relevant Experience	66.65	20.00%	13.33	
9	Business Plan	71.65	20.00%	14.33	
10	Facility Visit	96.70	10.00%	9.67	
11	Vehicle Inspection	100.00	10.00%	10.00	
12	Price	90.37	30.00%	27.11	
13	Partnering With Small Business	50.00	10.00%	5.00	
14	Total		100.00%	79.44	2

C. Price Analysis

The recommended NTE amount has been determined to be fair and reasonable based upon an independent cost estimate (ICE), price analysis, technical analysis, and fact finding. The primary difference between the ICE and NTE amounts is future increases in vehicle insurance costs and fuel price fluctuations based on market conditions.

REGION 1

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Kenny's Auto Service, II	\$20,936,368.98	\$18,867,940	\$20,936,368.98
2.	Platinum Tow and Transport, Inc.	\$24,673,874.68	\$18,867,940	N/A
3.	Freeway Towing, Inc.	\$27,334,857.50	\$18,867,940	N/A

REGION 2

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Platinum Tow and Transport, Inc.	\$24,006,822.70	\$18,357,850	\$24,006,822.70
2.	Freeway Towing, Inc.	\$26,566,657.50	\$18,357,850	N/A

D. Background on Recommended Contractors

REGION 1

Kenny's Auto Service, #II

Kenny's Auto Service has been conducting business in the Metropolitan area of Los Angeles since 1938. Metro FSP towing certified since 1994, they have a fleet of 24 trucks that service 6 patrol routes and 70 miles of freeway. In addition to the current towing contract with Metro, they are also contracted with the LA County Sheriff's Department, California Highway Patrol and the City of Bellflower. Kenny's has the ability to store 400 vehicles in their state-of-the-art facility and is a member of the Department of Motor Vehicles Pull Notice program.

REGION 2

Platinum Tow and Transport, Inc.

Platinum Tow and Transport, Inc. started the tow business in October 2001 with a single tow truck. They now have a fleet of 39 trucks and operate out of 3 locations in Westlake Village, Camarillo, and Oxnard, California. The fourth location in Canoga Park serves as the depot for the Metro FSP. Services include light, medium, and heavy-duty towing and they have been a continuous partner with Metro since 2004. Existing contracts are with Metro, the Auto Club of Southern California, Los Angeles World Airports, and the California Highway Patrol.

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	Contract Number: Various, See Attachment C		
2.	Contractor: Various, See Attachment C		
3.	Mod. Work Description: General Redeployment Support, Caltrans Construction, Special Event Support, Service Coverage		
4.	Contract Work Description: Freeway Service Patrol Service		
5.	The following data is current as of: June 28, 2019		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	Various	Contract Award Amount: Various, See Attachment C
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: Various, See Attachment D
	Original Complete Date:	N/A	Pending Modifications (including this action): Various, See Attachment D
	Current Est. Complete Date:	Various	Current Contract Value (with this action): Various, See Attachment D
7.	Contract Administrator: DeValory Donahue		Telephone Number: (213)-922-4147
8.	Project Manager: John Takahashi		Telephone Number: (213) 418-3271

A. Procurement Background

This Board Action is to approve Contract Modification Authority (CMA) for multiple contracts (see Attachment C-Contract Modification Authority Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) program.

The proposed CMA increase for 29 FSP general purpose lane contracts in the amount of \$14,521,000 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 C-Contract Modification Authority Summary shows the list of contracts that require an increase in CMA.

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

B. Cost

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

**ATTACHMENT C
CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY**

**METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES**

Beat	Contractor	Contract No.	Original Contract Value	Existing CMA	Requested CMA Increase	Revised Total CMA
1	All City Tow	FSP2828200FSP141	\$1,651,224.00	\$430,122.00	\$219,000.00	\$649,122.00
2	Citywide Towing	FSP2785600FSP142	\$1,562,049.00	\$346,204.00	\$258,000.00	\$604,204.00
3	Hollywood Car Carrier	FSP3469400B3/43	\$1,915,326.00	\$191,532.00	\$849,000.00	\$1,040,532.00
4	Frank Scotto Towing	FSP2788200FSP144	\$1,732,088.00	\$363,208.00	\$237,000.00	\$600,208.00
5	Sonic Towing, Inc.	FSP3469500B5/17	\$1,808,057.00	\$180,805.00	\$320,000.00	\$500,805.00
6	Neighborhood Towing 4 U	FSP3469600B6	\$1,760,238.00	\$176,023.00	\$338,000.00	\$514,023.00
8	Citywide Towing	FSP2825800FSP148	\$1,562,049.00	\$351,204.00	\$293,000.00	\$644,204.00
9	Frank Scotto Towing	FSP3470000B9	\$1,835,200.00	\$183,520.00	\$394,000.00	\$577,520.00
10	Neighborhood Towing 4 U	FSP3848100FSP1410	\$1,717,924.00	\$416,792.00	\$365,000.00	\$781,792.00
12	Tip Top Tow	FSP2826700FSP14	\$2,312,650.00	\$231,265.00	\$796,000.00	\$1,027,265.00
13	Reliable Delivery Service	FSP2831500FSP1413	\$2,230,847.00	\$698,084.00	\$440,000.00	\$1,138,084.00
17	Sonic Towing, Inc.	FSP3469500B5/17	\$1,782,209.00	\$178,220.00	\$241,000.00	\$419,220.00
18	Bob & Dave's Towing, Inc.	FSP2690300FSP1418	\$2,486,760.00	\$248,676.00	\$695,000.00	\$943,676.00
20	Bob's Towing	FSP2836600FSP1420	\$2,292,530.00	\$229,253.00	\$211,000.00	\$440,253.00
21	Bob's Towing	FSP2839000FSP1421	\$2,292,530.00	\$229,253.00	\$153,000.00	\$382,253.00
24	T.G. Towing, Inc.	FSP2833200FSP1424	\$1,753,911.00	\$505,391.00	\$275,000.00	\$780,391.00
28	Hadley Tow	FSP3847300FSP1428	\$2,293,737.00	\$229,373.00	\$99,000.00	\$328,373.00
33	Mid Valley Towing	FSP2851900FSP1433	\$1,671,437.00	\$547,143.00	\$266,000.00	\$813,143.00
34	South Coast Towing, Inc.	FSP2839600FSP1434	\$1,724,050.00	\$487,405.00	\$292,000.00	\$779,405.00
36	Hadley Tow	FSP2841400FSP1436	\$1,932,125.00	\$543,212.00	\$288,000.00	\$831,212.00
37	Reliable Delivery Service	FSP3696000FSP1437	\$1,898,072.00	\$189,807.00	\$690,000.00	\$879,807.00
38	Steve's Towing	FSP38468001438	\$2,263,556.00	\$226,355.00	\$106,000.00	\$332,355.00
39	Jon's Towing	FSP3470400B27/39	\$2,152,353.00	\$215,235.00	\$253,000.00	\$468,235.00
41	T.G. Towing, Inc.	FSP2760200144	\$1,832,033.00	\$623,203.00	\$322,000.00	\$945,203.00

42	Platinum Tow & Transport	FSP2842100FSP1442	\$1,765,665.00	\$471,566.00	\$290,000.00	\$761,566.00
43	Hollywood Car Carrier	FSP3469400B3/43	\$1,915,326.00	\$191,532.00	\$828,000.00	\$1,019,532.00
70	Tip Top Tow	FSP3471300B70	\$3,885,770.00	\$388,577.00	\$920,000.00	\$1,308,577.00
71	Bob & Dave's Towing, Inc.	FSP3471500B71	\$5,455,123.12	\$545,512.00	\$932,000.00	\$1,477,512.00
R1	Kenny's Auto Service	FSP13-R1	\$15,428,224.00	\$1,542,822.00	\$3,151,000.00	\$4,693,822.00
Totals				<u>\$11,161,294.00</u>	<u>\$14,521,000.00</u>	<u>\$25,682,294.00</u>

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO FREEWAY SERVICE PATROL
TOWING SERVICES FOR GENERAL PURPOSE LANES

CONTRACT No. FSP2828200FSP14-1

BEAT No. 1

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	4/26/18	\$0.00
2	Period of Performance extension	Approved	7/27/2018	\$0.00
3	Period of Performance extension	Approved	12/19/2018	\$0.00
4	Add Funding	Approved	4/16/2019	\$265,000.00
	Modification Total:			\$265,000.00
	Original Contract:			\$1,816,346.00
	Total:			\$2,081,346.00

CONTRACT No. FPS278650014-2

BEAT No. 2

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	7/27/2018	\$0.00
3	Add Funding	Approved	12/19/2018	\$156,204.00
4	Add Funding	Approved	12/31/2018	\$190,000.00
	Modification Total:			\$346,204.00
	Original Contract:			\$1,562,049.00
	Total:			\$1,908,253.00

CONTRACT No. FSP2788200FSP14-4

BEAT No. 4

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	7/27/2018	\$0.00
3	Add Funding and Period of Performance extension	Approved	12/19/2018	\$173,208.00
4	Period of Performance extension	Approved	5/31/2019	\$0.00
	Modification Total:			\$173,208.00
	Original Contract:			\$1,732,088.00
	Total:			\$1,905,296.00

CONTRACT No. FSP2825800FSP14-8

BEAT No. 8

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	7/27/2018	\$0.00
3	Add Funding and Period of Performance extension	Approved	12/19/2018	\$156,204.00
4	Add Funding	Approved	4/16/2019	\$195,000.00
	Modification Total:			\$351,204.00
	Original Contract:			\$1,562,049.00
	Total:			\$1,913,253.00

CONTRACT No. FSP3848100FSP14-10

BEAT No. 10

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	8/3/2018	\$0.00
2	Add Funding	Approved	12/19/2018	\$171,792.00

	Modification Total:			\$171,792.00
	Original Contract:			\$1,717,924.00
	Total:			\$1,889,716.00

CONTRACT No. FSP28231500SP14-13

BEAT No. 13

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	5/9/2018	\$0.00
2	Period of Performance extension	Approved	8/3/2018	\$0.00
3	Add Funding	Approved	9/7/2018	\$223,084.00
4	Period of Performance extension	Approved	12/19/2018	\$0.00
5	Add Funding and Period of Performance extension	Approved	1/14/2019	\$475,000.00
	Modification Total:			\$698,084.00
	Original Contract:			\$2,230,847.00
	Total:			\$2,928,931.00

CONTRACT No. FSP2833200FSP14-24

BEAT No. 24

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	5/11/2018	\$0.00
2	Period of Performance extension	Approved	8/3/2018	\$0.00
3	Add Funding and Period of Performance extension	Approved	12/19/2018	\$175,391.00
4	Add Funding and Period of Performance extension	Approved	5/17/2019	\$330,000.00
	Modification Total:			\$505,391.00
	Original Contract:			\$1,753,911.00
	Total:			\$2,259,302.00

CONTRACT No. FSP2851900FSP14-33

BEAT No. 33

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	6/12/2018	\$0.00
2	Add Funding and Extend Period of Performance extension	Approved	12/19/2018	\$167,143.00
3	Add Funding and Extend Period of Performance extension	Approved	5/17/2019	\$380,000.00
	Modification Total:			\$547,143.00
	Original Contract:			\$1,671,437.00
	Total:			\$2,218,580.00

CONTRACT No. FSP2839600FSP14-34

BEAT No. 34

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	6/12/2018	\$0.00
2	Add Funding	Approved	12/19/2018	\$172,405.00
	Modification Total:			\$172,405.00
	Original Contract:			\$1,724,050.00
	Total:			\$1,896,455.00

CONTRACT No. FSP2841400FSP14-36

BEAT No. 36

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	6/12/2018	\$0.00
2	Add Funding	Approved	12/20/2018	\$193,212.00
	Modification Total:			\$193,212.00
	Original Contract:			\$1,932,125.00

	Total:		\$2,125,337.00
--	---------------	--	-----------------------

CONTRACT No. FSP276020014-41

BEAT No. 41

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	5/1/2018	\$0.00
2	Period of Performance extension	Approved	8/3/2018	\$0.00
3	Add Funding	Approved	9/8/2018	\$183,203.00
4	Period of Performance extension	Approved	12/19/2018	\$0.00
5	Period of Performance extension	Approved	5/31/2019	\$0.00
6	Add Funding	Approved	6/21/2019	\$220,000.00
	Modification Total:			\$403,203.00
	Original Contract:			\$1,832,033.00
	Total:			\$2,235,236.00

CONTRACT No. FSP2842100FSP14-42

BEAT No. 42

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance extension	Approved	6/12/2018	\$0.00
2	Add Funding	Approved	12/20/2018	\$175,566.00
	Modification Total:			\$175,566.00
	Original Contract:			\$1,765,665.00
	Total:			\$1,941,231.00

DEOD SUMMARY

**FSP LIGHT DUTY TOWING – REGION 1 AND REGION 2
FS58039000, FS58039001**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. For Region 1, Kenny's Auto Service, an SBE Prime, exceeded the goal by making a 96.99% SBE commitment and a 3.01% DVBE commitment. For Region 2, Platinum Tow & Transport, an SBE Prime, exceeded the goal by making a 94.29% SBE commitment and a 3.25% DVBE commitment.

Region 1 - Kenny's Auto Service

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	96.99% SBE 3.01% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------------

SBE Subcontractors		% SBE Commitment
1.	Kenny's Auto Service (SBE Prime)	96.99%
Total		96.99%

DVBE Subcontractors		% DVBE Commitment
2.	DVBE Insurance and Financial	3.01%
Total		3.01%

Region 2 - Platinum Tow & Transport

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	94.29% SBE 3.25% DVBE
----------------------------	---------------------------	----------------------------------	----------------------------------

SBE Subcontractors		% SBE Commitment
1.	Platinum Tow & Transport (SBE Prime)	93.54%
2.	Capp Uniform Service	0.44%
3.	Autolift Services	0.31%
Total		94.29%

DVBE Subcontractors		% DVBE Commitment
1.	Oasis Fuels	3.25%
Total		3.25%

Small Business Participation – Various Beats

Of the twenty-nine FSP contracts included in this modification, Contractors made SBE commitments for 21 Beats, 18 of which are meeting or exceeding their SBE commitment(s) and 11 of which are SBE Primes.

The FSP Contractors for Beats 1, 2, 8, 33, 38, 39 and 71 did not make SBE commitments and have no SBE participation. These contracts were procured prior to the 2016 legislative change to the Public Utilities Code that authorized meeting the SBE goal as a condition of award for non-federal IFB procurements.

The FSP Contractors for Beats 4, 12, and 70 have participation levels below their respective commitment levels and are in shortfall. For Beat 4, Mighty Transport, Inc. dba Frank Scotto Towing, made a 10.54% SBE commitment. The project is 62% complete and the current SBE participation is 7.23%, representing a 3.13% shortfall. Frank Scotto Towing added one (1) SBE subcontractor to perform on the contract which has decreased their shortfall from 3.94% as previously reported in November 2018 and expect to meet their commitment. For Beats 12 and 70, Tip Top Tow made a 10.20% SBE commitment for each, which is 92% and 89% complete, respectively. Current SBE participation is 1.81% and 0%, representing shortfalls of 8.39% and 10.20%. Tip Top Tow explained that their listed SBE had been decertified prior to subcontract execution for Beat 70, and that they are in the process of adding one (1) SBE to mitigate their shortfall for both beats.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that the FSP Contractors are on schedule to meet or exceed their SBE commitments. 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 3 – Disco Auto Sales dba Hollywood Car Carrier

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuels	10.20%	21.45%
	Total	10.20%	21.45%

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

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Patten Energy	10.42%	5.19%
2.	JCM & Associates	0.12%	0.01%
3.	Buchanan & Associates	Added	2.34%
	Total	10.54%	7.54%

Beat 5 – Sonic Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Sonic Towing, Inc. (SBE Prime)	Added	54.19%
2.	Casanova Towing Equipment	16.70%	0.00%
	Total	16.70%	54.19%

Beat 6 – Neighborhood Towing 4U

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Neighborhood Towing 4U, Inc. (SBE Prime)	Added	16.96%
1.	Casanova Towing Equipment	16.70%	0.00%
	Total	16.70%	16.96%

Beat 9 – Mighty Transport, Inc. dba Frank Scotto Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	10.13%	15.31%
2.	Buchanan & Associates	0.87%	1.29%
3.	JCM & Associates	0.10%	0.04%
4.	Performance Auto Body	0.22%	0.00%
	Total	11.32%	16.64%

Beat 10 – Neighborhood Towing 4 U

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Neighborhood Towing 4 U (SBE Prime)	10.02%	11.96%
2.	AAA Oils, Inc.	Added	11.90%
	Total	10.02%	23.86%

Beat 12 –Tip Top Tow

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	10.20%	1.81%
	Total	10.20%	1.81%

Beat 13 – Reliable Delivery Service

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

Beat 17 – Sonic Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Sonic Towing, Inc. (SBE Prime)	Added	52.99%
2.	Casanova Towing Equipment	16.70%	0.00%
	Total	16.70%	52.99%

Beat 18 – Bob & Dave’s Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Deborah Dyson Electrical	4.95%	15.91%
2.	JCM & Associates	0.12%	1.00%
	Total	5.07%	16.91%

Beats 20 and 21 – Safeway Towing Services, Inc. dba Bob’s Towing

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Bob’s Towing (SBE Prime)	100%	100%
	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 28 – FMG, Inc. dba Hadley Tow

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	18.83%	15.50%
2.	Manatek Insurance	2.62%	6.22%
	Total	21.45%	21.72%

Beat 34 – South Coast Towing, Inc.

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	11.31%	13.11%
	Total	11.31%	13.11%

Beat 36 – Hadley Tow

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	16.77%	15.74%
2.	Manatek Insurance	2.33%	6.44%
	Total	19.10%	22.18%

Beat 37 – Reliable Delivery Service

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

Beat 41 – T.G. Towing, Inc.

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

Beats 42 – Platinum Tow & Transport

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

Beat 43 – Disco Auto Sales dba Hollywood Car Carrier

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuels	10.20%	15.88%
	Total	10.20%	15.88%

Beat 70 – Tip Top Tow Service

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	10.20%	0.00%
	Total	10.20%	0.00%

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 modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$19.56 per hour (\$14.22 base + \$5.34 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2019-0483, **File Type:** Contract**Agenda Number:** 44.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2019****SUBJECT: GOLD LINE P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS
OVERHAUL****ACTION: CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA62488000 to AmeTrade, Inc., DBA AmePower, Inc., for the overhaul of P2550 Light Rail Vehicle Static Inverter Auxiliary Power Supply/Low Voltage Power Supply (APS/LVPS). This award is a not-to-exceed amount of \$2,509,943, subject to resolution of protest(s), if any.

ISSUE

In June 2017, the Board of Directors approved the implementation of a P2550 Component Overhaul Program. This procurement is for equipment overhaul services for the P2550 fleet as recommended by the Original Equipment Manufacturer (OEM) established guidelines. Execution of the overhaul will ensure that the fifty (50) rail car fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety, vehicle performance and equipment longevity.

DISCUSSION

The Ansaldo Breda P2550 Light Rail Vehicle (LRV) fleet is in its 11th year of revenue operations. In order to ensure continued safety and reliability the Static Inverter requires overhaul at the eighth year or the six-hundred thousand (600,000) mileage interval as defined by the OEM. The Static Inverter equipment consists of low and high power electronics that drive the inverter modules, transduce voltages, and convert direct current voltages to power the various vehicle systems. The static inverter equipment consists of capacitors, resistors, relays, and circuit boards that degrade and drift over time. This is an integral component of the vehicle systems that provides regulated power to the vehicle inverter systems; therefore, it is critical to maintain the Static Inverter equipment in a constant state of good repair.

The P2550 Component Overhaul Program consists of a total of nine procurements for the overhaul of the major vehicle systems inclusive of propulsion, pantograph, battery, doors, couplers, high voltage and auxiliary power, friction brakes and truck systems. The power axle assembly, coupler, and friction brake contracts were awarded in December of 2017. Metro is requesting the approval of the Static Inverter APS/LVPS overhaul contract which is the ninth and final component overhaul procurement

requiring board approval for this project. This procurement is for the equipment overhaul services to complete the overhaul of fifty kits in addition to five spare kits to support the maintenance activities.

Metro's Transit Asset Management and Operations staff conducted a condition assessment of the P2550 fleet in the fall of 2016. The P2550 fleet's overall State of Good Repair (SGR) rating is 3.7 out of 5.0 for an overall adequate rating. This represents an asset that has reached its mid-life and has some moderately defective or deteriorated components. The assessment suggested that by performing the recommended OEM mid-life overhauls and addressing the design and obsolescence issues on the P2550 fleet, it is expected that the vehicles can reach their intended 30-year life based on statistical condition decay models.

Rail Fleet Services (RFS) Engineering developed an equipment overhaul specification for the Static Inverter APS/LVPS overhaul based upon the OEM recommendations and with RFS maintenance experience. The contractor will perform overhaul services in accordance with a defined schedule and with Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the P2550 fleet. The Static Inverter overhaul supports the complete P2550 overhaul program, ensuring the fleet is overhauled in accordance with regulatory standards, according to the defined schedule and technical specifications requirements, and within Metro's internal standards, policies and procedures.

FINANCIAL IMPACT

The approved Life-of-Project (LOP) for CP 214001 - P2550 Fleet Component Overhaul Program is \$35,007,546. Funding of \$357,356 for this contract award is included in the FY20 budget in cost center 3944, Rail Fleet Services Maintenance, line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year Contract, the cost center manager, project manager and Sr. Executive Officer, Rail Fleet Services will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this contract award is Transportation Development Act Article 4 (TDA). Use of this funding source maximizes allowable funding mechanisms given approved funding provisions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 2, Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

Deferral of this program is not recommended as the OEM is out-of-business and parts obsolescence is a significant concern to keep the static inverter operational until such time it will be a candidate for replacement during the midlife Modernization project. The static inverter is a safety critical device

that, if not properly maintained, could result in equipment failures and events due to loss of vehicle 'house power' to door systems, interior lighting, and battery charging. The static inverter provides control power to all vehicle systems and upon failure, poses a high risk to passenger safety, negative impact to vehicle availability and reliability.

NEXT STEPS

Overhaul of the P2550 Light Rail Vehicle Static Inverter APS/LVPS will continue in accordance with Rail Fleet Services' scheduled requirements. If approved, the project is scheduled to commence in October 2019.

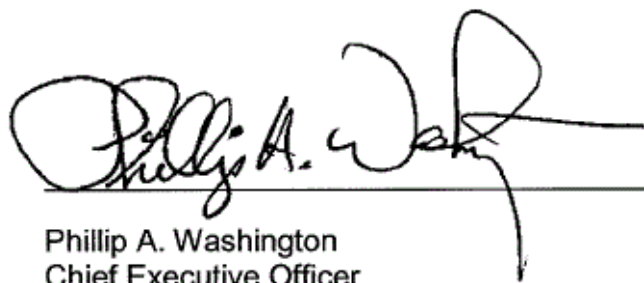
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Sr. Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Sr. Director, Rail Vehicle Maintenance,
(323) 224-4042

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

**GOLD LINE P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS
OVERHAUL
CONTRACT NO. MA62488000**

1.	Contract Number: MA62488000	
2.	Recommended Vendor: AmeTrade, Inc. DBA AmePower	
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: 4/19/19	
	B. Advertised/Publicized: 4/19/19	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: 6/6/19	
	E. Pre-Qualification Completed: 6/21/19	
	F. Conflict of Interest Form Submitted to Ethics: 5/30/19	
	G. Protest Period End Date: 7/23/19	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 3
6.	Contract Administrator: Edmund Gonzales	Telephone Number: 213-418-3073
7.	Project Manager: Bob Spadafora	Telephone Number: 213-922-3144

A. Procurement Background

This Board Action is to approve Contract No. MA62488000 issued to perform overhaul services for the Gold Line P2550 Light Rail Vehicle (LRV) Static Inverter APS/LVPS. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 2, 2019 provided revised proposal evaluation criteria and provided details to clarify the technical requirements.
- Amendment No. 2, issued on May 28, 2019 provided a new specification revision.
- Amendment No. 3, issued on June 4, 2019, provided an updated Schedule of Quantities and Prices and requested Best and Final Offers.

A total of three (3) proposals and one (1) alternative proposal were received on May 13, 2019.

B. Evaluation of Proposals

This procurement was conducted in accordance with, and complies with LACMTA's Acquisition Policy for a competitive RFP using evaluation criteria and weighted factors. Proposals were evaluated by the Source Selection Committee (SSC) based on the following evaluation criteria and weights:

Technical Capability	25%
Proposed Work Scope	30%
Project Management	20%
Price	<u>25%</u>

Total 100%

The firms that submitted proposals are listed below in alphabetical order:

1. AmeTrade, Inc. DBA AmePower
2. PSI Repair Services, Inc.
3. Woojin USA, Inc.

Woojin USA, Inc. also submitted an alternative proposal which was reviewed.

The SSC conducted a technical evaluation on each proposal received. The SSC found all three base proposals to be technically responsive and responsible to the RFP's Specification and Statement of Work requirements. The alternate proposal was also deemed responsive and responsible and was evaluated and scored. The following is a summary of the SSC's ranking/scores for this procurement:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	AmePower				
	Technical Capability	94.67	25.00%	23.67	
	Proposed Work Scope	91.11	30.00%	27.33	
	Project Management	93.33	20.00%	18.67	
	Price		25.00%	20.34	
	Total		100.00%	90.01	1
	PSI Repair Services				
	Technical Capability	78.67	25.00%	19.67	
	Proposed Work Scope	76.67	30.00%	23.00	
	Project Management	83.33	20.00%	16.67	
	Price		25.00%	25.00	
	Total		100.00%	84.34	2
	Woojin USA (Primary Proposal)				
	Technical Capability	69.33	25.00%	17.33	
	Proposed Work Scope	77.78	30.00%	23.33	
	Project Management	73.33	20.00%	14.67	
	Price		25.00%	14.75	
	Total		100.00%	70.08	4

	Woojin USA (Alternative Proposal)				
	Technical Capability	75.33	25.00%	18.83	
	Proposed Work Scope	83.33	30.00%	25.00	
	Project Management	85.55	20.00%	17.11	
	Price		25.00%	15.21	
	Total		100.00%	76.15	3

The firm recommended for award, AmePower, Incorporated was found to be in full compliance with the technical and all other RFP requirements, and received the highest ranking.

Qualifications Summary of Firms within the Competitive Range:

AmePower

AmeTrade, Inc., dba AmePower has experience delivering high power electronic systems. Through discussions with their technical team, Metro’s SSC determined that AmePower has the technical capability to perform the required overhauls and upgrade services. AmePower exhibited extensive rail overhaul experience and technical knowledge.

AmePower possesses the required experience, equipment, personnel, technical and operational resources to provide overhaul or replacement services of the Static Inverter per the technical specification. Additionally they provided a detailed written test plan which demonstrated their in-depth knowledge of the Statement of Work. AmePower also has a past history of successful performance with projects similar to the Static Inverter Overhaul project.

PSI Repair Services, Inc.

PSI Repair Services met the technical requirements and appears to have the necessary resources. PSI provided draft test and inspection plan information for the SSC which were acceptable. PSI has performed previous projects for Dallas Area Rapid Transit (DART), Denver RTD, and VTA Santa Clara as well as for Kinkisharyo International LLC. PSI has also performed P2550 inverter repairs for Metro in the past.

Woojin USA, Inc.

Woojin USA, Inc. has delivered energy storage systems and auxiliary power supplies to DTP (Denver Transit Partners), MBTA (Massachusetts Bay Transportation Authority), Seattle Sound Transit, SEPTA (Southeastern Pennsylvania Transportation Authority), TriMet (Tri-County Metropolitan Transportation District), and Tren Urbano in Puerto Rico.

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, comparison to Metro's ICE, and the technical analysis of proposals, in accordance with RFP requirements.

Proposer Name	Initial Proposal Amount	BAFO Amount	Metro ICE
AmePower, Inc.	\$3,000,620	\$2,509,943	\$2,730,000
PSI	\$2,489,766	\$2,042,420	
Woojin-Primary	\$4,733,877	\$3,461,175	
Woojin-Alternate	\$3,356,078	\$3,356,078	

The price analysis of the initial proposals showed that one proposer did not submit complete pricing for all items requested. To ensure a complete price analysis and to assure that Metro would receive the best value for the contract, a request for Best and Final Offer (BAFO) was issued on June 4, 2019. All three competitors responded with complete price proposals which were used to complete the price analysis. Also, the BAFO request resulted in a cost savings to Metro of \$490,737 over the previous proposal from the recommended contractor, AmePower.

D. Background on Recommended Contractor

AmePower, Incorporated is a Metro certified SBE. AmePower is located in Miami, Florida and has been in business over 20 years. Amepower is a certified engineering company whose expertise includes: Insulated-Gate Bipolar Transistor (IGBT) to IGBT and Gate Turn-Off (GTO) Thyristor to IGBT technology conversions; overhaul, retrofit and manufacturing services for rolling stock systems including: Complete Converters; Low Voltage Power Supplies (LVPS); Phase Modules; Auxiliary Power Supplies (APS); and Battery Chargers.

AmePower evolved as leading suppliers of power electronics components in the Southeast, to a full Power Electronics solutions provider, primarily focused in the Mass Transportation Industry. AmePower has contracts for rail component overhauls with New York Transit of New York City and ACI Herzog of Puerto Rico. The firm has completed contracts to provide upgrade services with MARC of Maryland and WMATA of Washington, DC in the past 3 years.

AmePower has a current contract with Metro to repair the A650 GTO Phase Modules which will be completed in 2019. AmePower's contract performance with Metro has been satisfactory.

DEOD SUMMARY

**GOLD LINE P2550 LIGHT RAIL VEHICLE (LRV) STATIC INVERTER APS/LVPS
OVERHAUL
CONTRACT NO. MA62488000**

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. While DEOD determined there was a lack of available SBE/DVBE certified firms to perform the specialized overhaul design and manufacturing work, staff continues to encourage eligible proposers to seek certification as SBEs. AMETRADE, Inc. responded accordingly, and was SBE certified prior to proposal due date. AMETRADE, Inc. made a 100% SBE commitment as a prime.

	SBE Contractors	SBE % Committed
1.	AMETRADE, Inc. (Prime)	100.00%
Total Commitment		100.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2019-0429, File Type: Informational Report

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2019

SUBJECT: METROLINK ANTELOPE VALLEY LINE STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Motion 47 from the July 2017 Board of Director's meeting regarding the Metrolink Antelope Valley Line study (Refer to Attachment A).

ISSUE

Motion 47 authorized a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster and directed staff to coordinate with Metrolink and the North County Transportation Coalition to:

- a) Determine a range of frequency of service to maximize regional accessibility throughout the day;
- b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;
- c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

In collaboration with Metrolink, the North Los Angeles County Transportation Coalition (NCTC), California State Transportation Agency and LOSSAN, Metro presents the initial results of the Antelope Valley Line Study (Burbank to Lancaster) to incrementally improve rail service along the Antelope Valley Line along with a cost benefit analysis of the corresponding infrastructure and capital improvements.

DISCUSSION

This AVL Study is focused on the 65.2 mile portion of the rail line between the Burbank Downtown Station and the Lancaster Station. A separate study called Los Angeles-Glendale-Burbank study includes the remaining 11.4 mile portion of the route between Los Angeles Union Station to Burbank Downtown Station. In collaboration with NCTC and Metrolink, this AVL study identified six (6) service scenarios that align with the California State Rail 2040 Plan and Metrolink's Southern California

Optimized Rail Expansion Plan (SCORE), which advance more regular service frequencies in the corridor, along with a set of cost-effective infrastructure improvements needed to support each scenario. Furthermore, this study also developed a phased implementation plan and identified potential funding strategies to enhance regional mobility. The intent of the Antelope Valley Line Study is to define the initial steps, in terms of capital investment and improved rail service, that will set this corridor on a trajectory to achieve the State's and region's ambitious goals for rail transportation for the next twenty years.

Background

The Antelope Valley Line (AVL) is a 76.6 mile class 4 rail corridor route owned by Los Angeles County Metropolitan Transportation Authority (Metro) and used by the Southern California Regional Rail Authority (SCRRA) running Metrolink commuter rail service between Los Angeles Union Station and Lancaster as well as Union Pacific Railroad for class 1 freight service. There are up to 30 Metrolink commuter trains and 12 Union Pacific Railroad freight trains per day on the AVL line. The AVL has a variety of service challenges with largely 60% single track along with aging infrastructure, significant grades and curves through mountainous topography.

The average passenger rail travel time between Lancaster and Los Angeles Union Station with 11 station stops is approximately two (2) hours and 15 minutes. To shorten the commute to 1 hour and 40 minutes, Metrolink operates two weekday roundtrip express service from Los Angeles Union Station to Palmdale with service stops to select stations of Burbank Downtown, Sylmar/San Fernando, Santa Clarita and Palmdale. The Antelope Valley Transit Authority runs five (5) round trips with bus service between Santa Clarita and Lancaster. The AVL is currently Metrolink's third-busiest line with approximately 7,000 weekday passengers which is equivalent to removing more than 1 million car trips annually.

Service Scenarios

The AVL Study proposed six (6) service scenarios, each with a corresponding set of infrastructure improvements, which are based on a phased implementation. The different phases provide for flexibility based on demand for rail service.

- 1. Service Scenario 1** - Provide additional one (1) late evening train
- 2. Service Scenario 2** - Provide additional two (2) late evening trains and provide bi-directional hourly mid-day service
- 3. Service Scenario 3** - Provide bi-directional 30 minute service during the regular weekday between Los Angeles Union Station and Santa Clarita.
- 4. Service Scenario 4** - It is the same as Scenario 3 with additional express service.
- 5. Service Scenario 5** - It is the same as Scenario 4 service during the regular weekday, additional express service and intermediate turns at Santa Clarita.
- 6. Service Scenario 6** - It is the same as Scenario 4 with intermediate turns at Sylmar/San Fernando Station.

The service plans for the six (6) service scenarios were analyzed to determine where additional railroad capacity would be needed to enable trains running in opposite directions to pass each other, and where yard storage would need to be increased to accommodate a larger rolling stock fleet serving the AVL. Collectively, the six (6) service scenarios will require the 14 infrastructure

improvements shown in Table 1 below. The capital cost for each of these projects is categorized by project and description to support each service scenario. Each scenario requires a subset of these projects, most of which extend or add a second track in portions of the line that currently have only a single track.

Table 1: Infrastructure Improvement Capital Costs by Service Scenario

Project	Description	Scenario	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Estimated Rough Order-of-Magnitude Capital Cost ¹
Lancaster Terminal - 6 train sets	New double track and second station platform, plus two new 1,000-foot storage tracks (4-train sets stored on tracks) OPTION: Conversion to Service Tracks			X			X	\$ 27.3M Option: \$9M
Lancaster Terminal - 8 train sets	New double track and second station platform, plus three new 1,000-foot storage tracks (5-train sets stored on tracks) OPTION: Conversion to Service Tracks				X	X		\$ 30.1M Option: \$12M
Palmdale North	New double track and 2 platform tracks at station (integrated with HSR)					X	X	\$ 127.3M
Acton Siding	New 13,200-foot siding				X			\$ 40.2M
Ravenna South	Extend existing siding by 13,200 feet (new double track)					X	X	\$ 56.3M
Via Princessa-Honby	Extend existing siding by 5,808 feet (new double track)				X			\$ 26.4M
Canyon-Santa Clarita	Extend double track by 8,448 feet			X	X	X	X	\$ 48.8M
Hood-Saugus	Connect sidings at each end and convert to double track				X			\$ 41.6M
Balboa-Tunnel	Extend double track by 6,336 feet		X	X	X	X	X	\$ 41.8M
Sylmar-Roxford	New 8,976-foot double track				X			\$ 42.7M
Sylmar Station	Second track at station (other costs included in Van Nuys - Sylmar)						X	\$ 22.9M
Van Nuys Blvd-Sylmar	New 12,672-foot double track							\$ 47.4M
Sheldon-Van Nuys Blvd	New 13,200-foot double track					X	X	\$ 67.0M
Brighton-McGinley	Connect double track segments at both ends			X	X	X	X	\$ 57.3M

TOTAL TOTAL	\$0	\$41.8	\$175.2	\$328.9	\$428.6	\$448.7	\$ 677.1M
WITH OPTIONS			\$184.2	\$340.9	\$440.6	\$458	\$ 698.1M

NOTE: ESTIMATED CAPITAL COSTS INCLUDE THIRD PARTY AND SOFT COSTS.

Cost Benefit Analysis

The AVL Study employed rail service modeling and operations analysis that led to the identification of required capital improvements for each service scenario considering five (5) criteria: operations, regional connectivity, costs and financial performance, right-of-way impacts and applied technology.

The evaluation process was designed to assess each individual capital improvement on five (5) factors related to their contribution to improving AVL corridor service: (1) degree to which capital improvement supports sequential service scenario; (2) total capital cost; (3) independent utility of the project; (4) environmental or community impact issues; and (5) required right-of-way acquisitions, on a scale of 10 points to 50 points. The first criterion favors projects that preserve future flexibility to increase service according to a variety of possible service scenarios. Given limited available funding and widespread needs for new infrastructure investments across the entire rail network, proposed improvements with relatively low capital costs will be easier to fund and implement quickly. The independent utility criterion assesses the ability of a project to directly support improved rail service and deliver ridership benefits. The impact and right-of-way criteria measure the degree of risk associated with a project, favoring early action projects that minimize these risks.

The resulting cost to benefit evaluation scores are presented in Table 2 listed on the following page. The top scoring project is the Balboa double-track extension, which is required by Service Scenarios 2 through 6. The regular, repeating hourly service pattern on the AVL that this project enables is expected to be the backbone of any long-term future service plan on the AVL. As a result, this project is robust and logical for the first round of capital improvement investment.

The three proposed additional infrastructure improvements that comprise the second round of capital improvement investment also score high in the evaluation, because they support multiple future service scenarios, are relatively straightforward in terms of construction and are not expected to have significant negative impacts. The four combined infrastructure improvements facilitate Service Scenarios 2 and 3.

Table 2: Evaluation and Ranking of Infrastructure Improvements

Project Name	Description	Estimated Rough Magnitude Capital	Total Weighted Score
Lancaster Terminal -- 6 train sets	New double track and second station platform, plus two new 1,000-foot storage tracks (4-train sets stored on tracks) Option to convert storage tracks to service and inspection tracks.	\$ 27,300,000 Op	37
Lancaster Terminal -- 8 train sets	New double track and second station platform, plus three new 1,000-foot storage tracks (5-train sets stored on tracks) Option to convert storage tracks to service and inspection tracks.	\$ 30,100,000 Op	33
Palmdale North	New double track and 2 platform tracks at station (integrated with HSR)	\$ 127,300,000	16

Acton Siding	New 13,200-foot siding	\$ 40,200,000	24
Ravenna South	Extend existing siding by 13,200 feet (new double track)	\$ 56,300,000	23
Via Princessa-Honby	Extend existing siding by 5,808 feet (new double track)	\$ 26,400,000	25
Canyon-Sta. Clarita	Extend double track by 8,448 feet	\$ 48,800,000	40
Hood-Saugus	Connect sidings at each end and convert to double track	\$ 41,600,000	24
Balboa-Tunnel	Extend double track by 6,336 feet	\$ 41,800,000	49
Sylmar-Roxford	New 8,976-foot double track	\$ 42,700,000	23
Sylmar Station	Second track at station (other costs included in Van Nuys - Sylmar)	\$ 22,900,000	29
Van Nuys Blvd-Sylmar	New 12,672-foot double track	\$ 47,400,000	21
Sheldon-Van Nuys Blvd	New 13,200-foot double track	\$ 67,000,000	24
Brighton-McGinley	Connect double track segments at both ends	\$ 57,300,000	43
Total ROM Capital Cost		\$ 677,	

NOTE: ESTIMATED CAPITAL COSTS INCLUDE THIRD PARTY AND SOFT COSTS.

Phased Implementation

Based on the evaluation findings and sensitivity analysis along with input from NCTC and Metrolink, it

became clear that improvements to service on the AVL (and the proposed infrastructure improvements needed to support the service scenarios) should be viewed as an incremental service improvement continuum as funding permits, rather than any one scenario being an end-all objective.

The study determined three (3) successive phases potentially at intervals (5 year, 10 year and 20 year) that are consistent with the California State Rail Plan and Metrolink's SCORE Plan. Each of the three phases identified proposed infrastructure improvements at build out conditions that allow Regional Rail operators to further analyze and determine the order of new services within a given phase. The AVL Study (Burbank to Lancaster) also took into consideration potential future growth passenger rail services and freight services by Union Pacific Railroad. The three phases of service improvement include:

Phase 1 (5 year Plan) - This five year plan considers increase in rail services within the existing rail infrastructure and operations and maintenance costs.

- a) Add late-night train departure from Los Angeles Union Station at 11 p.m. on Fridays and Saturdays.
- b) Potentially adjust off-peak schedules to improve service frequency and reduce schedule gaps.
- c) No capital investments are needed for this phase.

Phase 2 (10 year Plan) - The next ten years consider increase in rail services with defined set of infrastructure improvements needed to support the service.

- a) Adds two mid-day service round trips to provide hourly frequency between Los Angeles Union Station and Santa Clarita Valley.
- b) Hourly frequency between Los Angeles Union Station and Antelope Valley supported by Antelope Valley Transit Authority bus service. Where the Antelope Valley Transit Authority could reduce the current five round trips of bus service between Santa Clarita and Lancaster to three round trips.
- c) Allows for expanding late night service to remaining weekdays and adds a second frequency on selected days, based on ridership demand.
- d) Requires a capital investment of \$42 million for the Balboa Double Track Extension from Balboa Boulevard to Sierra Highway. Located in the unincorporated Los Angeles County, this project will extend double track to just south of Tunnel 25.

Phase 3 (20 year Plan) - The twenty (20) year plan considers more robust increase in rail service that also includes integration with Metro's San Fernando Light Rail and Sepulveda Corridor.

- a) Doubles volume of daily trains compared with existing service (30 daily round trips).
- b) Marginally increases peak service frequency and adds morning express train to Los Angeles Union Station.
- c) Provides more regular reverse-commute service.
- d) Further increase to mid-day service frequency - 30 minutes between Los Angeles Union

Station and Santa Clarita Valley; hourly between Los Angeles Union Station and Antelope Valley.

- e) Bus service round trips would double from existing conditions to provide 30 minute between Santa Clarita and Lancaster.
- f) Provides more frequent and regular service on weekends and holidays.
- g) Requires a capital investment of \$133.4 million for three additional capital improvements. (1) Lancaster Terminal Improvements (\$27.3 million) shall construct new double track to the end of the corridor, a second station platform and two storage tracks. (2) Canyon to Santa Clarita Double Track Extension (\$48.8 million) from Soledad Canyon Road to Golden Oak Road is located within the City of Santa Clarita. (3) Brighton to McGinley Double Track (\$57.3 million) is a segment of the Brighton to Roxford double track project that connects completes a gap in double track between Burbank and Sun Valley.

It should be noted, the time frame of the three phases of investments (5, 10 and 20 years) can be accelerated based on funding availability.

Findings

Service scenarios 1, 2 and 3 offer the potential for tangible improvements in AVL service, are all consistent with multiple future 2040 year plans, and are recommended for implementation **if funding has been identified**. The proposed infrastructure improvements identified in this study to support service scenarios 1, 2 and 3 are listed below and estimated at approximately \$175.2 million. At a minimum, the Balboa Double Track Extension is required to support service scenario 2 with hourly bi-directional service on the AVL at an approximate cost of \$41.8 million.

1. Balboa Double Track Extension - \$41.8 million
2. Brighton to McGinley Double Track- \$57.3 million
3. Canyon to Santa Clarita Double Track - \$48.8 million
4. Lancaster Terminal Improvements - \$27.3 million

Staff is working with NCTC and Metrolink to finalize the report by the end of July. It is important to note, the costs shown above only cover the preliminary estimated capital improvements required and does not include annual maintenance costs. Further analysis by each passenger or freight rail operator will be required to implement new service(s).

FINANCIAL IMPACT

This is a Receive and File report for information only with no financial impacts. Implementation of any of the scenarios would require funding to be identified for capital and operations costs.

Impact to Budget

This report has no financial impact.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The incremental service options improve LA County's overall transit network and assets.

Goal 4: Transform LA County through regional collaboration and national leadership. Goal was achieved by partnering with Metrolink, North County Transportation Coalition and the local jurisdictions to identify needed improvements to improve mobility.

NEXT STEPS

Staff will return to the Board on a project by project basis to seek approval to continue to advance any projects or service identified through this study if funding has been identified.

ATTACHMENTS

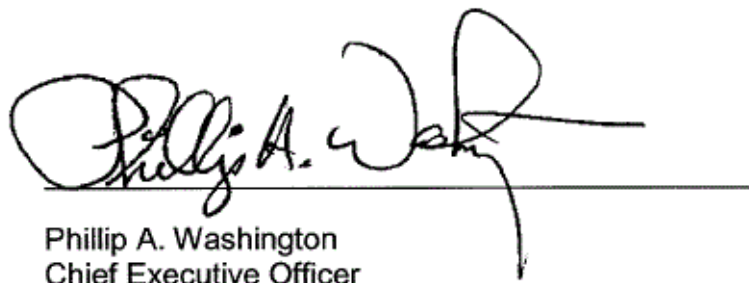
Attachment A - July 2017 Metro Board Motion 47

Attachment B - Antelope Valley Line Study Presentation

Prepared by: Brian Balderrama, Senior Director, Regional Rail, (213) 418-3177

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

..Meeting_Body

**REVISED
PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2017**

..Preamble

Motion by:

DIRECTORS BARGER & NAJARIAN

Study of Metrolink Antelope Valley Line

The Antelope Valley Line (AVL) plays a critical role in connecting North Los Angeles County, Union Station and cities in between, carrying the third highest ridership in Metrolink's commuter rail system, reducing the equivalent of one lane of traffic from major freeways during peak commute hours, and removing approximately 1,000,000 weekday automobile trips per year. ~~the highest percentage of transit dependent riders.~~

Currently, due to numerous constraints, a trip from the Antelope Valley to Union Station can take over two hours, with speeds averaging just 35 miles per hour from end-to-end. There are also gaps in service throughout the day which ~~may~~ further discourages ridership.

Through previous board actions, progress has been made to address some of the AVL service issues such as the Metrolink *Antelope Valley Line Infrastructure Improvement Strategic Plan* dated March 2012, the North County Multimodal Integrated Transportation Study (NCMITS) dated 2013, and the new *Los Angeles-Burbank-Glendale Corridor Feasibility Study*; ~~but to date,~~ a comprehensive study has yet to take place to analyze constraints on the northern segment of the AVL.

~~As Metro embarks on updating its Long Range Transportation Plan,~~ To be compatible with future planning efforts and to best prepare for as-new funding sources that will become available to the North County Subregion in the coming years, it is important that stakeholder agencies understand the most cost-effective solutions to break down the constraints that continue to hold back the AVL from maximizing its service potential.

..Subject

SUBJECT: MOTION BY DIRECTORS BARGER AND NAJARIAN

..Heading

RECOMMENDATION

..Title

WE THEREFORE MOVE that the Metro Board:

AUTHORIZE a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster that determines a range of frequency of service to maximize regional accessibility throughout the day; assesses the status of existing tracks, culverts, tunnels, crossings and other infrastructure which limits operational flexibility & service reliability; recommends needed infrastructure & capital improvements (in level of priority) to support the range of frequency of service, service reliability, safety, and on-time performance, including latest technologies in rail propulsion, controls and rail stock; estimates the costs associated with the aforementioned improvements; and provides a cost-benefit analysis with prioritization of said improvements that ~~can~~ could be used to help guide ~~both Metro, and Metrolink agencies~~ and the North County Subregion in a direction to best achieve the above stated goals, while ensuring compatibility with future planning processes;

DIRECT staff to coordinate with Metrolink and local North County stakeholders on this study and to incorporate any previous or ongoing efforts such as the *Antelope Valley Infrastructure Improvements Strategic Plan*, the *NCMITS*, the *Los Angeles-Burbank-Glendale Corridor Feasibility Study* and Metrolink efforts to address state of good repair, so as to avoid being duplicative;

ACKNOWLEDGE that execution of this study shall not hinder any efforts currently underway by Metro or Metrolink to deliver capital improvements or address state of good repair on the AVL; and

DIRECT the CEO to report back to the board in September with an update on stakeholder outreach, identification of potential funding sources for the study, along with a timeline for study implementation.

Metrolink Antelope Valley Line

Metro Board Motion 47 authorized a study of the Metrolink Antelope Valley Line (AVL) between Burbank and Lancaster and directed staff to coordinate with Metrolink and the North County Transportation Coalition to:








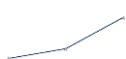



- a) Determine a range of frequency of service to maximize regional accessibility throughout the day;
- b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;
- c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

Metro Planning and Programming Committee Meeting
July 17, 2019

AVL Study Context

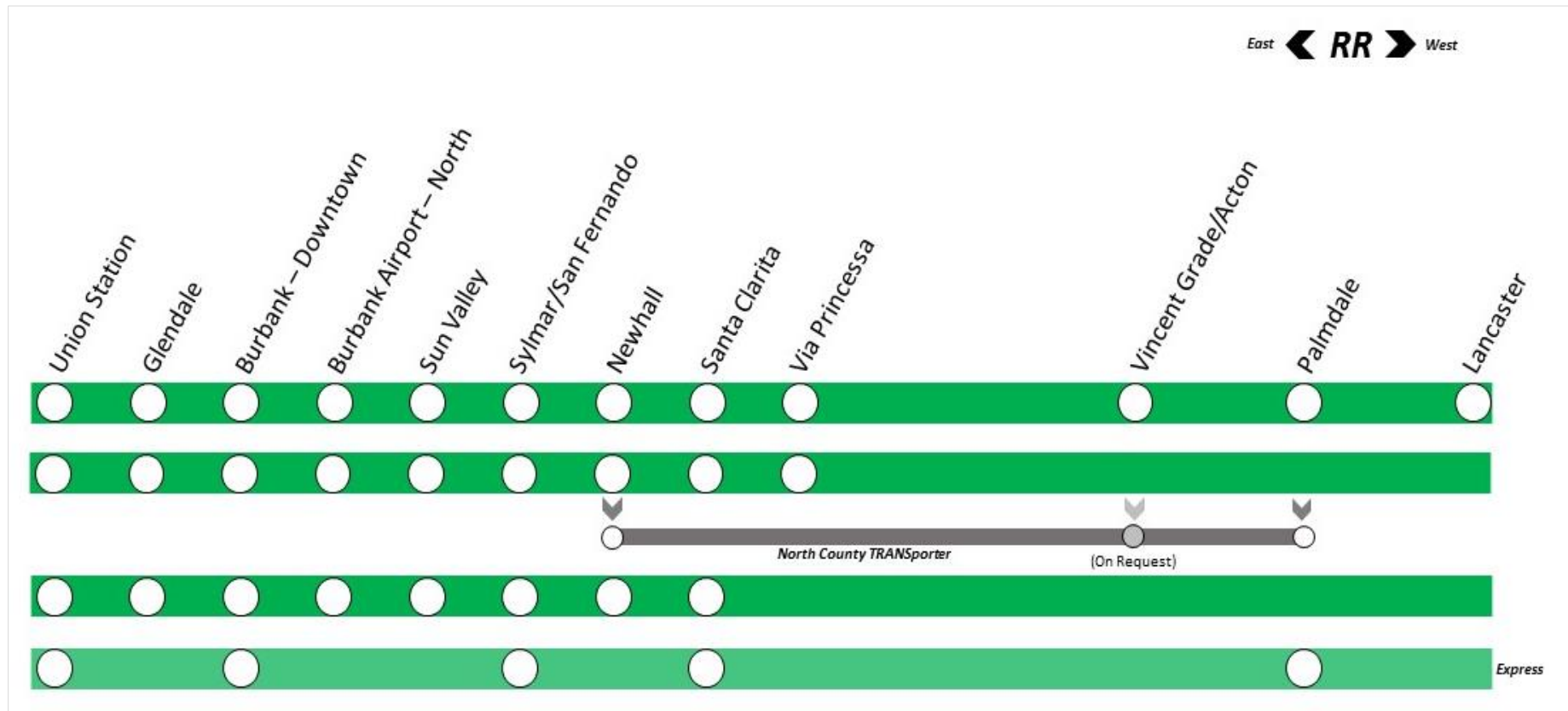
1. Strong Ridership and Mode Share Growth

- a) Daily AVL trips could increase from 6,500 in FY19 to 15,000 by FY30
- b) Projected 9% growth per annum through 2042

Station	FY15	FY19	2042	Growth Trends
GLENDALE	609	718	1,568	
BURBANK	832	925	1,689	
BURBANK AIRPORT-NORTH	—	79	727	
SUN VALLEY	76	102	899	
SYLMAR / SAN FERNANDO	462	642	4,598	
NEWHALL	295	394	1,942	
SANTA CLARITA	263	401	1,566	
VIA PRINCESSA / VISTA CANYON	421	546	944	
ACTON / VINCENT GRADE	95	130	425	
PALMDALE	342	499	8,241	
LANCASTER	349	475	4,295	
TOTAL	3,744	4,911	39,025	

Existing AVL Stopping Patterns

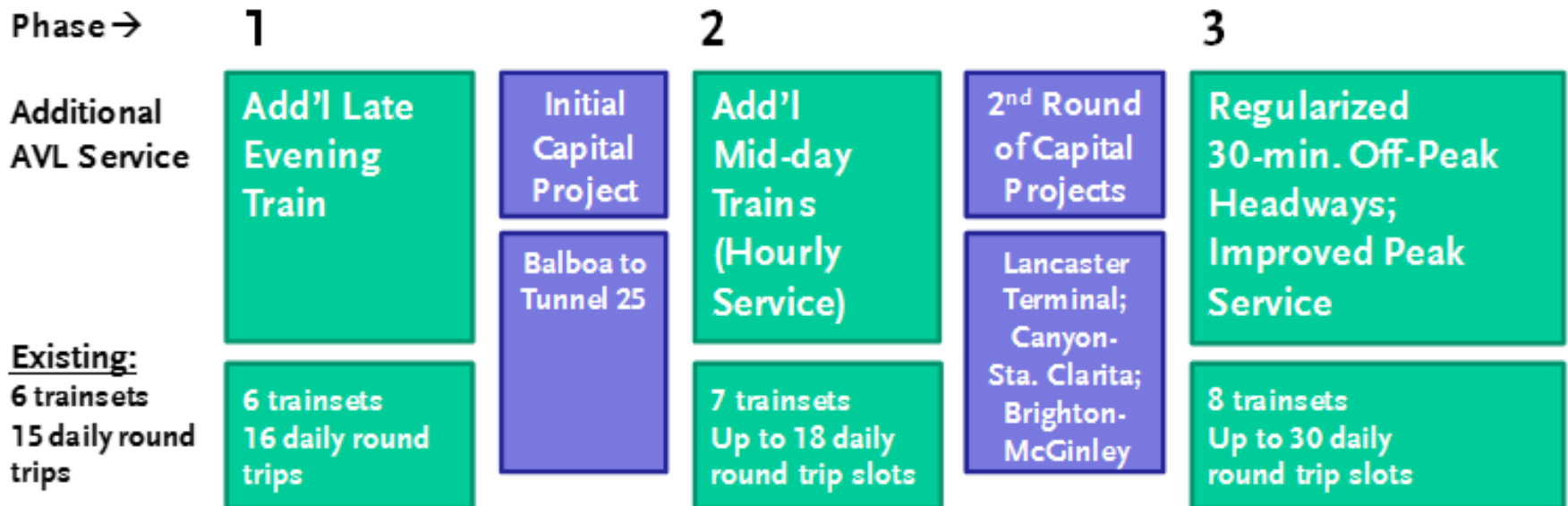
Existing net cost to operate and maintain the Antelope Valley Line is \$34.5 million with 15 daily round trips using 6 train sets and AVTA bus support.



Service Scenario Plan

1. Study identified a phased incremental plan for improving AVL service, if funding is identified.

- a) Planning years provided are build out conditions due to multiple service options and capital project scheduling.
- b) New/Available round trips can be filled by current operators (Metrolink or Union Pacific Railroad) or future potential operators (Amtrak –Pacific Surfliner, California High Speed Rail Authority or Virgin Trains USA)



Service Scenario Plan

Five Year Plan

Scenario 1: 1 additional late evening train

Ten Year Plan

Scenario 2: 2 additional off-peak round trips to provide hourly mid-day service

Twenty Year Plan

Scenario 3: Improved peak service and semi-hourly off-peak service

Future Year Plan Options

Scenario 4: Semi-hourly service plus express service

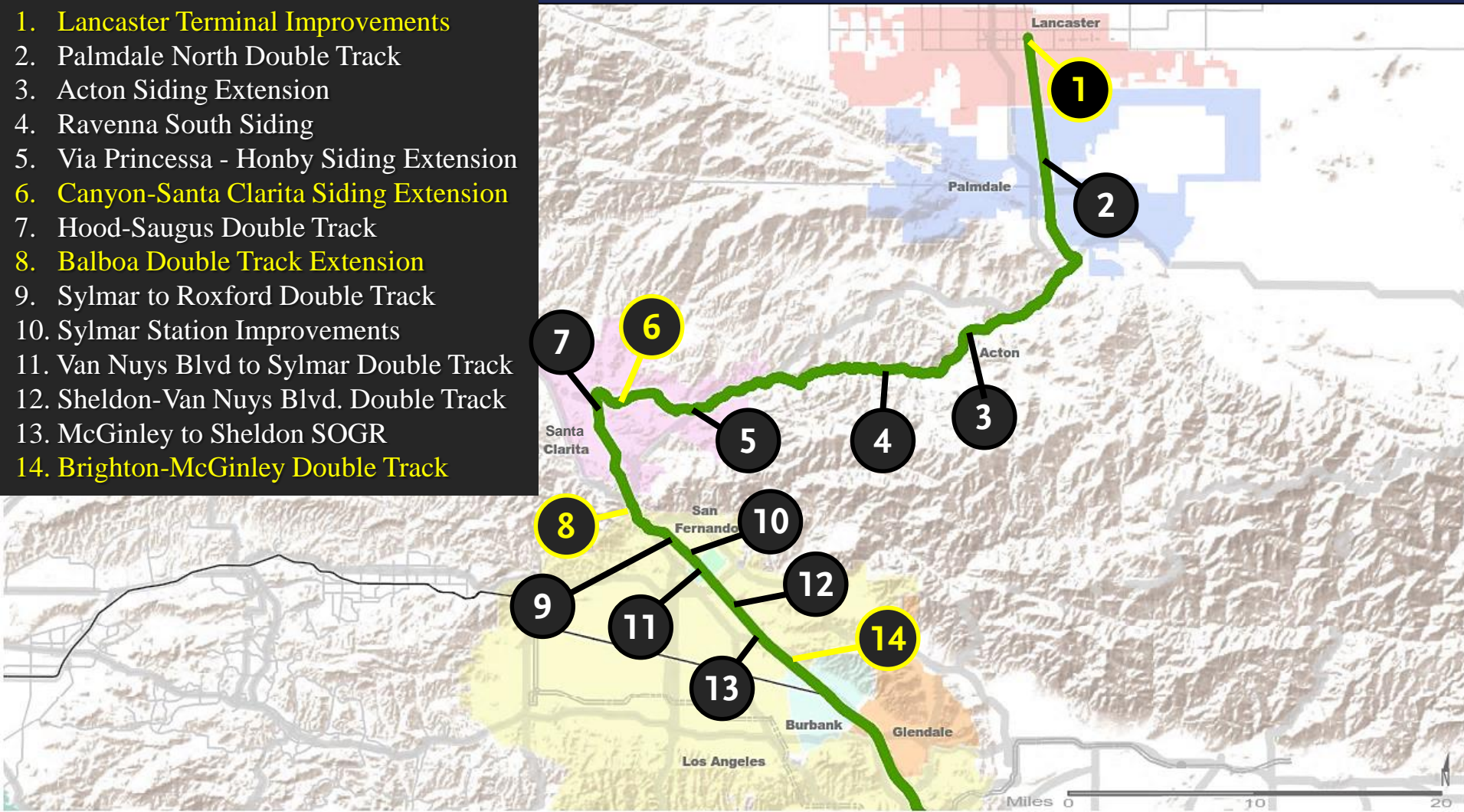
Scenario 5: Same as (4), with intermediate turns at Santa Clarita

Scenario 6: Same as (4), with intermediate turns at Sylmar/San Fernando

- 1. Collectively, the 6 service scenarios will require 14 capital projects.**
- 2. Antelope Valley Line Stakeholders advised the team to move forward with service scenarios 1, 2 and 3**

Scenario Infrastructure Project Overview

1. Lancaster Terminal Improvements
2. Palmdale North Double Track
3. Acton Siding Extension
4. Ravenna South Siding
5. Via Princessa - Honby Siding Extension
6. Canyon-Santa Clarita Siding Extension
7. Hood-Saugus Double Track
8. Balboa Double Track Extension
9. Sylmar to Roxford Double Track
10. Sylmar Station Improvements
11. Van Nuys Blvd to Sylmar Double Track
12. Sheldon-Van Nuys Blvd. Double Track
13. McGinley to Sheldon SOGR
14. Brighton-McGinley Double Track



 Metro Scenarios 1, 2 and 3 require 4 of 14 capital projects highlighted above.

Capital Project Investments for Scenarios 1, 2 & 3

- First Phase to support Service Scenario 2**
1. Balboa Double Track Extension-Balboa Boulevard to Sierra Highway; Capital Cost = \$41.8M
- Second Phase to support Service Scenario 3**
2. Lancaster Terminal Improvements, Cost = \$27.3M
 3. Canyon-Santa Clarita Siding, Cost = \$48.8M
 4. Brighton-McGinley Double Track, Cost = \$57.3M



First phase capital investment allows for hourly mid-day service and existing peak service

Second phase capital investment allows for 30 minute bi-directional service to Santa Clarita and hourly service from Santa Clarita to Lancaster.

Funding Opportunities

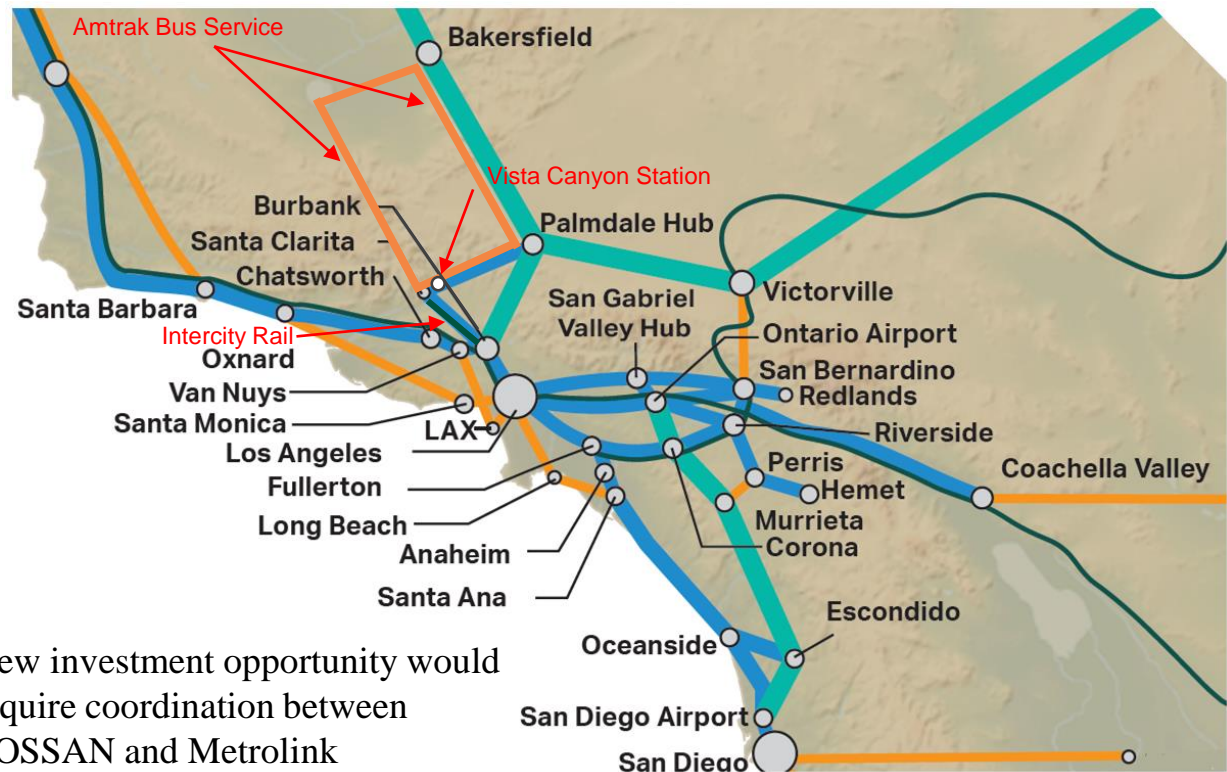
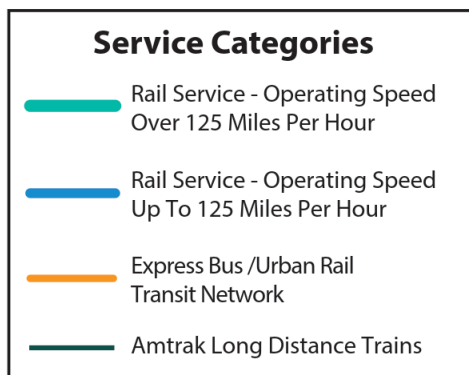
1. Local funding has not yet been identified for the capital infrastructure required to achieve the twenty year plan, Total Cost: \$175.2 M
 - a) Phase I, First Ten Years: \$41.8 M, Team to work with State and Local Partners to identify funding.
 - b) Phase II, Second Ten Years: \$133.4M, Team to work with Local, State and Federal Partners to identify funding.

Future Passenger Service with multiple Operators

A. Potential New Operator Along the Corridor

1. The State is considering an extension of intercity passenger rail service to Santa Clarita to connect with the Pacific Surfliner service in Los Angeles. This could present an opportunity for through service between Santa Clarita and San Diego with Amtrak bus service to shorten the commute to Bakersfield from the current 3 hours to about 90 minutes (LAUS to Bakersfield).

*This exhibit modified the 2018 State Rail Plan



New investment opportunity would require coordination between LOSSAN and Metrolink

Future Passenger Service with multiple Operators

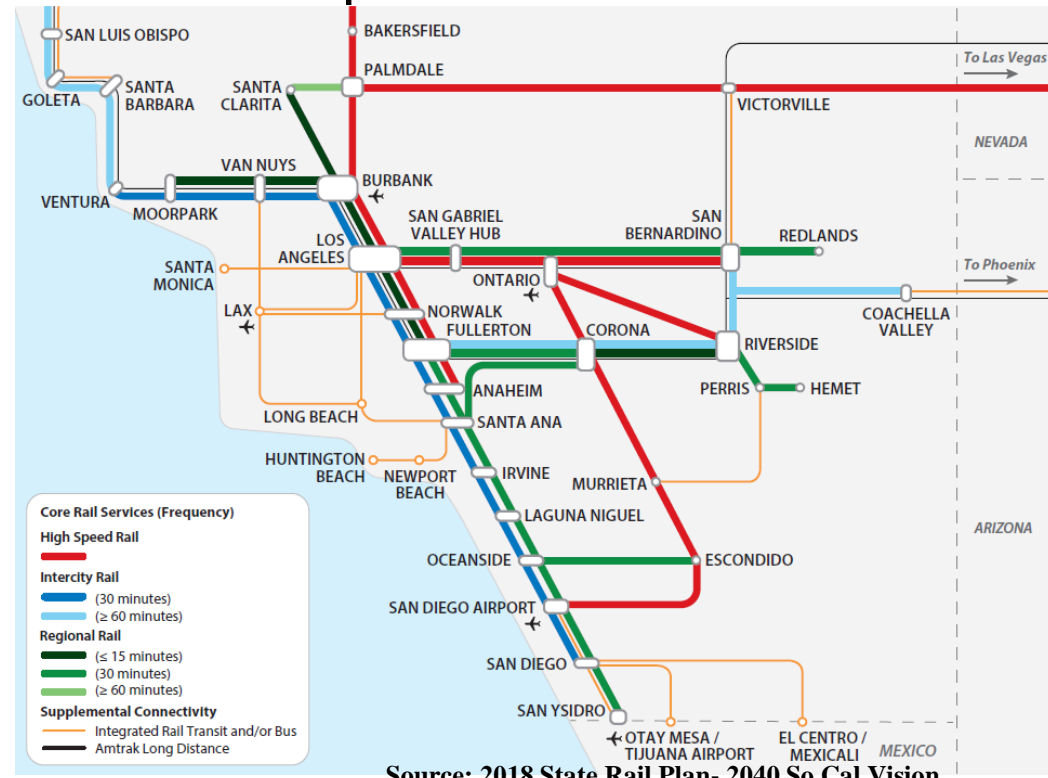
HSR Blended Service/ Blended Operations:

1. Current Limitations on HSR between Palmdale and Los Angeles

- a) Original HSR Plan for dedicated alignment extremely costly; funding unlikely
- b) Blended service on the AVL route offers potential benefits for CHSRA, Virgin Trains USA, Amtrak and Metrolink rail services

2. Further analysis required for additional capital investment

- a) Identify line electrification constraints for CHSRA such as vertical clearance and curve straightening projects.
- b) Identify and evaluate additional capacity projects to support blended service



Source: 2018 State Rail Plan- 2040 So Cal Vision

Future Passenger Service with multiple Operators

1. Rail Multiple Unit Technology – Rail Multiple Units

- a) Diesel Multiple Unit (DMU) – One Power Car required for four cab cars
- b) Electric Multiple Unit (EMU, similar to HSR) – 1:3 ratio for powering
- c) Metrolink is developing a Fleet Modernization Plan (Fall 2020) to plan for a zero emissions future.

2. Travel Time Improvement

- a) 100 mph maximum capability for both (79 mph CA max speed)
- b) Tilting train capability for both DMU and EMU

3. Compatibility with Future High Speed Rail

Continue to evaluate the extent to which the EMU service supports future development of HSR in the corridor



Source: Redlands Passenger Rail Project (SBCTA)

Thank You!



Metrolink Antelope Valley Line

On July 19, 2017, Directors Barger and Najarian issued a motion for the study of the Metrolink Antelope Valley Line to:

- a) Determine a range of frequency of service to maximize regional accessibility throughout the day;
- b) Assess the condition of the existing rail infrastructure (e.g. tracks, culverts, tunnels, crossings, etc.) that limits operational flexibility and service reliability;
- c) Recommend needed infrastructure and capital improvement costs (in level of priority) along with cost benefit analysis to support the range of frequency of service, service reliability, safety, an on-time performance including latest technologies in rail propulsion, controls and rail stock.

Metro Planning and Programming Committee Meeting
July 17, 2019

Antelope Valley Line Study Context

1. Strong Ridership Growth with Fare Discount Program

- a) In April 2015, the Board approved a motion to reduce fares 25% on the Metrolink Antelope Valley Line. Since that program's launch in July 2015, the AVL Fare Discount Pilot Program has been successful in growing ridership, **an increase of 29% as of June 2019.**
- b) In July 2018, Metro stopped subsidizing the Fare Discount Program and spent about \$2 Million, **well under the \$5.46 Million programmed.**

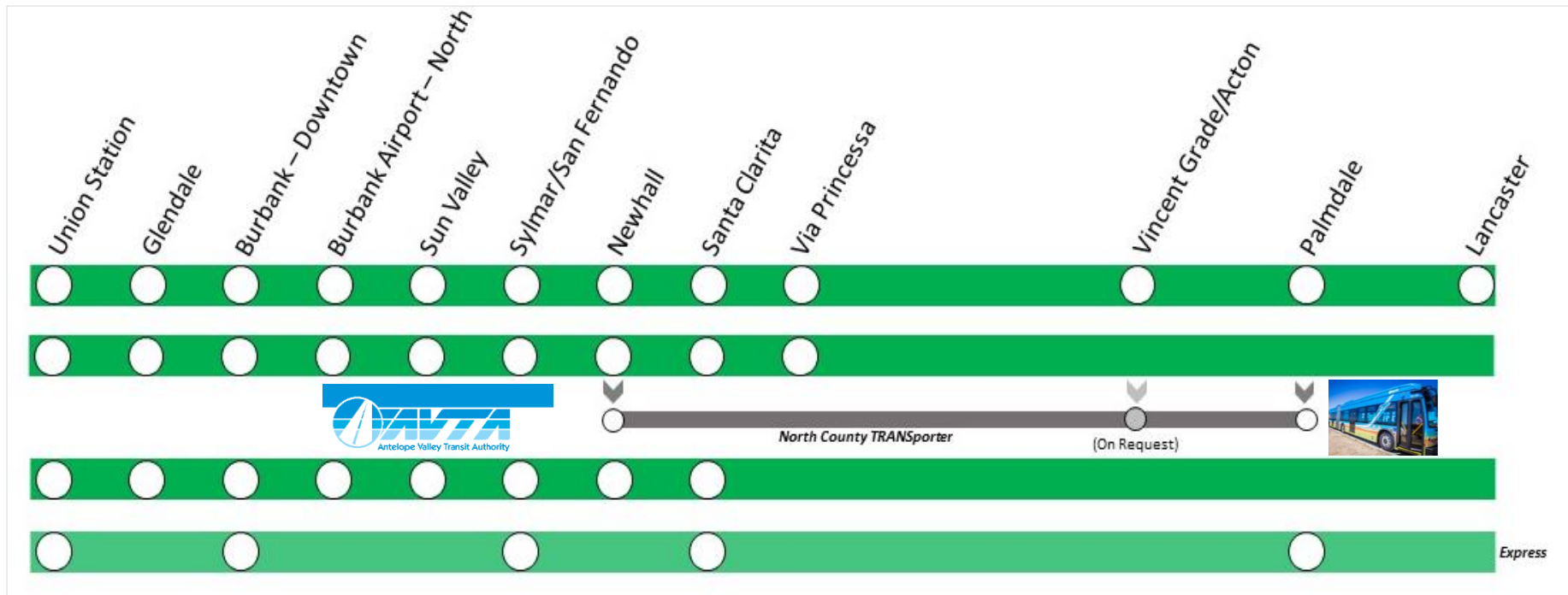
% Change since 25% FARE REDUCTION PROGRAM (Started 7/1/2015)						
<u>15 vs 16</u>	<u>16 vs 17</u>	<u>17 vs 18</u>	<u>18 vs. 19</u>	<u>15 vs 17</u>	<u>15 vs 18</u>	<u>15 vs. 19</u>
4.4%	2.7%	8.7%	7.4%	7.2%	16.5%	25.1%
6.7%	5.2%	4.9%	7.8%	12.2%	17.7%	26.8%
9.3%	8.9%	2.9%	6.5%	19.0%	22.5%	30.5%
17.5%	3.7%	3.8%	6.5%	21.9%	26.6%	34.9%
13.9%	4.5%	4.3%	1.6%	19.0%	24.2%	26.2%
14.8%	4.3%	4.6%	3.6%	19.8%	25.3%	29.8%
17.6%	9.0%	5.9%	1.5%	28.2%	35.7%	37.7%
20.0%	2.7%	3.1%	-1.3%	23.3%	27.1%	25.5%
13.4%	7.7%	1.5%	0.1%	22.1%	23.9%	24.1%
11.3%	7.9%	4.2%	2.4%	20.1%	25.1%	28.2%
12.6%	3.6%	8.0%	3.4%	16.7%	26.0%	30.3%
13.3%	4.4%	9.0%	-0.4%	18.3%	29.0%	28.4%
12.8%	5.4%	5.0%	3.3%	18.9%	24.8%	28.9%



Metro

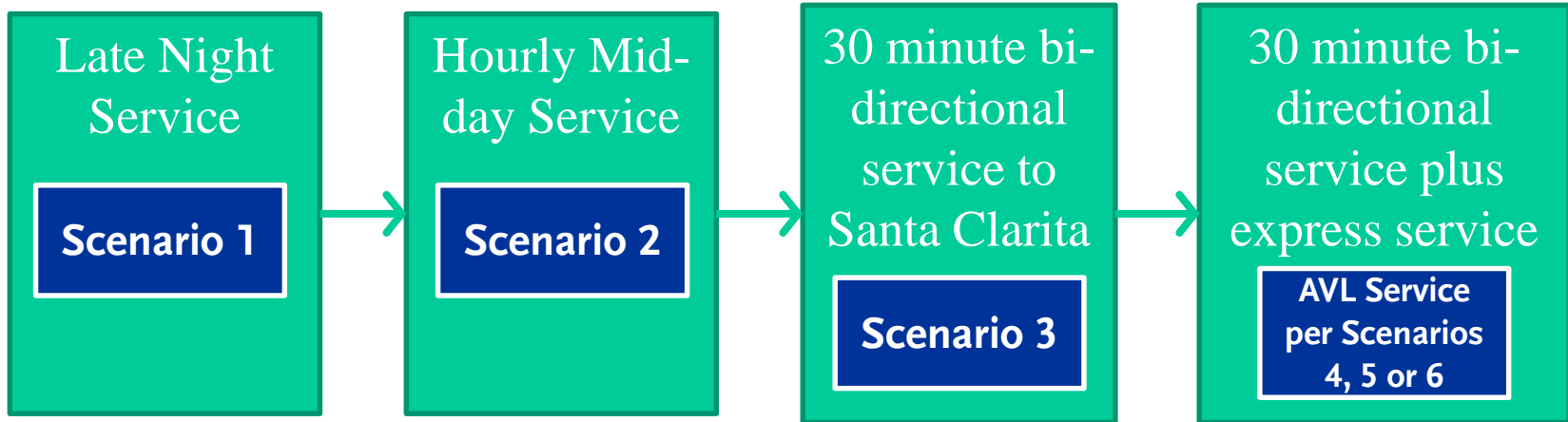
Antelope Valley Line Study Context

Existing net cost to operate and maintain the Antelope Valley Line is \$34.5 million with 15 daily round trips using 6 train sets and AVTA bus support.



Proposed AVL Service Scenario Plan

- 1. Study identified a phased incremental plan for improving AVL service, if funding is identified.**



- a) New/Available round trips can be filled by current operators (Metrolink or Union Pacific Railroad) or future potential operators (Amtrak –Pacific Surfliner, California High Speed Rail Authority or Virgin Trains USA)

2. Proposed Ridership and mode share growth.

- a) Daily AVL trips could increase from 6,500 in FY19 to 15,000 by FY30
- b) Projected 9% growth per annum through 2042



Cost Benefit Analysis and Findings

1. The evaluation process was designed to assess each individual capital improvement on five factors related to their contribution to improving AVL corridor service on a scale of 10 points (lowest) to 50 points (highest):
 - (1) **Does the capital project directly support improved rail service and deliver ridership benefits?**
 - (2) **Does the capital project support more than one service scenario?**
 - (3) Is the capital project cost easier to fund and implement faster?
 - (4) Is there minimal risk to project impact and right-of-way?
 - (5) Is there future flexibility to increase service?

Top Scoring Project: Balboa Double Track Extension (49 out of 50)

This project is required for service scenarios two through six and solely enables hourly service pattern on the AVL

Additional High Scoring Projects: Brighton to McGinley Double Track (43 out of 50)

Canyon to Santa Clarita Siding (40 out of 50)

Lancaster Terminal Improvements (37 out of 50)

These projects are required for service scenarios three through six, minimal impacts and enable 30 minute bi-direction service pattern on the AVL to Santa Clarita.

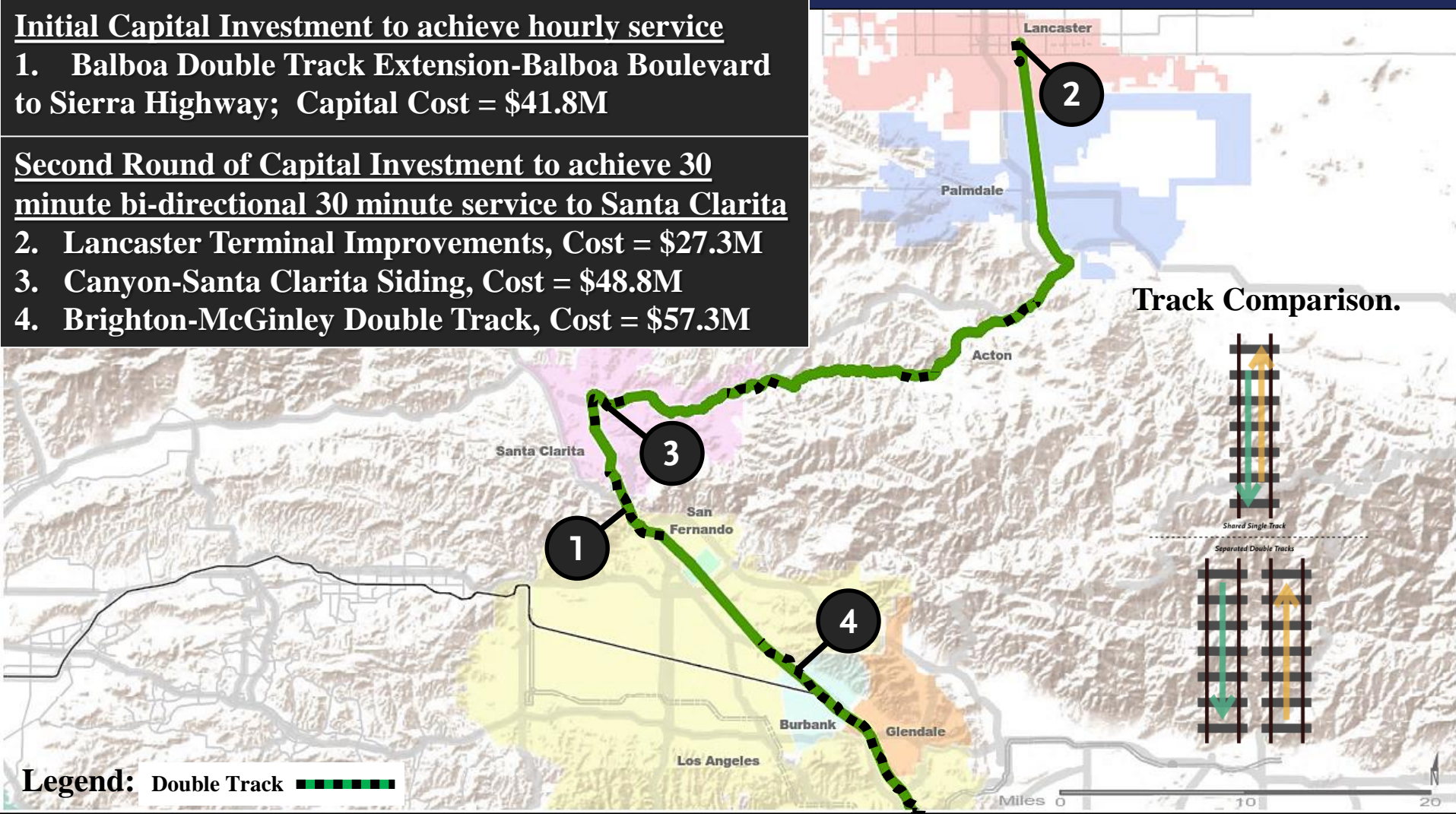
Capital Project Investments for hourly and 30 minute service

Initial Capital Investment to achieve hourly service

1. Balboa Double Track Extension-Balboa Boulevard to Sierra Highway; Capital Cost = \$41.8M

Second Round of Capital Investment to achieve 30 minute bi-directional 30 minute service to Santa Clarita

- 2. Lancaster Terminal Improvements, Cost = \$27.3M
- 3. Canyon-Santa Clarita Siding, Cost = \$48.8M
- 4. Brighton-McGinley Double Track, Cost = \$57.3M



The existing **66% single track** will reduce to **58% single track** if these four capital projects are constructed.

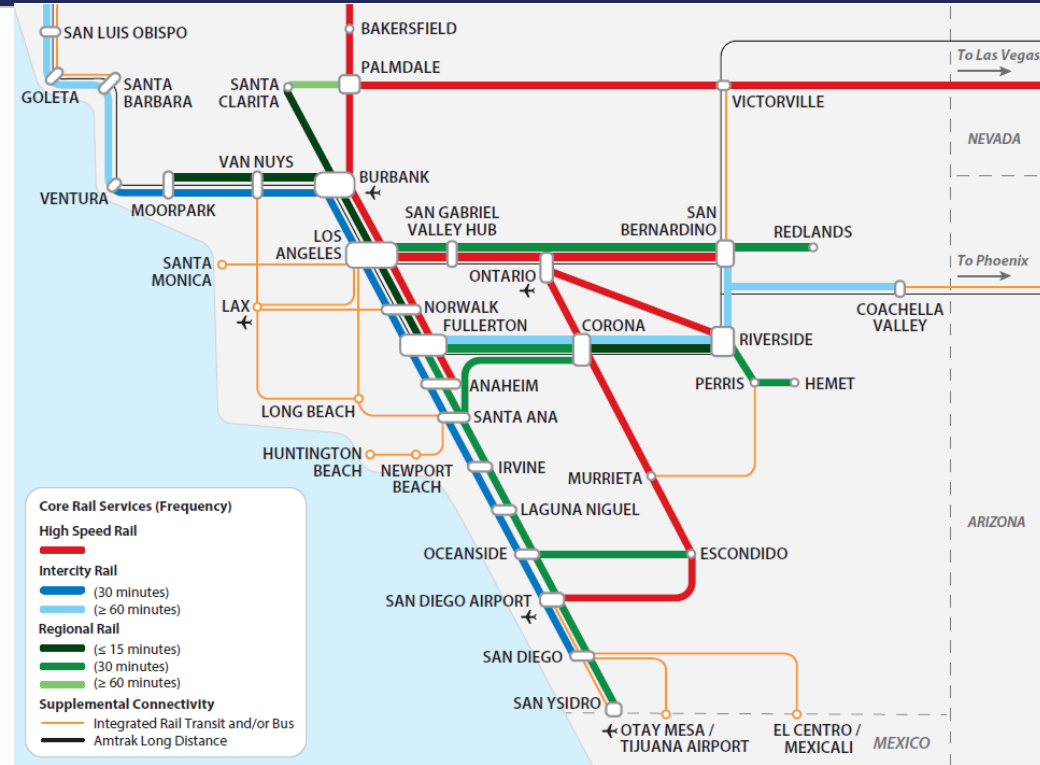
Compatibility with Future Planning Processes

2018 State Rail Plan

1. Findings of this project will enable 2040 Integrated Network Vision for LA County.

High Speed Rail Plan

1. Findings allow HSR blended service/ blended operations with limitations between Palmdale and LA.



Source: 2018 State Rail Plan- 2040 So Cal Vision

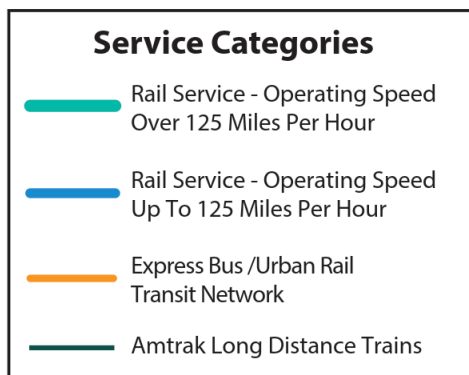
- a) Original HSR Plan for dedicated alignment extremely costly; funding unlikely
- b) Blended service on the AVL route offers potential benefits for CHSRA, Virgin Trains USA, Amtrak and Metrolink rail services

Compatibility with Future Planning Processes

A. Potential New Operator Along the Corridor

1. The State is considering an extension of intercity passenger rail service to Santa Clarita to connect with the Pacific Surfliner service in Los Angeles. This could present an opportunity for through service between Santa Clarita and San Diego with Amtrak bus service to shorten the commute to Bakersfield from the current 3 hours to about 90 minutes (LAUS to Bakersfield).

*This exhibit modified the 2018 State Rail Plan



New investment opportunity would require coordination between LOSSAN and Metrolink

Compatibility with Future Planning Processes

1. Rail Multiple Unit Technology – Rail Multiple Units (RMU)

- a) Metrolink is developing a Fleet Modernization Plan (Fall 2020) to plan for a zero emissions future.
- b) RMU technology allows for tilting train capability to handle existing tight curves at higher speeds.
- c) Would allow for Metrolink and Other Operators to consider increasing the maximum speed (CA 79 mph)



Source: Redlands Passenger Rail Project (SBCTA)

2. Metrolink

- a) Proposed AVL Capital Projects for the hourly and 30 minute service are consistent with the overall goals of the Southern California Optimized Rail Expansion (SCORE) Program to provide 30 minute service to Santa Clarita and hourly bi-directional service to Palmdale and Lancaster with additional express peak service.

Thank You!





Board Report

File #: 2019-0509, File Type: Informational Report

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE JULY 17, 2019

SUBJECT: LOS ANGELES - GLENDALE - BURBANK FEASIBILITY STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on Item #9 at the October 2016 Board Meeting regarding the Los Angeles - Glendale - Burbank Feasibility Study.

ISSUE

At the October 2016 Board meeting, the Metro Board of Directors directed the CEO to conduct a study (see Attachment A) to evaluate:

1. Up to two new rail stations in the City of Glendale and up to two new rail stations in the City of Los Angeles;
2. Increased passenger rail service from Union Station to the City of Burbank; and
3. Opportunities for increased access to the regional transit network in the City of Glendale.

The Los Angeles - Glendale - Burbank Feasibility (LGBF) Study has been completed and the results are presented in this report.

DISCUSSION

In June 2018, Metro staff engaged a consultant, Mott MacDonald, to conduct the LGBF Study. The four primary objectives of the LGBF Study were to:

1. Assess potential locations for additional rail stations;
2. Evaluate rail service in the corridor provided by the following technologies:
 - a. Locomotive Hauled Coach, i.e., Metrolink (LHC);
 - b. Rail Multiple Unit (RMU); or
 - c. Light Rail Transit (LRT); and
3. Evaluate increases to passenger rail service;

The LGBF Study also analyzes parking demand along the corridor, identifies infrastructure improvements, capital costs, and operations and maintenance costs to support the study scenarios, and analyzes funding opportunities.

Background

Starting in 1988 through 1992, the Los Angeles County Transportation Commission, predecessor to Los Angeles County Metropolitan Transportation Authority (Metro), undertook studies and ultimately certified the Environmental Impact Report (EIR) for a 13-mile Light Rail Transit (LRT) project that was planned to operate between Los Angeles Union Station (LAUS) and the Hollywood Burbank Airport. In 1991, the Southern California Regional Rail Authority (SCRRA) was created to operate a regional commuter rail service. Limited service began on both the Metrolink Antelope Valley Line (AVL) and Ventura County Line (VCL) in October 1992.

Today, the Los Angeles-Glendale-Burbank corridor (see Attachment B) owned by Metro is double tracked and heavily utilized by passenger and freight rail services between Los Angeles Union Station (LAUS) and Burbank Airport North Station along the Metro-owned Valley Subdivision. Currently, the passenger rail services operating along the corridor include the Metrolink AVL (15 round trips), the Metrolink VCL (17 weekday round trips), the Amtrak Pacific Surfliner (5 daily round trips to Santa Barbara and San Luis Obispo) and the Coast Starlight (1 daily round trip to Seattle). Additionally, the Union Pacific Railroad (UPRR) operates freight service in the corridor. The Metro Gold Line Light Rail Transit (LRT) operates near the corridor between LAUS and the Gold Line Lincoln/Cypress Station.

Approximately 85 Metrolink, Amtrak and UPRR trains traverse the corridor per weekday. Ridership is approximately 7,000 per weekday on the Metrolink AVL, 4,000 per weekday on the Metrolink VCL, and approximately 2,000 per weekday on Amtrak.

Other Related Study

In July 2017, Metro staff was also directed to conduct the Metrolink Antelope Valley Line Study, which assesses capital improvements and operational feasibility on the AVL from the City of Burbank to its terminus in the City of Lancaster. Both studies were developed in concurrence with one another to maintain consistency in operating scenarios, capital improvements, and costs and consistent with California State Rail 2040 Plan.

1. Assess Potential Location for Additional Rail Stations

The station location evaluation examined the entire corridor from LAUS to Burbank Airport North Station in order to identify suitable station sites in both the City of Los Angeles and City of Glendale. A new station was discussed with the City of Burbank, but as they have three existing Metrolink Stations (Burbank Downtown, Burbank Airport North and Burbank Airport South), no additional stations were requested. Factors considered to select the additional sites included existing bus ridership, housing, employment, access to site, operations integration, potential for parking, travel times, service headways, and stakeholder and public input.

Identified potential station locations were discussed with the Corridor Cities Working Group (CCWG) and through a public outreach survey which received over 2,500 respondents. The CCWG comprises key stakeholders including the Cities of Los Angeles, Glendale, and Burbank, as well as staff from elected officials, Metrolink and Metro. CCWG meetings confirmed with the key stakeholders that the frontrunners, River Park for Los Angeles, and Grandview/Sonora for Glendale, would be examined with further analysis for this and future studies.

2. Evaluate Rail Service in the Corridor Provided by LHC, RMU and LRT Technologies

An evaluation of the three transit modes and potential alignments was conducted in order to determine which modes are the most feasible in the Corridor. The three transit modes are:

- A. Locomotive Hauled Coach - Currently operated on the Metrolink system
- B. Rail Multiple Unit (diesel or electric) - Vehicles of size and dimensions similar to LRT with planned operations in San Bernardino County (Arrow service); Currently operated in San Diego County (Sprinter service) and Sonoma-Marín Counties (SMART service)
- C. Light Rail Transit - Currently operated on the Metro system

A discussion of each mode follows:

- A. **Locomotive Hauled Coach** - Currently Metrolink operates 64 LHCs each weekday through the corridor along the trunk line of the Ventura County and Antelope Valley Lines. They can operate in shared freight corridors. A Tier 4 locomotive is the latest model currently operated on the Metrolink system and is the cleanest diesel locomotive in the nation. Tier 4 locomotives are compliant with the latest Environmental Protection Agency (EPA) emissions standards and reduce emissions by up to 85 percent when compared with Tier 0 locomotives. Metrolink will eventually replace 40 of its existing 52 owned locomotives with new Tier 4 locomotives. Metrolink locomotives are also equipped with Positive Train Control, which is required by the Federal Railroad Administration in order to operate in shared freight corridors.
- B. **Rail Multiple Unit** - RMU trains can either be propelled by electricity (EMU), diesel (DMU) or by new propulsion systems involving fuel cells and hydrogen. RMUs are lighter vehicles which act as a hybrid between LHC and LRT vehicles and can operate in shared freight corridors. Battery technology is currently advancing and other low or zero emissions technologies are being explored with these types of transit vehicles. The following are some key considerations for RMUs:
 - RMUs have the ability to accelerate and decelerate more quickly due to their light weight, resulting in fast travel times. Although RMUs are lighter than the existing locomotives and coaches, they would still need to meet Federal Railroad Administration (FRA) structural standards to operate in shared corridors. This makes them heavier than a standard Light Rail Vehicle.
 - RMUs have similar light maintenance requirements as LHC (e.g. Metrolink or Amtrak), but have differing heavy maintenance requirements. Unlike an LHC, an RMU cannot be easily decoupled for heavy maintenance so synchronized lifting is required. The construction of a new maintenance and service facility may be necessary, or an existing facility would need to be modified if a new fleet of RMUs is procured, as the existing Metrolink facilities are at or near capacity.
 - The passenger-platform interface and maintaining freight traffic at existing Metrolink station along the corridor will be a key consideration to utilizing RMUs. Metrolink and RMU vehicles have different platform levels (8" platforms for Metrolink and 24" platforms for RMUs). Therefore, design modification to the vehicles or the station platforms would be required, in

order to achieve level boarding requirements at the station.

- Lightweight rail vehicles, like RMUs occasionally fail to shunt track circuits, resulting in loss of train detection. Loss-of-shunt is associated with light axle loading, infrequent traffic, wheel tread building-up, and other conditions which raise wheel-rail contact resistance. These shunting issues can be mitigated by implementing modifications to existing train control system and would need to be explored further prior to implementation.
- There are currently no agencies that operate RMUs in the Metrolink system, which spans six counties. San Bernardino County is currently planning a future Diesel Multiple Unit and Zero Emission Multiple Unit service in the near future which will share ROW with Metrolink along the San Bernardino Line. If RMUs are pursued along the AVL corridor, Metro may consider being the operator of the service, however there may be labor relations, fare policy and other issues requiring further evaluation. If the Southern California Regional Rail Authority (SCRRA) desires to be the operator of the service, RMU would operationally align more closely with Metrolink longer distance commuter rail than Metro LRT.

C. Light Rail Transit - LRT systems utilize overhead electrically powered vehicles which can travel between suburbs or within urban centers. These vehicles cannot operate on freight railroad tracks unless approved by regulatory bodies. Although shared use arrangements involving LRT on mainline railway tracks are common throughout Europe, they would likely not be agreed to in the United States, primarily due to regulatory differences but also because freight railroads are much more conservative about allowing other operations on shared right-of-way. For these reasons, the LRT alternative has been approached in this analysis as operating on a dedicated rail corridor which is separate from the existing corridor.

During the course of the LGBF Study, comment was received from the City of Glendale regarding desire to evaluate an alternate LRT alignment which would leave the existing right-of-way, to serve the downtown Glendale area, downtown Burbank area, and then rejoin the existing right-of-way and proceed to the Burbank Airport. This alignment was added to the LGBF Study and is referred to as the LRT 2 Option.

3. Evaluate Mode Option Study Scenarios to Increase Passenger Rail Service

Different operating alternatives were developed for each mode. Each alternative was evaluated for comparison. Ridership forecasts, cost estimates, and operating schedules were developed for each alternative.

The Metrolink/Locomotive Hauled Coach scenarios include:

- a) M 1 Option: Add one evening train on the AVL
- b) M 2 Option: Addition two new stations in the corridor
- c) M 60 Option: 60-minute bi-directional service on the AVL
- d) M 30 Option: 30-minute bi-directional service on the AVL
- e) M 15 Option: 15-minute bi-directional service on the AVL

The Rail Multiple Unit scenario includes:

- RMU Option: Blended Metrolink + RMU service to Via Princessa










The Light Rail Transit scenarios include:

- f) LRT 1 Option: LRT Service - Metrolink Corridor

g) LRT 2 Option: LRT Service - Downtown, Glendale and Burbank

Study Findings

The evaluation of the option against the key criteria together with the qualitative review of pros and cons for each has determined that M 30 Option (30-minute bi-directional AVL service) is the most optimal mode option on the Study Area Corridor when implemented in a phased incremental approach. The following table compares how each mode option study scenario performs overall.

Category	M 1	M 2	M 60	M 30	M 15	RMU	L 1	L2
 Transit Accessibility	1	2	2	3	3	3	3	3
 Ridership Capacity	1	1	1	2	3	2	3	3
 Community Stakeholder Preferences	1	2	2	2	3	2	2	3
 ROW Requirements	3	2	3	3	2	2	2	1
 Environmental Constraints	3	2	3	3	2	2	1	1
 Parking Considerations	3	1	3	3	2	2	1	1
 Travel Time & Headways	1	1	1	2	3	3	3	3
 Integration of Operations	3	3	3	3	2	2	1	1
 Capital and O&M Costs	3	3	3	3	2	2	1	1
Total	19	17	21	24	22	20	17	17

Further detail and information on the mode option study scenarios is provided in Attachment C. With limited capital and operational funding currently available, a phased approach should be explored that would build on M 1 and 2 Options and the M 60 Option, resulting in the implementation of the M 30 Option, 30-minute bi-directional service on the AVL. Factoring in existing service on the VCL, the M 30 Option would result in combined approximate 20-minute bi-directional service between LAUS and Burbank.

New Metrolink Stations - It is also feasible that new Metrolink stations along the corridor be further studied and refined to identify and address maintenance and funding needs and gather community feedback. If one or two stations were to be constructed on the line, adding more express service for

the peak-direction should be explored to enhance service to long distance commuters from north of Santa Clarita.

RMU Pilot Program - While implementing a large-scale RMU system in the short term in the study area may not be feasible due to high capital costs, RMUs could be explored to operate as limited and off-peak service to supplement existing AVL service. An RMU Pilot Program to test operations on the AVL, identify an operator and labor agreements, maintenance needs, system infrastructure upgrades, federal needs and requirements, and funding sources for such a program could be implemented.

FINANCIAL IMPACT

This is a receive and file item only. Adoption of the LGBF Study has no financial impact to the agency. Should the Board provide further direction, there would be financial impacts to conduct further analysis on the service scenarios, RMU Pilot Program, and/or advance capital projects in the rail corridor.

Impact to Budget

Should the Board provide further direction with budget impact, funds would need to be added to the FY2019-20 budget in Cost Center 2415 in order to award a contract for further study, engineering, construction and/or to operate additional service.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The incremental service options improve LA County's overall transit network and assets.

Goal 4: Transform LA County through regional collaboration and national leadership. Goal was achieved by partnering with Metrolink, the CCWG and local stakeholder groups to identify needed improvements to improve mobility.

NEXT STEPS

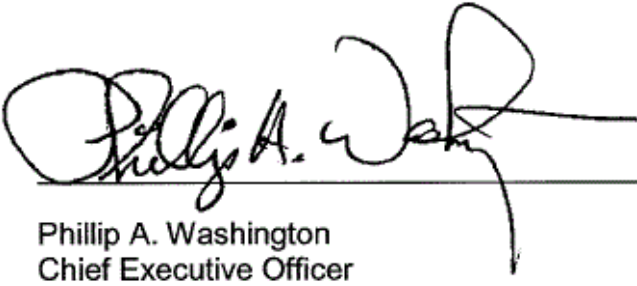
Receive and File the LGBF Study, subject to further direction from the Metro Board

ATTACHMENTS

- Attachment A - Board Item #9 from October 2016
- Attachment B - LGBF Corridor Map
- Attachment C - LGBF Options Results Summary

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

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



Phillip A. Washington
Chief Executive Officer



Metro

Board Report

File #:2016-0284, **File Type:**Motion / Motion
Response

Agenda Number:9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2016

SUBJECT: BURBANK-GLENDALE-LOS ANGELES CORRIDOR

ACTION: AUTHORIZE STUDIES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. CONDUCT a study for providing up to **two additional Metrolink stations in the City of Glendale and up to two additional stations in the City of Los Angeles** as well as providing increased Metrolink train service throughout the day from Union Station to the City of Burbank with opportunities to include expanded service to the Antelope Valley as a first step in examining increased rail connectivity in the Los Angeles, Glendale and Burbank Corridor. Additional stations would need to be spaced appropriately and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley;
- B. PROGRAM AND AMEND the FY 17 budget to add \$900,000 in Measure R Commuter Rail service funds to conduct this study; and
- C. INVENTORY the options for increasing the City of Glendale's access to the Regional Transit System given the existing baseline Metrolink and future High Speed Rail service. This inventory will examine the existing infrastructure, planned and funded projects and potential future initiatives to improve connectivity to the greater Metro system.

ISSUE

At the March 24, 2016 Board meeting, the Board directed the CEO to look at creating a new Metrolink station at Rio Hondo College on the Riverside Line and relocating the Northridge Station on the Ventura County Line. This motion was amended to direct the CEO to look at the environmentally cleared Burbank-Glendale-Los Angeles Light Rail Transit Line as it relates to the Doran Street Grade Separation and the County, City and Army Corps of Engineers Los Angeles River Master Plans and projects. Attachment A contains the adopted Board motion and amendments. This report responds to the Board directive.

This is in response to the March 24, 2016 Board directive to report back on the Burbank-Glendale-Los Angeles Rail Transit Project which was environmentally cleared in 1994, as it relates to today's plans for the corridor.

DISCUSSION

Background

Between 1988 and 1994 the Los Angeles County Transportation Commission (predecessor agency to Metro) undertook studies and ultimately certified the Environmental Impact Report (EIR) for a 13-mile Light Rail Transit Project that was planned to operate between Union Station and the Hollywood-Burbank Airport. The project would have included 10 stations and would have operated along a segment of what is now the Metro Gold Line near Chinatown before branching off to generally follow the railroad right-of-way along San Fernando Road and the Los Angeles River through Glassell Park, Atwater Village, Glendale and Burbank to a terminus at the Hollywood-Burbank Airport. Attachment B contains a map of the certified alignment.

Prior to the preparation of the above EIR, this railroad right-of-way served freight rail and Amtrak service only. However, in October 1992, Metrolink service was initiated and previously planned light rail stations in Glendale, Burbank and the Burbank Airport were developed as Metrolink Stations instead of light rail stations.

Existing Conditions

Metro owns an approximate 100-foot wide right-of-way along the Burbank-Glendale-Los Angeles Corridor which currently accommodates two tracks serving Metrolink, Amtrak and freight rail service. There is potential room for two additional tracks with certain widening that would be needed at Metrolink rail transit stations to accommodate boarding platforms and other station features. The California High Speed Rail Authority proposes to use the remaining right-of-way in this corridor for up to two main line tracks to provide High Speed Rail service in Southern California. In addition, as Metrolink service expands in the future, there will be a need for additional mainline tracks and/or platforms in the right-of-way. For the above reasons, no additional planning has been considered prudent or feasible for implementation of the light rail service that was considered in the early 1990s. There is, however, opportunity to examine additional stations along the Metro right-of-way such as in Glendale, Glassell Park, Taylor Yard and other locations as appropriate, as well as increased Metrolink service to provide greater access to the regional transit system. Additional stations would need to be carefully considered and limited so as not to severely affect travel time for those travelling beyond Burbank to the outer terminus of the lines in Ventura and the Antelope Valley.

The Doran Street Grade crossing is one of the hazardous grade crossings in the City of Glendale. Metro proposes to separate vehicles, bicycles and pedestrian crossings with an aerial bridge over the existing railroad tracks as part of the Doran Street and Broadway/Brazil Grade Separation Project to enhance safety and traffic flow as well as increase transit regional mobility to Glendale. The project will be designed with accommodations for the High Speed Rail system and/or expansion of the Metrolink tracks.

The California High Speed Rail Authority is currently working on its environmental document for the

segment of the proposed line from Palmdale to Los Angeles which is expected to be completed by December 2017. The draft environmental document is anticipated to be released in Spring 2017 for public review at which time more will be known about the alignment, profile and track needs through Burbank, Glendale and Los Angeles to Union Station.

Other Studies

In July and October 2014, the Board directed staff to undertake a technical study for implementing Bus Rapid Transit (BRT) between North Hollywood (NoHo) and Pasadena (BRT Connector Orange/Red Line to Gold Line). This study was initiated in July 2015. It is using the Line 501 NoHo to Pasadena Express Bus Pilot as a basis for analysis and should be completed in early winter 2017. The Study is examining both arterial and freeway alignments through the Cities of Los Angeles, Burbank, Glendale and Pasadena and will inform future work in this corridor.

Los Angeles River Restoration Coordination

Staff met with representatives of the LA River to gain a better understanding of future plans. These discussions focused on the possibility of adding stations in Glassell Park and potentially adjacent to Taylor Yard. This will be examined as part of the proposed Metrolink Study.

Meeting with Cities of Los Angeles, Glendale and Burbank

Staff met with representatives of the Cities of Los Angeles, Glendale, and Burbank to discuss the above findings concerning the Burbank-Glendale-Los Angeles line and to better understand local connectivity needs to the emerging Regional and Urban Transit System. The City of Glendale discussed their existing and future plans and needs for transit connectivity. Based on this discussion, there seemed to be general agreement that additional Metrolink stations and increased train service throughout the day should be explored including the potential for additional service to the Antelope Valley. Additionally, Metro staff will prepare an inventory to determine the existing and proposed transit infrastructure, what is planned and funded to improve connectivity and potential future initiatives. Upon Board authorization, this inventory would be completed later in the fiscal year when more is known about the status of Measure M. The study of additional stations and expansion of Metrolink service would take approximately six to eight months to complete once Notice to Proceed is authorized.

DETERMINATION OF SAFETY IMPACT

These studies will have no impact on the safety of our passengers and employees.

FINANCIAL IMPACT

With Board approval, \$900,000 in Measure R 3% funds will be added to the FY 2016-17 budget in cost center 2415, Regional Rail, for the additional Metrolink stations and service expansion study.

Impact to Budget

Measure R 3% funds are designated for Metrolink commuter rail capital improvements in Los Angeles County. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

ALTERNATIVES CONSIDERED

The Board could elect not to authorize the study of additional Metrolink stations and expansion of Metrolink services from Union Station to Burbank and potentially the Antelope Valley or to prepare an inventory of current, planned and funded transit programs for the corridor. This alternative is not recommended as the corridor could benefit from additional Metrolink stations and service and the inventory would assist in identifying connectivity gaps to the regional transit system.

NEXT STEPS

With Board authorization, both planning efforts will be initiated. Upon completion of the work, staff will meet with the Cities of Glendale, Burbank and Los Angeles and then return to the Board with the results of the findings.

ATTACHMENTS

Attachment A - March 2016 Board Motion

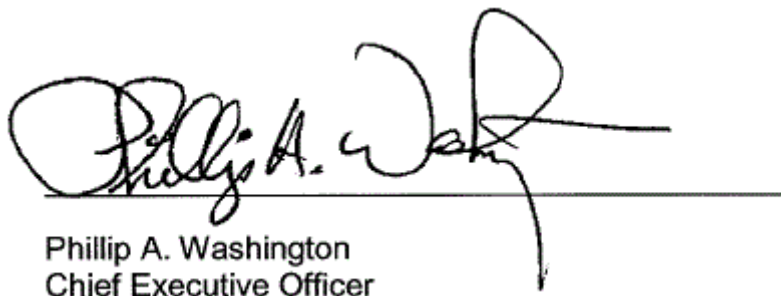
Attachment B - Burbank-Glendale-Los Angeles Light Rail Corridor Alignment Map

Prepared by: David Mieger, Executive Officer, Transit Corridors (213) 922-3040

Renee Berlin, Senior Executive Officer, Transit Corridors (213) 922-3035

Jeanet Owens, Senior Executive Officer, Regional Rail (213) 922-6877

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



Phillip A. Washington
Chief Executive Officer

Metro



Board Report

File #:2016-228, File Type:Motion / Motion
Response

Agenda Number:39

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2016**

Motion by:

Solis, Najarian, Krekorian, Antonovich and DuBois

March 16, 2016

New Station on the Metrolink Riverside Line and Multimodal Transit Hub

The Greater Whittier Narrows area encompasses the many communities that surround the Whittier Narrows Recreation Area including the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. These communities are home to major regional destinations like Rio Hondo College, Rio Hondo Police & Fire Academy, Puente Hills Landfill Park and Rose Hills Cemetery. The area is also a large employment center with a high level of industrial and commercial facilities, such as the Sanitation Districts of Los Angeles County's Materials Recovery Center, FedEx distribution centers, the Shops at Montebello and Fry's Electronics among many others.

Based on the regional appeal and significant levels of activity, the Greater Whittier Narrows area is experiencing transportation capacity and operational deficiencies on local streets, arterials, and highways. The *I-605 Needs Assessment and Initial Corridor Study* identified the I-605/SR-60 interchange as a high priority "Hot Spot" due to increasing passenger vehicle and freight truck traffic. Although freeway improvements are justifiable and necessary, the region stands to benefit most from a comprehensive, multimodal approach aimed at shifting vehicle trips to transit alternatives and active transportation.

Currently, there are separate but related transportation projects and services that aim to achieve the common goals of reducing traffic congestion, improving safety for all road users, and improving air quality. These projects include:

- Sanitation Districts of Los Angeles County Waste-by-Rail project (near complete);
- Rio Hondo College Multimodal Transit Hub project (early planning);
- LA County Department of Public Works Rosemead Blvd. Complete Streets project (early planning);
- Metro & Caltrans I-605/SR-60 Interchange Capacity Improvement project (early design);
- San Gabriel Valley Active Transportation Greenway Network project (i.e. Rio Hondo, San Gabriel River, San Jose Creek bike paths);

- Metro Gold Line Eastside Extension Phase 2 (SR-60 and Washington alignment);
- Gateway Cities Council of Governments Lakewood Ave./Rosemead Blvd. Complete Streets Corridor Master Plan;
- Regional and local transit providers (i.e. LA County shuttles, Foothill Transit, Metro, Montebello, Norwalk, etc.)

Combined with the Metrolink Riverside Line that transects the Greater Whittier Narrows area, there is a unique opportunity to explore a robust multimodal transit hub - including a new Metrolink station - at the base of Rio Hondo College.

APPROVE Motion by Directors Solis, Najarian, Krekorian, Antonovich and DuBois that the Board directs the CEO, the Countywide Planning and Development Department and the Regional Rail Unit to return in 60 days with a review of the following:

- A. The feasibility, general cost estimate, funding sources (including Measure R 3%) and potential cost-sharing structure for creating a new station on the Metrolink Riverside Line at the base of Rio Hondo College;
- B. The potential for consolidating and streamlining multiple transit related projects and services in the Greater Whittier Narrows area by establishing a multimodal transit hub; and
- C. An evaluation of opportunities, benefits and/or impacts related to increasing transit ridership and reducing vehicular traffic on local streets, arterials, and highways;

FURTHER MOVE that the MTA Board direct the CEO to establish a working group of stakeholders in the Greater Whittier Narrows Area to help advance this concept. The working group shall consist of, but not be limited to the cities of South El Monte, Pico Rivera, Whittier, Industry, Montebello and the unincorporated communities of Avocado Heights, Pellissier Village, and Puente Hills. The group shall also include other relevant stakeholders such as Rio Hondo College, transit service providers, government agencies, local businesses and community groups.

AMENDMENT by Directors Garcetti, Krekorian, Dupont-Walker, Kuehl and Antonovich that the Board direct the CEO to report back on the following:

- A. an analysis of the feasibility of relocating the existing Northridge Metrolink Station at Wilbur Avenue to Reseda Boulevard. The analysis shall include the following:
 1. identifying, and recommendation on maximizing, Metro and local bus connectivity usage
 2. coordination with California State University Northridge (CSUN) officials to improve

connectivity to the university.

3. identify Transit Oriented Development and other land-use opportunities to maximize the use of a station at Reseda Boulevard;
- B. identify and recommend funding sources (including Measure R 3%) to support the relocation of the station;
 - C. create a working group which includes, but is not limited to, CSUN officials, local transit service providers, Metrolink, local businesses, community groups, San Fernando Valley Service Council for coordination purposes; and
 - D. report back on all the above during the May 2016 Board cycle.

AMENDMENT BY DIRECTORS NAJARIAN, GARCETTI AND ANTONOVICH

March 24, 2016

Item # 39

In 1992, an Environmental Impact Report was completed for a Burbank-Glendale-Los Angeles Rail Transit Project. Subsequent to its completion, the project was ranked #10 on the Long Range Transportation Plan and remained in the top ten until the passage of Measure R. The project is referenced in the current draft Expenditure Plan on Attachment I, Systemwide Connectivity. With the advent of High Speed Rail and its intention to reconfigure along this alignment near Doran Street at upwards of \$100 million, it would be prudent to review this document to better coordinate with High Speed Rail, MTA staff and the cities of Los Angeles and Glendale.

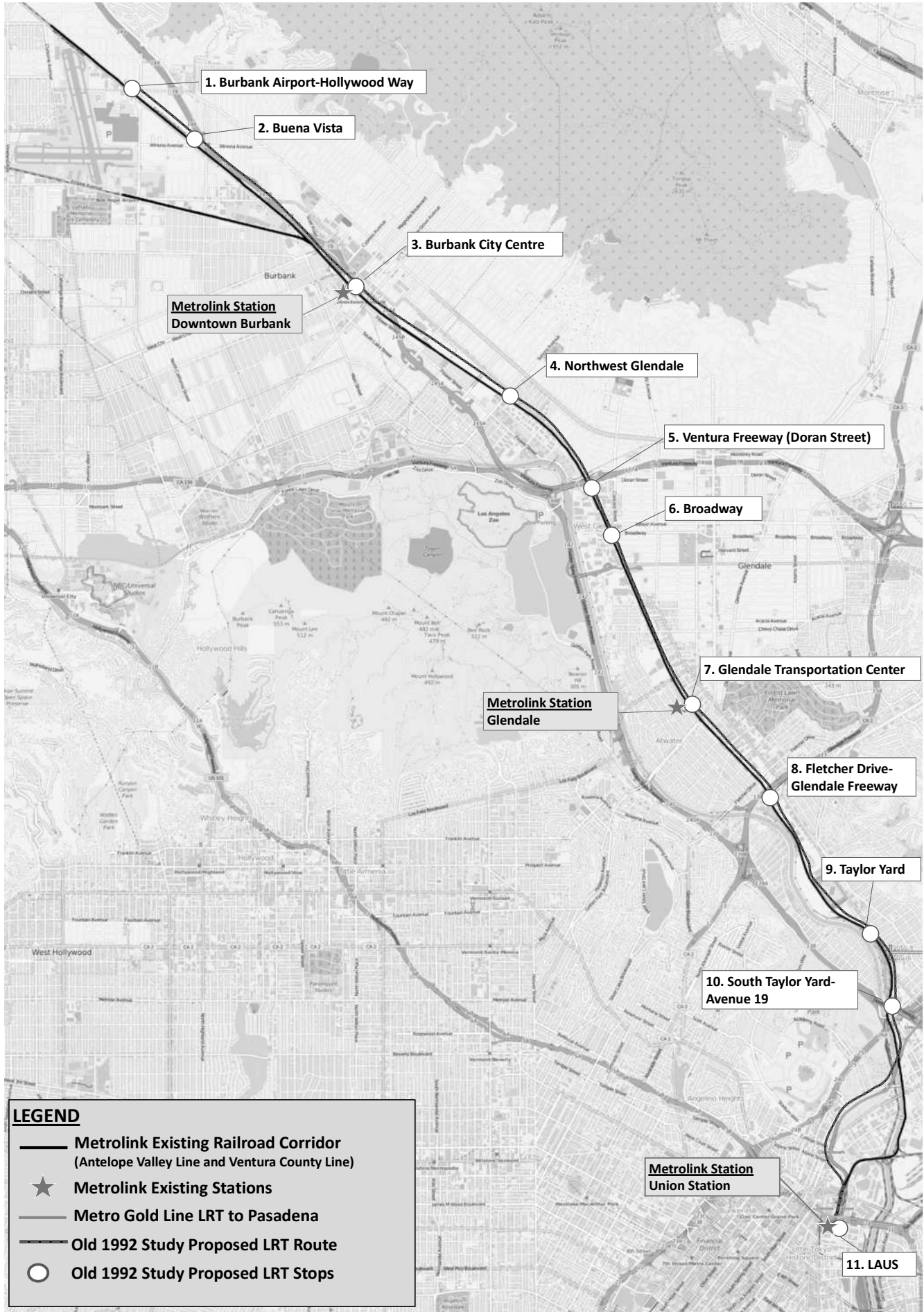
WE THEREFORE MOVE:

- The Board direct the CEO to assign staff to review the above named document as it relates to today's plans for this corridor, including Doran Street and County, City, and Army Corps of Engineers LA River master plans and projects; and
- Identify any cost-saving measures, including but not limited to High Speed Rail reconfiguration; and
- Identify potential rail connectivity with Metrolink, High Speed Rail and Burbank-Glendale-Los Angeles Rail project and local bus services; and
- Explore possible TOD and TOC opportunities and opportunities to support revitalization and/or restoration of the LA River; and
- Identify possible funding sources to support recommendations; and
- Form a working group, including but not limited to the Cities of Glendale, Los Angeles, MTA planning staff and community relations; and
- Report back on all the above during the ~~May~~ 2016 Board cycle.

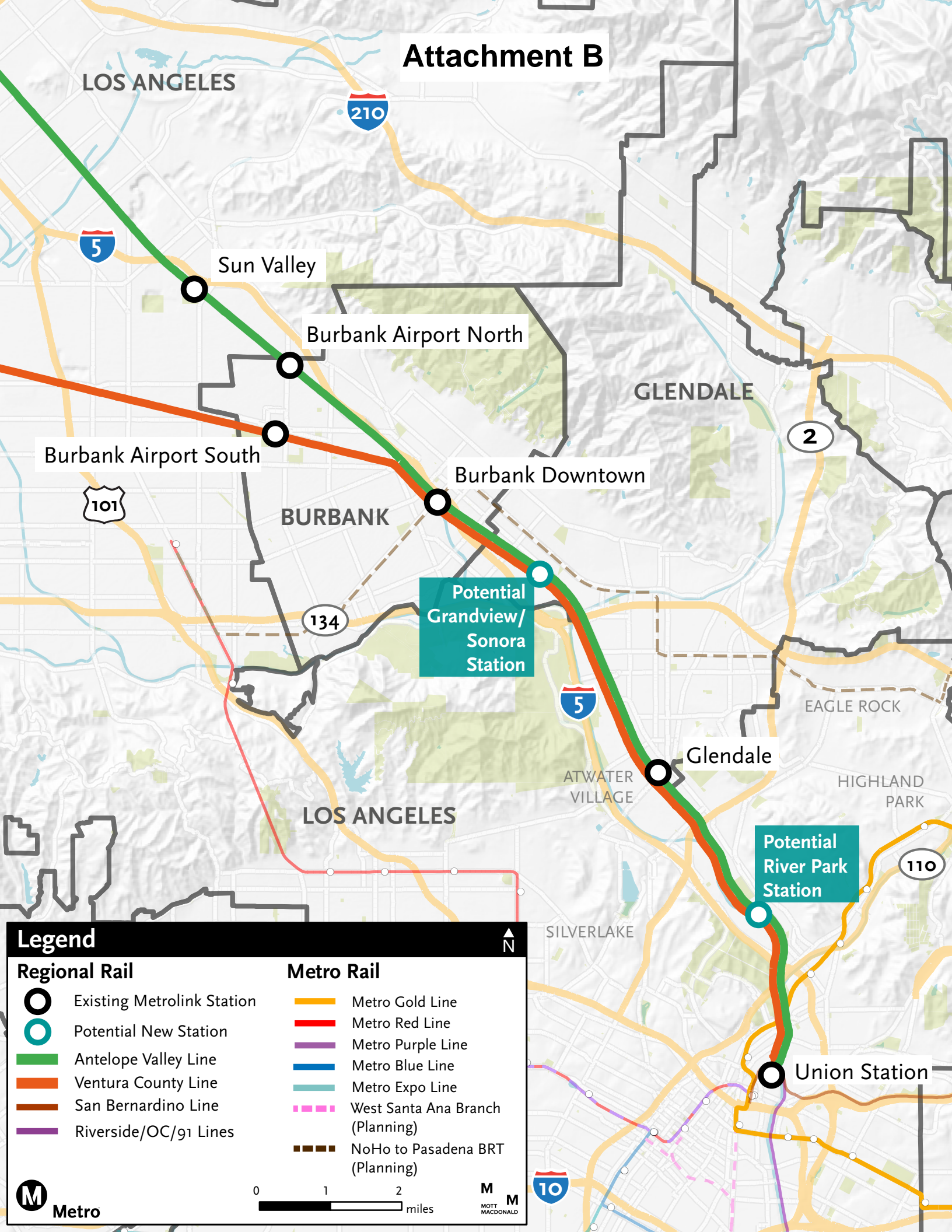
July

**Burbank-Glendale-Los Angeles
Rail Transit Corridor
1992 – 1994 Certified EIR Alignment**

ATTACHMENT B



Attachment B



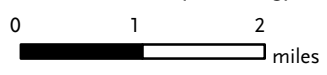
Legend

Regional Rail

- Existing Metrolink Station
- Potential New Station
- Antelope Valley Line
- Ventura County Line
- San Bernardino Line
- Riverside/OC/91 Lines

Metro Rail

- Metro Gold Line
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- West Santa Ana Branch (Planning)
- NoHo to Pasadena BRT (Planning)



ATTACHMENT C

LOS ANGELES – GLENDALE – BURBANK FEASIBILITY STUDY: OPTIONS RESULTS SUMMARY

	Existing	M 60-min	M 30-min	M 15-min	RMU	L Option 1	L Option 2
Weekday Round Trips	15 AVL 16 VCL 6 Amtrak	18 AVL 16 VCL 9 Amtrak	36 AVL 16 VCL 9 Amtrak	74 AVL 16 VCL 9 Amtrak	37 AVL to Lancaster 35 RMU to Via Princessa 16 VCL 9 Amtrak	15 AVL 130 LRT 16 VCL 9 Amtrak	15 AVL 16 VCL 9 Amtrak
Transit Accessibility	N/A	2 new stations but less frequency	2 new stations and more frequent service	2 new stations and more frequent service	4 new stations served by half of round trips	11 new LRT stations between Burbank and LA in existing corridor	13 new LRT stations between Burbank and LA
Ridership Forecasts 2042	36,000	39,000	50,000	61,000	55,000	83,000	86,000
Stakeholder Preferences	N/A	60% prefer more express and peak-direction service	Improved service but not as frequent as other options	Meets preference for frequent long distance service	20% of respondents prefer express services	Majority of respondents are long-distance commuters	75% of survey respondents say they are in favor
ROW Requirements	N/A	For potential River Park Station parking	For potential River Park Station parking	For River Park Station ROW and potential 3 rd track	Due to stations and MSF	Due to stations and MSF	Due to alignment through urban areas and MSF
Environmental Constraints	N/A	Minimal impacts limited to new station(s)	Minimal impacts limited to new station(s)	Impacts due to increased locomotive operations	Impacts due to ROW	High potential impacts due to ROW takings	Highest potential impacts due to ROW takings and visual impacts
Parking Considerations	N/A	Demand can be accommodated by existing parking facilities	Demand can be accommodated by existing parking facilities	New stations require demand strategies	Projected to exceed capacity by 40+ spaces	ML demand can be met, but LRT demand will require strategies	ML demand can be met, but LRT demand will require strategies
Travel Time & Headways	Varied headways between 25m – 90m	Minimal service improvement	Better than 30-min in trunk	Better than 15-minute in trunk	Better than 15-minute in trunk	6-min peak, 12-min off-peak	6-min peak, 12-min off-peak
Integration of Operations	N/A	No impacts to freight and future expansions	No impacts to freight and future expansions	May potentially conflict with UPRR operations	Third track would be required to accommodate freight	Would preclude HSR	Overlaps with existing and planned services; precludes HSR
Total Capital & Operating Costs	O&M: \$20M	Capital: up to \$118M O&M: up to \$26M	Capital: up to \$334M O&M: up to \$46M	Capital: up to \$1.1B O&M: up to \$80M	Capital: up to \$1.1B O&M: up to \$42M	Capital: up to \$4.3B O&M: up to \$37M	Capital: up to \$6B O&M: up to \$50M

Los Angeles – Glendale – Burbank Feasibility Study

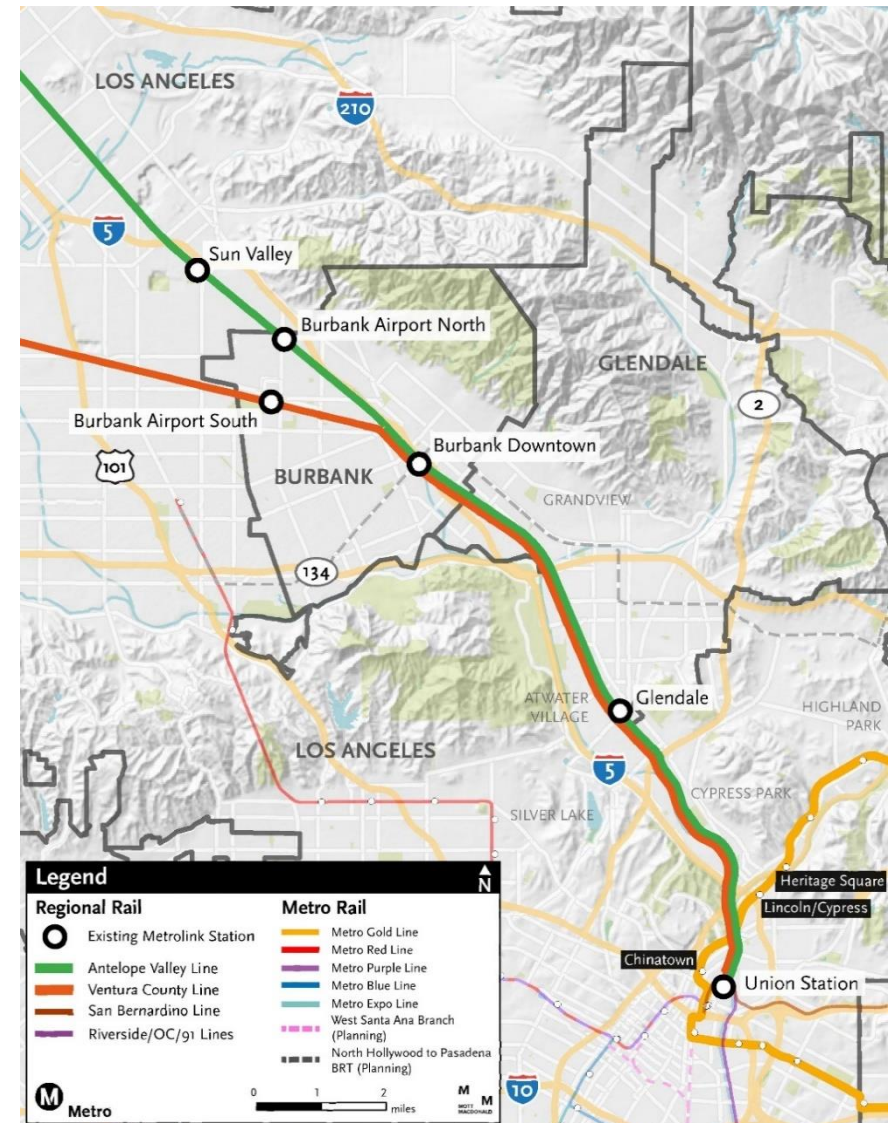


Metro Planning and Programming Committee
July 17, 2019

Metro Board Motion

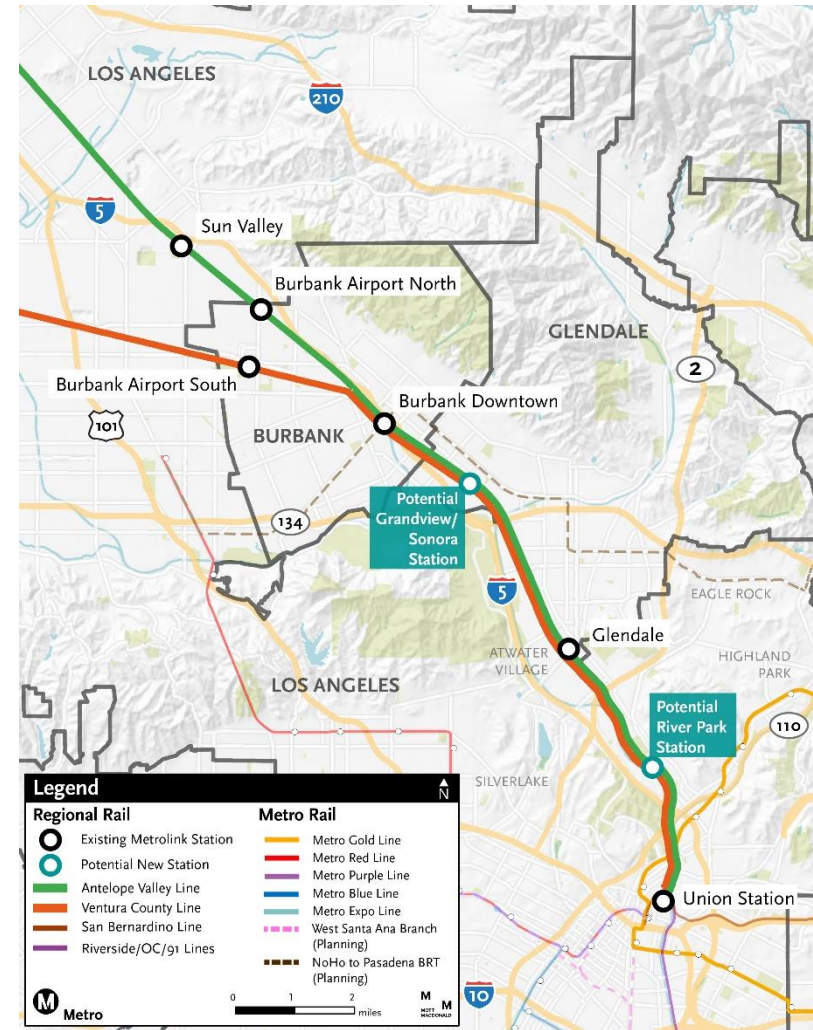
At the March 2016 Board Meeting, Directors Najarian, Garcetti, and Antonovich directed the CEO to conduct a study to:

1. Reassess the previously environmentally cleared light rail transit project in the Los Angeles-Glendale-Burbank corridor (1992);
2. Identify rail connectivity through different rail technologies for the corridor; and
3. Form a working group consisting of key stakeholder cities.



Assess Potential Station Locations

1. Per the motion, up to two station sites in the City of Los Angeles and up to two station sites in the City of Glendale were evaluated
2. Five station sites were initially identified and evaluated based on criteria such as stakeholder feedback and surrounding transit usage
3. Stakeholders and analysis confirmed selection of the **River Park** and **Grandview/Sonora station** locations to be studied further, if desired.



Potential Metrolink Station Renderings

River Park



Pros: New multi-family housing, new/existing recreational developments (G2 Park and Taylor Yard Ped/Bike Bridge) and existing schools located within walking distance. Likely to have sufficient right-of-way width and space for some parking provision.

Cons: Site located on curve (not ideal for rail operations) and in close proximity to Central Maintenance Facility.

Cost: \$52 Million (2018\$)

Grandview/Sonora



Pros: Large employer campuses (Disney & DreamWorks) are located within walking distance; high bus ridership in this area.

Cons: Location between two at-grade crossings may impact gate times at those intersections. Existing Quiet Zone designation requires additional safety infrastructure at crossings. Limited space for parking provision.

Cost: \$24 Million (2018\$)

Evaluate Rail Service by Mode



Locomotive Haul Coaches (LHC) e.g. Metrolink



Rail Multiple Unit (RMU) Trains e.g. Redlands Passenger Rail Project (SBCTA)



Light Rail Transit (LRT) e.g. Metro Gold Line

Corridor Operations	Shared track with freight and DMU (FRA compliant)	Shared track with freight and LHC (FRA compliant)	Two dedicated tracks (non-FRA compliant)
Speed (avg speed with stops and max corridor speed)	36 / 79 mph	40 / 79 mph	24 / 65 mph
Average Station Spacing	5 miles	1 – 4 miles	1 mile
Level of Investment	Low (New locomotive at \$7M; new passenger car at \$2M corridor upgrades TBD)	Medium (New vehicles at \$10-\$15M/vehicle; new MS at \$30-\$50M; corridor upgrades TBD)	High (New corridor and vehicles needed at \$250M+ per mile)
Similar Project Costs		\$290M – Redlands Passenger Rail Project	\$2.3B – Gold Line Extension Phase 2b to Pomona
Max. Passenger Capacity	840 sitting (six-car sets)	450 sitting and standing (three-car sets)	405 sitting and standing (three-car sets)

Light Rail Transit (LRT) Scenarios

SCENARIO	L Option 1 LRT Service - Metrolink Corridor	L Option 2 LRT Service - Downtown Glendale and Burbank
AVERAGE FREQUENCIES ANTELOPE VALLEY LINE	6 6-min Peak 12-min Off Peak	6 6-min Peak 12-min Off Peak
WEEKDAY ROUND TRIPS	<ul style="list-style-type: none"> 15 Antelope Valley Line 16 Ventura County Line 9 Amtrak 130 LRT 	<ul style="list-style-type: none"> 15 Antelope Valley Line 16 Ventura County Line 9 Amtrak 130 LRT
ADDITIONAL IMPROVEMENTS	<ol style="list-style-type: none"> 1. New LRT alignment 2. New LRT stations 3. Additional trains 4. New LRT bridge over LA River 5. New LRT maintenance facility 	<ol style="list-style-type: none"> 1. New LRT alignment 2. New LRT stations 3. Additional trains 4. New LRT bridges over LA River and Interstate 5 5. New LRT maintenance facility
CAPITAL COSTS ¹	\$3.3B - \$4.2B	\$4.6B - \$6.0B
ANNUAL O&M COSTS ¹	\$25M - \$37M	\$29M - \$50M
AVERAGE WEEKDAY BOARDINGS ² 2028 / 2042	<ul style="list-style-type: none"> Metrolink: 15,800 / 34,300 LRT: 42,600 / 50,500 	<ul style="list-style-type: none"> Metrolink: 15,900 / 34,400 LRT: 44,600 / 53,300

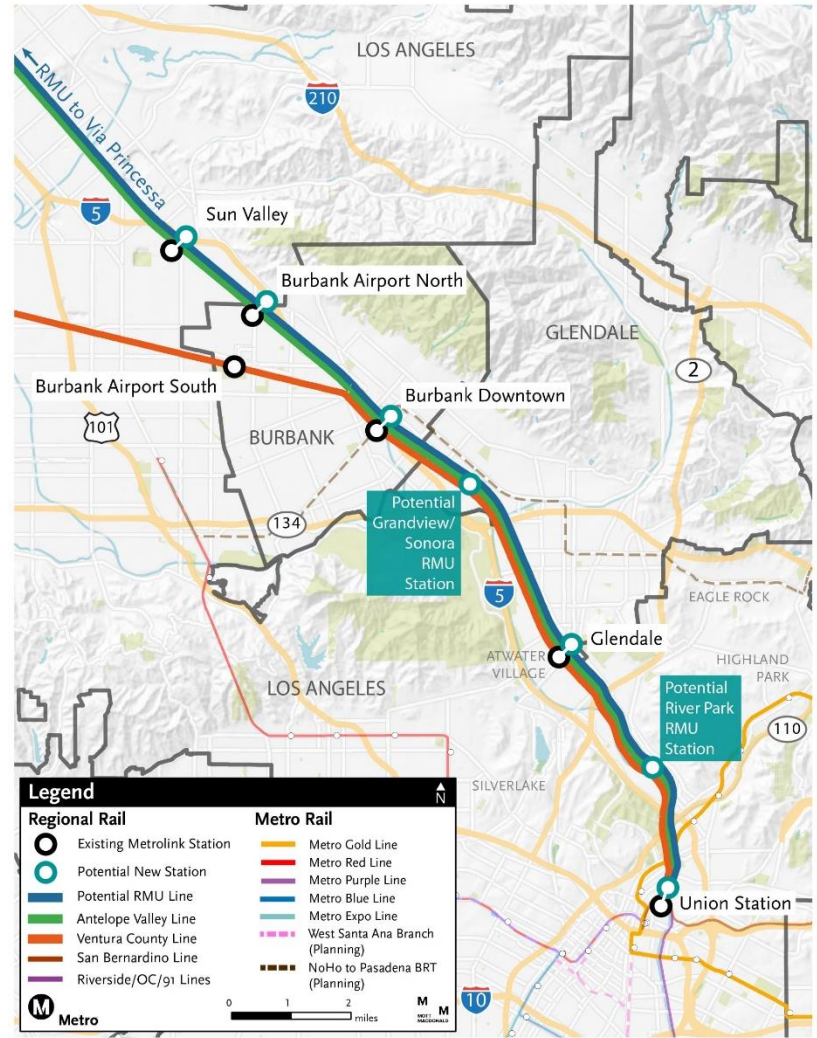


1 Costs reported in 2018 \$
2 Ridership reflects AVL passengers only

Rail Multiple Unit (RMU) Scenario


























*Metrolink's Locomotive Haul Coach trains is better suited for AM/PM peak services, with 840 passengers per train using a blended approach with RMU trains (at 450 passengers) for the mid-day services.

SCENARIO	RMU Option * Blended Metrolink + RMU service to Via Princessa
AVERAGE FREQUENCIES ANTELOPE VALLEY LINE	15 15-minute bi-directional AVL
WEEKDAY ROUND TRIPS	<ul style="list-style-type: none"> 37 Antelope Valley Line 16 Ventura County Line 9 Amtrak 35 RMU
ADDITIONAL IMPROVEMENTS	<ol style="list-style-type: none"> 1. Station mods at existing stations for RMUs 2. New RMU stations 3. Additional trains 4. North AVL Improvements 5. New RMU maintenance facility 6. Optional third track and station modifications to Glendale and Burbank-Downtown
CAPITAL COSTS ¹	\$849M
ANNUAL O&M COSTS ¹	\$30M
AVERAGE WEEKDAY BOARDINGS ² 2028 / 2042	<ul style="list-style-type: none"> Metrolink and RMU 34,900 / 52,400



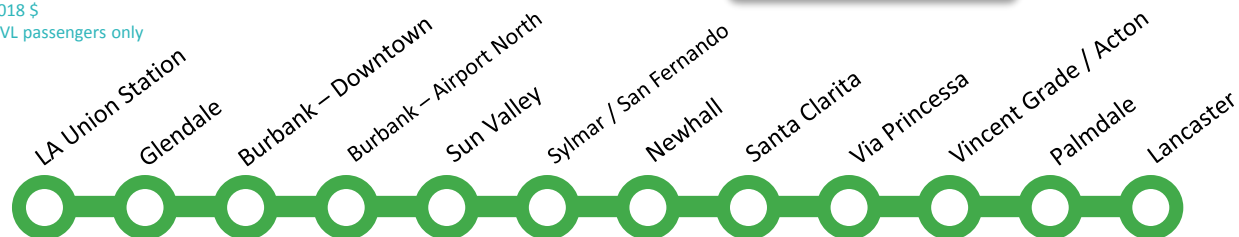
¹ Costs reported in 2018 \$
² Ridership reflects AVL passengers only

Proposed Metrolink AVL Service Scenarios










SCENARIO	Existing Conditions	M Option 1 Add 1 Evening Train Friday, Saturday	M Option 60 60-min Bi-directional	M Option 30 30-min Bi-directional	M Option 15 15-min Bi-directional
AVERAGE FREQUENCIES ANTELOPE VALLEY LINE	 Peak Direction 25-55 minutes Off Peak Direction 60-90 minutes	 Peak Direction 25-55 minutes Off Peak Direction 60-90 minutes	 60-minute bi-directional AVL	 30-minute bi-directional AVL	 15-minute bi-directional AVL
WEEKDAY ROUND TRIPS	 15 Antelope Valley Line  16 Ventura County Line  6 Amtrak	 16 Antelope Valley Line  16 Ventura County Line  6 Amtrak	 18 Antelope Valley Line  16 Ventura County Line  9 Amtrak	 36 Antelope Valley Line  16 Ventura County Line  9 Amtrak	 74 Antelope Valley Line  16 Ventura County Line  9 Amtrak
ADDITIONAL IMPROVEMENTS	None	None	1. Double Track near Balboa Tunnel	1. Additional trains 2. North AVL Improvements	1. Additional train 2. North AVL Improvements 3. Optional third track and station modifications to Glendale and Burbank-Downtown
CAPITAL COSTS ¹	None	None	\$42M	\$175.2M	\$760 M
ANNUAL O&M COSTS ¹	\$34.5M	\$35.4M	\$38.5M	\$45.5M	\$68.8M
AVERAGE WEEKDAY BOARDINGS ² 2028 / 2042	 Metrolink 16,500 / 36,000	 Metrolink 16,500 / 36,400	 Metrolink 15,600 / 38,100	 Metrolink 22,800 / 41,600	 Metrolink 38,000 / 59,200

¹ Costs reported in 2018 \$

² Ridership reflects AVL passengers only



Evaluation Criteria & Study Results

		Metrolink 60M	Metrolink 30M	Metrolink 15M	RMU	LRT in Corridor	LRT Glendale/ Burbank
	Transit Accessibility	●	●	●	●	●	●
	Ridership	●	●	●	●	●	●
	Stakeholder Preferences	●	●	●	●	●	●
	ROW Requirements	●	●	●	●	●	●
	Environmental Constraints	●	●	●	●	●	●
	Parking Considerations	●	●	●	●	●	●
	Travel Time & Headways	●	●	●	●	●	●
	Integration of Operations	●	●	●	●	●	●
	Capital & Operating Costs	●	●	●	●	●	●

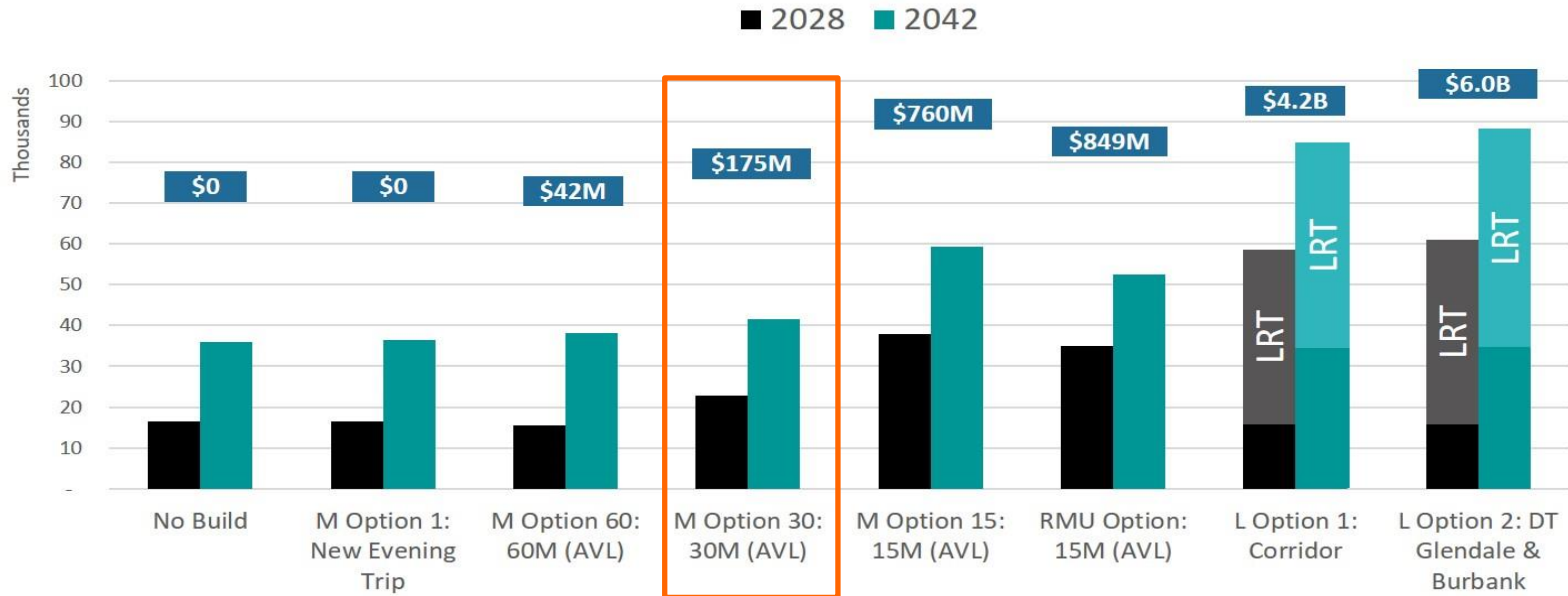


Metro

● low ● medium ● high

Conclusion

Average AVL Weekday Boarding Forecasts (2028 and 2042) and Total Capital Costs



The Metrolink 30-min option is the preferred scenario

1. Strong ridership growth is achieved, an increase from 7,000 daily passengers today to 22,000 daily passengers in 2028 and 40,000 daily passengers in 2042.
2. Much lower capital costs (\$175.2M) compared to RMU (\$849B) and LRT (\$4.2B up to \$6B) scenarios
3. Most of all of the required capital improvements to serve 30 min service are within Metro owned ROW with limited environmental and right-of-way impacts.
4. Allows for incremental approach to service expansion based on demand and funding.
5. Allows for future services in the corridor (e.g. Virgins Trains high-speed rail, RMU).



Metro

Questions?



Metro



Board Report

File #: 2019-0202, File Type: Contract

Agenda Number: 32.

CONSTRUCTION COMMITTEE JULY 18, 2019

SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

ACTION: NEGOTIATE AND EXECUTE PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE:

- A. the Chief Executive Officer to negotiate and execute a cost-plus fixed fee Contract No. AE58083E0129 with Gannett Fleming to perform professional services including design advancement for the design build delivery process, support during the solicitation process, and design support during construction for the East San Fernando Valley Transit Corridor Project in an amount not-to-exceed \$61,974,852, subject to resolution of any protests; and
- B. Contract Modification Authority in the amount of \$12,394,970 (20% of the not-to-exceed contract value) and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

BACKGROUND

The East San Fernando Valley (ESFV) Transit Corridor Project (Project) is a light rail system that will extend north from the Van Nuys Metro Orange Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From there, they will transition onto existing Metro right-of-way and follow a shared corridor with Metrolink and freight for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

The environmental document includes 14 at-grade stations with an end-to-end travel time of approximately 37 minutes. Daily boarding is anticipated to exceed 30,000 by the year 2040. Currently, ridership volume on Metro buses operating along Van Nuys Blvd is significant, only slightly behind ridership volumes on the Metro Orange Line. Stations will be strategically located to access the Orange Line and in close proximity to Metro Local and Rapid east/west bus service to enable convenient connections.

On June 28, 2018, the Metro Board approved the Locally Preferred Alternative (LPA) as Alternative 4:

Light Rail Transit (LRT). The Final Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) are expected to be presented to the Metro Board for certification in winter 2019 along with the FTA issuing a Record of Decision (ROD).

Groundbreaking for construction is scheduled to begin in 2022 with substantial completion in 2028, enabling the Project to be open for the 2028 Summer Olympic and Paralympic Games. The schedule for completing preliminary engineering and preparing solicitation documents will be critical to achieve groundbreaking in 2022 and completion in time for the Olympics.

ISSUE

Five (5) bidders responded to a request for proposal for professional services for the ESFV project to advance the design, provide technical support and provide design services during construction. Staff has reviewed the proposals and is recommending the subject firm as best qualified to provide the required work based on the selection criteria. The scope of work for the Project will consist of advancing the design (Phase 1), solicitation support (Phase 2), and design services during construction (Phase 3). The following explains the three phases:

1. Phase 1 - Design Advancement to Support DB Delivery

The ESFV Consultant shall advance the design of the Project's LPA for incorporation into the Design Build (DB) technical documents. It is anticipated Phase 1 will take approximately 24 months to complete. This phase also includes supporting a separate contract for advanced utility relocation, which is anticipated to take approximately 6 months and overlaps with advancing the mainline design. The ESFV Consultant shall also coordinate with other Metro contracts and consultants, such as the Metro Orange Line Improvements Project, Sepulveda Transit Corridor, Metro Outreach Consultant and Metro Systems Consultant.

2. Phase 2 - Design Build Solicitation Support

The ESFV Consultant shall provide support to Metro during the solicitation process for a design build contractor, such as developing technical documents for the contract solicitation, participating in the pre-proposal/bid conference and providing responses to Metro staff for bidders'/proposers' technical questions. It is anticipated Phase 2 will span over approximately 12 months after Phase 1 concludes.

3. Phase 3 - Design Support During Construction

The ESFV Consultant shall provide design services during construction to Metro during the construction of the Project. These tasks include reviewing and responding to Request for Information (RFI's) and submittals; attending construction meetings; support installation oversight

and integration support. It is anticipated Phase 3 will span over approximately 72 months (6 years) after Phase 2 concludes and that the ESFV Consultant shall be in the field at a Metro shared facility.

In addition to the phases described above, staff anticipates engineering may be needed for items such as first-last-mile, and geotechnical investigations. Further engineering work may also be required to produce a separate package beyond the scope of this authorization for advanced utility relocation. Staff may return to the Board at a later date to seek authorization for funding to pursue these items.

Commencement of each Phase of the work will be contingent upon written authorization by the Metro Contracting Officer to proceed. In addition, Metro staff is analyzing the potential for this Project to be delivered as a Public Private Partnership (P3). If the Metro Board determines that this Project will be a P3, Metro staff will work with the ESFV Consultant to determine the course of action required for developing a P3 procurement.

This Board Action requests authorization in the amount of \$74,369,822 including \$61,974,852 for the ESFV Consultant contract and \$12,394,970 for contract modification authority. The Small Business Enterprise goal for this Professional Services contract is 25% and the Disabled Veteran Business Enterprise is 3%.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

This project is funded on a fiscal year basis under Project number 465521 East San Fernando Valley Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services. This Contract is authorized to expend up to a cumulative amount of \$21.2M through the FY19 and FY20 49 period. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

Sources of funds for the recommended actions are Measure M 35% and State Grants. There is no impact to Operations eligible funding. No other funds were considered.

ALTERNATIVES CONSIDERED

The Board may choose not to execute this Contract. This alternative is not recommended as this

would delay advancing design and construction, and ultimately opening of the ESFV project within the 2028 schedule.

NEXT STEPS


Upon Board approval, this Professional Services Contract and Phase 1, advancement of the design to support the DB procurement process, will begin and conclude in approximately 24 months. Phase 2, support for DB procurement, will commence after written authorization from Metro Contracting Officer and conclude in approximately 12 months. In 2022, the conclusion of Phase 2, the selected DB contractor will commence groundbreaking and Phase 3 for this Contract will begin. In 2028, the Project will be in service and this Contract will end.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Contract schedule

Prepared by: Rick Meade, Senior Executive Officer, (213) 922-7917

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT
AE58083E0129**

1.	Contract Number: AE58083E0129	
2.	Recommended Vendor: Gannett Fleming, 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: November 16, 2018	
	B. Advertised/Publicized: November 18, 2018	
	C. Pre-Proposal Conference: December 11, 2018	
	D. Proposals Due: March 18, 2019	
	E. Pre-Qualification Completed: July 1, 2019	
	F. Conflict of Interest Form Submitted to Ethics: June 6, 2019	
	G. Protest Period End Date: Est. July 22, 2019	
5.	Solicitations Picked up/Downloaded: 41	Proposals Received: 5
6.	Contract Administrator: Helen Gates-Bryant	Telephone Number: 213-922-1269
7.	Project Manager: Monica Born	Telephone Number: 213-418-3097

A. Procurement Background

This Board Action is to approve Contract No. AE58083E0129 issued in support of the East San Fernando Valley Transit Corridor Project, a proposed light rail system that will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. The project will be delivered in three phases: Preliminary Engineering (PE); Solicitation Support (SS); and Design Support During Construction Services (DSDC). Board approval of contract award is subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and California Government Code §4525-4525.9. The contract type is a Cost Reimbursable, specifically a Cost Plus Fixed Fee.

Eight (8) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 10, 2018 clarified location of Pre-Proposal Conference;
- Amendment No. 2, issued on December 17, 2018 clarified time proposals are due;
- Amendment No. 3, issued on December 21, 2018 clarified proposal due date;
- Amendment No. 4, issued on February 4, 2019 changed the date proposals were due;

- Amendment No. 5, issued on February 8, 2019 clarified/revise solicitation document (including submittal requirements, SOW, and evaluation criteria)
- Amendment No. 6, issued on February 12, 2019 clarified/revise solicitation document (including submittal requirements and evaluation criteria)
- Amendment No. 7, issued on February 22, 2019 to change the date proposals were due
- Amendment No. 8, issued on February 25, 2019 clarified/revise solicitation documents (including submittal requirements, and evaluation criteria)

A total of five (5) proposals were received on March 18, 2019. Metro held a pre-proposal conference on December 11, 2018, with a total of seventy (70) people in attendance. Metro had representation from the Risk Management, Ethics, Pre-Qualification, Project Management and DEOD, to highlight the main elements of the RFP including the Small Business Enterprise (SBE) goal of twenty-five percent (25 %) and the Disabled Veteran Business Enterprise (DVBE) goal of three (3%) of the Total Estimated Cost. A total of forty-four (44) questions were received between the issuance of the solicitation and the RFP due date. All questions were addressed by four (4) separate Question and Answer memorandums and the Amendments listed above.

On April 30, 2019, Metro held Oral Presentations with all five (5) proposing firms, at which time Metro received five (5) sealed cost proposals that remain unopened.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Executive Office, Transit Project Delivery; Transportation Planning, Systemwide; Executive Office, Transit Operations; Engineering Management; and Regional Rail, Project Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Capabilities of the Firms on the Consultant’s Project Team 15 percent
- Key Personnel’s Skills and Experience 35 percent
- Effectiveness of Management Plan 20 percent
- Understanding of Work and Appropriateness of Approach for Implementation 25 percent
- Innovation 5 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the skills and experience of key personnel, particularly the Project Manager's technical and managerial experience, and capabilities on similar projects and phases of work. The understanding and approach to implementing the work, with emphasis on maintaining schedule and budget in managing the three phases of the project.

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

Of the five (5) proposals received, all five (5) were determined to be within the competitive range. The five (5) firms are listed below in alphabetical order:

1. AECOM
2. East Valley Transit Partnership (Joint Venture of HNTB Corporation; Parsons Transportation Group; and Valle & Associates)
3. Gannett Fleming, Inc.
4. Mott MacDonald LLC & STV, Joint Venture
5. Valley First Transit Partners (Joint Venture of WSP USA, Inc.; KOA Corporation; and RAW International)

All appointed PET representatives reviewed a list of the Proposers and their subconsultants; none were aware of any actual or potential conflict of interest that may arise due to their participation in the evaluation of the Proposals, then completed and certified the Declaration of Confidentiality / No Conflict of Interest form.

During the oral presentations, in general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

The PET evaluated and scored the capabilities of each proposer and its team of subconsultants, in accordance with the Evaluation Criteria in the RFP Documents.

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 evaluation performed by the PET determined Gannett Fleming, Inc., as the most qualified firm to provide Preliminary Engineering (PE), Solicitation Support (SS), and Design Support During Construction (DSDC), as provided in the RFP Scope of Services. What distinguished Gannett Fleming, Inc. was they demonstrated, through their written proposal and oral presentation, their extensive technical experience performing PE, SS and DSDC services and significant expertise in meeting the street-running, shared use corridor challenges identified in the Scope of Services. Gannett Fleming, Inc. also demonstrated an exceptionally thorough and comprehensive understanding of managing multiple deliverables. The team is highly experienced in delivering similar projects with an excellent record in client satisfaction on Metro projects Division 16 Southwestern Yard, Regional Connector, Willowbrook/Rosa Parks Station Improvements and similar projects around the U.S.

Furthermore, the recommended team demonstrated that it is versed in providing the Scope of Services related to this contract, and has the capabilities to provide staffing for the type of work that is required under this contract. Gannett Fleming, Inc. exceeds the requirements of the three highest weighted criteria. It shows the Team is exceptionally thorough and has a comprehensive understanding of Metro's goals and methods, and resource allocation.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Gannett Fleming, Inc.				
3	Experience and Capabilities of the Firms on the Consultant's Project Team	84.20	15.00%	12.63	
4	Key Personnel's Skills and Experience	86.26	35.00%	30.19	
5	Effectiveness of Management Plan	88.26	20.00%	17.65	
6	Understanding of Work and Appropriateness of Approach for Implementation	86.53	25.00%	21.63	
7	Innovation	73.40	5.00%	3.67	
8	Total		100.00%	85.77	1
9	Mott MacDonald/STV, JV				
10	Experience and Capabilities of the Firms on the Consultant's Project Team	81.46	15.00%	12.22	
11	Key Personnel's Skills and Experience	83.26	35.00%	29.14	

12	Effectiveness of Management Plan	82.40	20.00%	16.48	
13	Understanding of Work and Appropriateness of Approach for Implementation	84.86	25.00%	21.22	
	Innovation		5.00%	4.05	
14	Total		100.00%	83.11	2
15	East Valley Transit Partnership, JV				
16	Experience and Capabilities of the Firms on the Consultant's Project Team	87.26	15.00%	13.09	
17	Key Personnel's Skills and Experience	80.80	35.00%	28.28	
18	Effectiveness of Management Plan	82.33	20.00%	16.47	
19	Understanding of Work and Appropriateness of Approach for Implementation	80.60	25.00%	20.15	
	Innovation	86.00	5.00%	4.30	
20	Total		100.00%	82.29	3
20	Valley First Transit Partners				
21	Experience and Capabilities of the Firms on the Consultant's Project Team	83.53	15.00%	12.53	
22	Key Personnel's Skills and Experience	83.80	35.00%	29.33	
23	Effectiveness of Management Plan	78.93	20.00%	15.79	
24	Understanding of Work and Appropriateness of Approach for Implementation	82.60	25.00%	20.65	
	Innovation		5.00%	3.94	
25	Total		100.00%	82.24	4
26	AECOM				
27	Experience and Capabilities of the Firms on the Consultant's Project Team	84.60	15.00%	12.69	
28	Key Personnel's Skills and Experience	78.73	35.00%	27.56	
29	Effectiveness of Management Plan	78.66	20.00%	15.73	
30	Understanding of Work and Appropriateness of Approach for Implementation	86.46	25.00%	21.62	
31	Innovation	86.00	5.00%	4.30	
32	Total		100.00%	81.90	5

C. Cost Analysis

The recommended cost has 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 cost upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee based on the total estimated cost for the contract term to compensate the consultant. Additionally, direct labor (level of effort) was reduced in several disciplines within the scope of services. This in turn reduced overhead costs, subconsultant costs and fixed fee for the prime and subconsultants.

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 purpose rather than perform another audit.

Proposer Name	Proposal Amount	Metro ICE	Recommended NTE amount
Gannett Fleming, Inc.	\$120,104,664.09	\$68,620,182.23	\$61,974,852

D. Background on Recommended Contractor

The recommended firm, Gannett Fleming, Inc., located in Los Angeles, California, has been in business for 104 years and is a leader in the delivery of light rail transit projects. Gannett Fleming, Inc. ranks #8 for Mass Transit and Rail and has delivered a number of LRT projects in urban settings, similar to the location of the ESFV project. Additionally, their experience includes P3/Design Build, street-running and shared-use projects which are important elements within the scope of this project.

Gannett Fleming, Inc. has been delivering light rail systems in Los Angeles County for nearly 40 years, and the identified Project Manager, has successfully delivered Design Build light rail systems for more than 20 years. The multidisciplinary team includes 20 subconsultants that have a vast knowledge and experience with Metro, including work on the Metro Regional Connector Transit Corridor Project, the Crenshaw Southwestern Yard Division 16 Maintenance Facility, Willowbrook/Rosa Parks Station Improvements.

The Project Manager has managed large teams and transitioning light rail projects into viable transportation systems for 30 years. Delivering four operating Design

Build light rail projects on the Metro system. Served as Project Manager on the Pasadena Gold Line LRT, and Gold Line Eastside Extension LRT, as well as the Chief Project Officer on the Exposition Phase1 and Phase 2 LRT. The Project Manager's commitment to this project will be 100% availability.

The LRT Design Manager and the Project Manager have worked together for more than eight years, including Phase 2 of the Exposition LRT Project. The Station and Urban Design Manager has delivered transit projects in Los Angeles for the last 10 years. He currently serves as the design lead for Metro's Orange Line Grade Separation project and served as the Project Director for the Willowbrook/Rosa Parks Transit Station. Other Leads or Key Members of the team with multiple years of has experience working with Metro and in Los Angeles County, are the Maintenance Facility Design Manager, the Project Management and Controls Manager; and the Quality Control/Quality Assurance Manager.

DEOD SUMMARY

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR /
AE58083E0129**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Gannett Fleming, Inc. exceeded the goals by making a 25.29% SBE commitment and a 5.54% DVBE commitment.

SMALL BUSINESS GOAL	25% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	25.29% SBE 5.54% DVBE
------------------------------------	----------------------------	--	----------------------------------

	SBE Subcontractors	% Committed
1.	BA, Inc.	1.66%
2.	Diaz Consultants, Inc, dba Diaz Yourman & Associates	1.44%
3.	FPL & Associates, Inc.	5.96%
4.	Here Design Studio, LLC (Here LA)	0.60%
5.	Lenax Construction Services, Inc. (LENAX)	0.29%
6.	PacRim Engineering, Inc.	2.18%
7.	Ramos Consulting Services, Inc.	8.27%
8.	Sanchez/Kamps Associates Design dba SKA Design	0.59%
9.	Zephyr UAS, Inc.	4.30%
	Total SBE Commitment	25.29%

	DVBE Subcontractors	% Committed
1.	Casamar Group, LLC	5.54%
	Total DVBE Commitment	5.54%

B. 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.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

ESFV Consultant Schedule

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
Phase 1		24 months									
Phase 2			12 months								
Phase 3				72 months							



Board Report

File #: 2019-0502, File Type: Contract

Agenda Number: 35.

CONSTRUCTION COMMITTEE JULY 18, 2019

SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to NEGOTIATE and EXECUTE:

- A. A three-year cost plus fixed fee type contract for AE59600 with HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, plus two one-year options. The amount for the three-year base contract is \$50,000,000 and the amount for the two one-year options is \$20,000,000 for a total contract value not to exceed \$70,000,000; subject to resolution of protest(s), if any; and
- B. Individual Task Orders and modifications within the Board approved contract amount.

ISSUE

Metro's staff engineers, architects and CADD designers in the Engineering Group are currently fully engaged supporting our current Major Rail Transit Projects (Crenshaw, Regional connector and Purple Line sections 1, 2 and 3), Metro Emergency Security Operations Center (ESOC), Metro Capital Improvements projects (CIP) such as the Patsaouras Plaza project and the Willowbrook / Rosa Parks Station Improvement Project and the State of Good Repairs Projects (SOGR) such as the Metro Blue Line (MBL) Signaling Rehabilitation and Operational Improvements project, Metro Orange Line (MOL) Improvements and the I-210 Barriers Replacement project.

The passage of Measure M has added a considerable workload to the Metro Engineering group with projects that are starting or that are completing design in the next five years such as the Airport Metro Connector 96th Street Station (AMC), West Santa Ana Branch Transit Corridor, the Gold Line Foothill Extension to Claremont, and the BRT Connector Orange / Red Line to the Gold Line, which all have groundbreakings within the next five years.

In addition, important motions by Board of Directors require considerable engineering work to evaluate the feasibility and develop conceptual alternative designs to validate engineering solutions for the projects called by the motions: This includes, but not limited to the MBL Wardlow Grade

Separation study, the MBL Washington/ Flower Wye Improvement or Grade Separation, and the Pico Station Grade Separation.

BACKGROUND

The funding limit for our existing Supplemental Engineering Services (SES) contract (Contract No. AE36687) has almost reached its limit. This new SES will enable Metro the flexibility to supplement internal resources on an as-needed basis for the work detailed above, when we either do not have the sufficient capacity, or lack the particular expertise necessary to perform a particular specialty task in a timely manner. Metro Engineering staff does not possess the resources or, in some cases, technical expertise to carry out certain specialized tasks such as Traffic Control Plans, three-dimensional nonlinear soils-structure interaction analysis, Noise and Vibration Control or Corrosion Control. There is not currently a need for full-time resources for these specific specialties. Therefore, it is more efficient to use consultants on an as-needed basis.

DISCUSSION

Metro Engineering has developed this SES Contract to supplement Metro's engineering efforts. The SES consultant team shall be capable of supporting its engineering group's technical disciplines. This Contract will be issued for a term of three years with two one-year optional extensions for a maximum total duration of five years. The Procurement Summary for this Contract is included as Attachment A.

This Contract called for the proposers to demonstrate their capabilities and technical expertise listed in the Statement of Work for this RFP. The technical proficiencies required for this SES contract (AE59600) are very comprehensive and include all engineering and specialties disciplines which Metro may require in support of its projects. These include the following:

General Services include:

1. Preliminary and Final Design of Transit Rail Projects.
2. Design Review Support & Coordination for CIP projects & other special projects.
3. Production of Project Status, Technical and Engineering Reports.
4. Design of Structures, Stations and Guideways.
5. Facilities/Systems Interface Coordination.
6. Surveying Services.
7. Cost Estimating.
8. Intra/Inter Disciplinary Coordination.
9. Scheduling and Cost Management for Task Orders.
10. Post Design Services including; Bid and Design Support during Construction.
11. Administrative Tasks associated with General Engineering Support Services.

Specific Rail Facilities and Third Party Utility Design Services include:

12. Engineering Services for Review and Approval of Metro Projects.
13. Development of Technical Specifications, Drawings and Reference Documents.

14. Engineering Services for support of Metro Rail Operations and Maintenance.
15. Land Surveying and Legal Description.
16. Potholing.
17. Geotechnical Services, Borings and Reports.
18. Civil & Utility Engineering
19. Drainage Design and Hydraulic Calculations.
20. Structural Engineering.
21. Bridges and Aerial Structure Design.
22. Tunnels, Trenches and Underground Station Design.
23. Track Work Engineering, Plan and Profile.
24. CPUC Grade Crossing Application including attendance to field diagnostic meetings.
25. Yard and Shop Rail Maintenance Facility Design.
26. Architectural Design.
27. Station Site Development.
28. Urban Design Integration.
29. Landscape Architecture.
30. Traffic Control Plans including Striping Drawings and Signal Drawings.
31. CADD and MicroStation Drawings.
32. BIM Services and Training.
33. Project Presentation including Three Dimensional Rendering.
34. Corrosion Control Measures and Cathodic Protection.
35. Value Engineering and Cost Reduction.
36. Noise and Vibration Analysis including Site Visits, Measurement and Mitigation.
37. Any other engineering or technical discipline not listed above that is ancillary to the Statement of Work and consistent with the general requirements of an approved Task Order.
38. HVAC design including HVAC and emergency ventilation.
39. Electrical Design.
40. Plumbing Design.
41. Fire Protection Design

DETERMINATION OF SAFETY IMPACT

This SES Contract is not directly related to a specified safety issue. However, the services provided via this SES Contract will reduce Metro's dependency on limited internal resources and, thus, is generally in support of safety initiatives.

FINANCIAL IMPACT

As specific engineering design or support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager.

Since this is a multi-year project, the Chief Program Management Officer, Project Managers and respective Cost Center Managers will be responsible for budgeting for costs of future task orders

related to this contract.

Impact to Budget

The funding for the task orders are provided by the specific project requiring the services. The source for these funds are in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. Many of the state of good repair projects are funded with local funding sources that are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Supporting this recommendation supports Metro's strategic plan goal 1. By supporting the recommendation for HDR Engineering, Inc. to provide supplemental engineering services, the Board is supporting strategic plan goal 1 which promotes trip reliability, reduces trip disruptions as well as deliver of world-class transit service by ensuring our transit assets are in a state of good repair.

ALTERNATIVES CONSIDERED

1. Solicit qualifications proposals for each individual task when the requirement arises: This alternative is not recommended as it would require extensive additional staff time to process each individual task and would result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring services on a per-assignment basis would impose significant additional burden on the Engineering and Vendor/Contract Management departments.
2. Utilize existing engineering staff to provide the required technical support: This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major, CIP and SOGR projects. Due to these commitments, it is anticipated that the current staff would be challenged to provide the necessary additional technical support required for the up-coming capital projects which will be under concurrent development. If this alternative were exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work. Such an action is not practical nor cost-effective.

NEXT STEPS

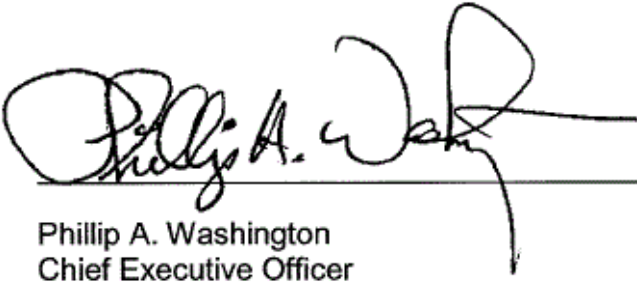
Upon Board approval, staff will complete the process to award the contract. Specific task orders will then be issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B -DEOD Summary

Prepared by: Androush Danielians, Executive Officer (213) 922-7598

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SUPPLEMENTAL ENGINEERING SERVICES (SES) / TRANSIT RAIL PROJECTS
AE59600

1.	Contract Number: AE59600	
2.	Recommended Vendor: HDR Engineering, 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: February 5, 2019	
	B. Advertised/Publicized: February 7, 2019	
	C. Pre-Proposal Conference: February 15, 2019	
	D. Proposals Due: March 21, 2019	
	E. Pre-Qualification Completed: July 1, 2019	
	F. Conflict of Interest Form Submitted to Ethics: June 14, 2019	
	G. Protest Period End Date: Est. July 22, 2019	
5.	Solicitations Picked up/Downloaded: 163	Proposals Received: 4
6.	Contract Administrator: Robert Romanowski	Telephone Number: 213-922-2633
7.	Project Manager: Hamid Mahramzadeh	Telephone Number: 213-922-7227

A. Procurement Background

This Board Action is to approve Contract No. AE59600 for Supplemental Engineering Services in support of Metro Engineering. Board approval of contract award is subject to resolution of any properly submitted protest.

The RFP was issued in accordance with Metro's Acquisition Policy and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost Reimbursable, specifically a Cost Plus Fixed Fee.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 26, 2019 extended the Proposal Due Date;
- Amendment No. 2, issued on March 11, 2019 extended the Proposal Due Date; and
- Amendment No. 3, issued on March 13, 2019 clarified various Submittal Requirements and Evaluation Criteria.

A total of four (4) proposals were received on March 21, 2019. Metro held a pre-proposal conference on February 15, 2019, with a total of forty-two (42) firms in attendance. Metro had representations from Risk Management, Ethics, Pre-Qualification, Engineering, and DEOD, to highlight the main elements of the RFP including the Disadvantaged Business Enterprise (DBE) goal of thirty percent (30%)

of the Total Estimated Cost. A total of thirty-five (35) questions were received between the issuance of the solicitation and the RFP due date. All questions were addressed by issuance of a Question and Answer memorandum and the Amendments listed above.

On April 26, 2019, Metro held Oral Presentations with all four (4) proposing firms, at which time Metro received four (4) sealed cost proposals that remained unopened.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Executive Office, Transit Project Delivery; Engineering Management; and Regional Rail, Project Engineering was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Experience and Capabilities of the Firms on the Consultant's Project Team 30 percent
- Key Personnel's Skills and Experience 25 percent
- Effectiveness of Management Plan 25 percent
- Understanding of Work and Appropriateness of Approach for Implementation 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of the firms on the consultant's project team, key personnel's skills and experience, and understanding of the work and appropriateness of the approach to implementing the work.

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

All appointed PET representatives reviewed a list of the Proposers and their subconsultants; none were aware of any actual or potential conflict of interest that may arise due to their participation in the evaluation of the Proposals. Each then completed and certified the Declaration of Confidentiality / No Conflict of Interest form.

After the PET completed an initial evaluation of the written proposals of the four (4) proposals received, all four (4) were determined to be within the competitive range.

All four proposers were invited to make oral presentations to the PET. The four (4) firms within the competitive range are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. STV, Incorporated
3. Transit SES Partners (a Joint Venture of PacRim Engineering, Inc. and Mott MacDonald, LLC)
4. T.Y. Lin International

In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required Scope of Work, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues.

The PET evaluated the capabilities of each proposer and its team of subconsultants, in accordance with the Evaluation Criteria in the RFP for the following subject areas and their relative importance: 1) experience and capabilities of the firms on the consultant's project team; 2) key personnel's skills and experience; 3) Effectiveness of Management Plan; and 4) Understanding of Work and Appropriateness of Approach for Implementation.

Qualifications Summary of Recommended Firm:

The PET scored and ranked the proposals and assessed major strengths, weaknesses and associated risks of each of the Proposers to determine the most qualified firm. The evaluation performed by the PET determined HDR Engineering, Inc. as the most qualified firm to provide Supplemental Engineering Services / Transit Rail Projects, as provided in the RFP Scope of Work. What distinguished HDR Engineering, Inc. was they demonstrated, through their written proposal and oral presentation, their experience and capabilities are very good and exceeded the requirements of the RFP. HDR Engineering, Inc. also demonstrated an exceptionally thorough and comprehensive understanding of managing multiple task orders. The team is highly experienced in delivering similar projects with an excellent record in client satisfaction on similar projects around the U.S.

Furthermore, this team demonstrated that it is versed in providing the Scope of Work related to this contract, and has the capabilities to provide staffing for the type of work that is required under this contract. HDR Engineering Inc. significantly exceeds the requirements of the three highest weighted criteria.

	Firm	Average Score	Factor Weight	Weighted Score	Rank
	HDR Engineering, Inc.				
	Experience and Capabilities of the Firms on the Consultant's Project Team	91.06	30%	27.32	
	Key Personnel's Skills and Experience	88.40	25%	22.10	
	Effectiveness of Management Plan	90.60	25%	22.65	
	Understanding of Work and Appropriateness of Approach for Implementation	90.25	20%	18.05	
	Total		100.00%	90.12	1
	Transit SES Partners (a Joint Venture of PacRim Engineering, Inc. and Mott MacDonald LLC)				
	Experience and Capabilities of the Firms on the Consultant's Project Team	85.33	30%	25.60	
	Key Personnel's Skills and Experience	85.56	25%	21.39	
	Effectiveness of Management Plan	84.08	25%	21.02	
	Understanding of Work and Appropriateness of Approach for Implementation	86.75	20%	17.35	
	Total		100.00%	85.36	2
	STV, Incorporated				
	Experience and Capabilities of the Firms on the Consultant's Project Team	84.83	30%	25.45	
	Key Personnel's Skills and Experience	83.80	25%	20.95	
	Effectiveness of Management Plan	84.40	25%	21.10	
	Understanding of Work and Appropriateness of Approach for Implementation	87.25	20%	17.45	
	Total		100.00%	84.95	3
	T.Y. Lin International				
	Experience and Capabilities of the Firms on the Consultant's Project Team	81.30	30.00%	24.39	
	Key Personnel's Skills and Experience	83.68	25.00%	20.92	
	Effectiveness of Management Plan	84.24	25.00%	21.06	
	Understanding of Work and Appropriateness of Approach for Implementation	85.75	20.00%	17.15	
	Total		100.00%	83.52	4

C. Cost Analysis

The costs have been determined to be fair and reasonable based upon a cost analysis of direct 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 cost upon which the consultant will base its billings. Metro negotiated and established provisional indirect (overhead) rates, plus a fixed fee based on the total estimated cost for 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 purpose rather than perform another audit.

Proposer Name	Proposal Amount	Metro ICE	Recommended NTE amount
<u>HDR Engineering, Inc.</u>	N/A ⁽¹⁾	\$69,291,681 ⁽²⁾	\$50,000,000 ⁽³⁾

⁽¹⁾A proposal amount is 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 rates, and fee were negotiated and determined to be fair and reasonable.

⁽²⁾Metro Independent Cost Estimate (ICE) for the three year base contract plus two one-year options.

⁽³⁾The amount of \$50,000,000 is V/CM's extraction from the Independent Cost Estimate (ICE) for the three year base contract period.

D. Background on Recommended Contractor

The recommended firm, HDR Engineering, Inc., located in Los Angeles, has been in business for 46 years and is a leader in the delivery of rail transit projects.

The multidisciplinary team includes 29 subconsultants that have a vast knowledge and experience with Metro.

The Project Manager has managed engineering teams for 30 years. The Project Manager's commitment to this project will be 100% availability.

DEOD SUMMARY

**SUPPLEMENT ENGINEERING SERVICES (SES)/TRANSIT RAIL PROJECTS
AE59600**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this Project. HDR Engineering, Inc. 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 consultant 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.

Upon issuance of task orders, DEOD will track DBE utilization and participation through its tracking and monitoring system to key stakeholders over the contract to ensure that all parties are actively tracking Small Business progress. Metro Project Managers and Contract Administrators will have access to reporting system to review cumulative DBE performance for the overall contract.

Small Business Goal	30% DBE	Small Business Commitment	30% DBE
----------------------------	----------------	----------------------------------	----------------

	DBE Subcontractors	Ethnicity	% Committed
1	Ambient Energy, Inc.	Non-Minority Female	TBD
2	Amheart Solutions	Asian-Pacific	TBD
3	Anil Verma Associates	Sub-Asian	TBD
4	Arellano Associates	Hispanic American	TBD
5	Auriga	Sub-Asian	TBD
6	BA, Inc.	African-American	TBD
7	Earth Mechanics, Inc.	Sub-Asian	TBD
8	FMG Architects	Hispanic American	TBD
9	FPL and Associates, Inc.	Asian-Pacific	TBD
10	Lenax Construction Services, Inc.	Non-Minority Female	TBD
11	MA Engineering	Hispanic American	TBD

12	Martini Drilling Corp.	Hispanic American	TBD
13	Rail Surveyors and Engineers. Inc.	Asian-Pacific	TBD
14	Suenram & Associates	Non-Minority Female	TBD
15	T&T Public Relations, Inc.	African American	TBD
16	Tatsumi and Partners, Inc.	Asian-Pacific	TBD
17	Ted Tokio Tanaka Architects	Asian-Pacific	TBD
18	Terry A. Hayes Associates, Inc.	African American	TBD
19	The Alliance Group Enterprise, Inc.	Asian-Pacific	TBD
20	V&A, Inc.	Hispanic-American	TBD
21	VN Tunnel and Underground, Inc.	Asian-Pacific	TBD
	Total DBE Commitment		30%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



File Summary

File Number	Title	Current Status
2019-0502	<p>Contract</p> <p>AUTHORIZE the Chief Executive Officer to NEGOTIATE and EXECUTE:</p> <p>A. A three-year cost plus fixed fee type contract for AE59600 with HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, plus two one-year options. The amount for the three-year base contract is \$50,000,000 and the amount for the two one-year options is \$20,000,000 for a total contract value not to exceed \$70,000,000; subject to resolution of protest(s), if any; and</p> <p>B. Individual Task Orders and modifications within the Board approved contract amount.</p> <p>Introduced: 6/17/2019</p> <p>Meeting Date: 7/18/2019</p> <p>Department: Engineering and Construction (Department)</p> <p>Drafter: fordo@metro.net</p>	<p>Agenda Ready</p> <p>Controlling Body: Construction Committee</p> <p>Sponsor(s): Construction Committee</p>



File Summary

File Number	Title	Current Status
2019-0502	Contract AUTHORIZE the Chief Executive Officer to NEGOTIATE and EXECUTE: A. A three-year cost plus fixed fee type contract for AE59600 with HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, plus two one-year options. The amount for the three-year base contract is \$50,000,000 and the amount for the two one-year options is \$20,000,000 for a total contract value not to exceed \$70,000,000; subject to resolution of protest(s), if any; and B. Individual Task Orders and modifications within the Board approved contract amount. Introduced: 6/17/2019 Meeting Date: 7/18/2019 Department: Engineering and Construction (Department) Drafter: fordo@metro.net	Agenda Ready Controlling Body: Construction Committee Sponsor(s): Construction Committee



Board Report

File #: 2019-0502, File Type: Contract

Agenda Number: 35.

CONSTRUCTION COMMITTEE JULY 18, 2019

SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES) CONSULTANT SERVICE CONTRACT

ACTION: AWARD PROFESSIONAL SERVICES CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to NEGOTIATE and EXECUTE:

- A. A three-year cost plus fixed fee type contract for AE59600 with HDR Engineering, Inc. for Supplemental Engineering Services for Engineering Design of Transit Rail Projects on a task order basis, plus two one-year options. The amount for the three-year base contract is \$50,000,000 and the amount for the two one-year options is \$20,000,000 for a total contract value not to exceed \$70,000,000; subject to resolution of protest(s), if any; and
- B. Individual Task Orders and modifications within the Board approved contract amount.

ISSUE

Metro's staff engineers, architects and CADD designers in the Engineering Group are currently fully engaged supporting our current Major Rail Transit Projects (Crenshaw, Regional connector and Purple Line sections 1, 2 and 3), Metro Emergency Security Operations Center (ESOC), Metro Capital Improvements projects (CIP) such as the Patsaouras Plaza project and the Willowbrook / Rosa Parks Station Improvement Project and the State of Good Repairs Projects (SOGR) such as the Metro Blue Line (MBL) Signaling Rehabilitation and Operational Improvements project, Metro Orange Line (MOL) Improvements and the I-210 Barriers Replacement project.

The passage of Measure M has added a considerable workload to the Metro Engineering group with projects that are starting or that are completing design in the next five years such as the Airport Metro Connector 96th Street Station (AMC), West Santa Ana Branch Transit Corridor, the Gold Line Foothill Extension to Claremont, and the BRT Connector Orange / Red Line to the Gold Line, which all have groundbreakings within the next five years.

In addition, important motions by Board of Directors require considerable engineering work to evaluate the feasibility and develop conceptual alternative designs to validate engineering solutions for the projects called by the motions: This includes, but not limited to the MBL Wardlow Grade

Separation study, the MBL Washington/ Flower Wye Improvement or Grade Separation, and the Pico Station Grade Separation.

BACKGROUND

The funding limit for our existing Supplemental Engineering Services (SES) contract (Contract No. AE36687) has almost reached its limit. This new SES will enable Metro the flexibility to supplement internal resources on an as-needed basis for the work detailed above, when we either do not have the sufficient capacity, or lack the particular expertise necessary to perform a particular specialty task in a timely manner. Metro Engineering staff does not possess the resources or, in some cases, technical expertise to carry out certain specialized tasks such as Traffic Control Plans, three-dimensional nonlinear soils-structure interaction analysis, Noise and Vibration Control or Corrosion Control. There is not currently a need for full-time resources for these specific specialties. Therefore, it is more efficient to use consultants on an as-needed basis.

DISCUSSION

Metro Engineering has developed this SES Contract to supplement Metro's engineering efforts. The SES consultant team shall be capable of supporting its engineering group's technical disciplines. This Contract will be issued for a term of three years with two one-year optional extensions for a maximum total duration of five years. The Procurement Summary for this Contract is included as Attachment A.

This Contract called for the proposers to demonstrate their capabilities and technical expertise listed in the Statement of Work for this RFP. The technical proficiencies required for this SES contract (AE59600) are very comprehensive and include all engineering and specialties disciplines which Metro may require in support of its projects. These include the following:

General Services include:

1. Preliminary and Final Design of Transit Rail Projects.
2. Design Review Support & Coordination for CIP projects & other special projects.
3. Production of Project Status, Technical and Engineering Reports.
4. Design of Structures, Stations and Guideways.
5. Facilities/Systems Interface Coordination.
6. Surveying Services.
7. Cost Estimating.
8. Intra/Inter Disciplinary Coordination.
9. Scheduling and Cost Management for Task Orders.
10. Post Design Services including; Bid and Design Support during Construction.
11. Administrative Tasks associated with General Engineering Support Services.

Specific Rail Facilities and Third Party Utility Design Services include:

12. Engineering Services for Review and Approval of Metro Projects.
13. Development of Technical Specifications, Drawings and Reference Documents.

14. Engineering Services for support of Metro Rail Operations and Maintenance.
15. Land Surveying and Legal Description.
16. Potholing.
17. Geotechnical Services, Borings and Reports.
18. Civil & Utility Engineering
19. Drainage Design and Hydraulic Calculations.
20. Structural Engineering.
21. Bridges and Aerial Structure Design.
22. Tunnels, Trenches and Underground Station Design.
23. Track Work Engineering, Plan and Profile.
24. CPUC Grade Crossing Application including attendance to field diagnostic meetings.
25. Yard and Shop Rail Maintenance Facility Design.
26. Architectural Design.
27. Station Site Development.
28. Urban Design Integration.
29. Landscape Architecture.
30. Traffic Control Plans including Striping Drawings and Signal Drawings.
31. CADD and MicroStation Drawings.
32. BIM Services and Training.
33. Project Presentation including Three Dimensional Rendering.
34. Corrosion Control Measures and Cathodic Protection.
35. Value Engineering and Cost Reduction.
36. Noise and Vibration Analysis including Site Visits, Measurement and Mitigation.
37. Any other engineering or technical discipline not listed above that is ancillary to the Statement of Work and consistent with the general requirements of an approved Task Order.
38. HVAC design including HVAC and emergency ventilation.
39. Electrical Design.
40. Plumbing Design.
41. Fire Protection Design

DETERMINATION OF SAFETY IMPACT

This SES Contract is not directly related to a specified safety issue. However, the services provided via this SES Contract will reduce Metro's dependency on limited internal resources and, thus, is generally in support of safety initiatives.

FINANCIAL IMPACT

As specific engineering design or support needs arise, task orders will be issued and funded from the associated project budget, upon approval by the responsible Project Manager.

Since this is a multi-year project, the Chief Program Management Officer, Project Managers and respective Cost Center Managers will be responsible for budgeting for costs of future task orders

related to this contract.

Impact to Budget

The funding for the task orders are provided by the specific project requiring the services. The source for these funds are in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. Many of the state of good repair projects are funded with local funding sources that are eligible for rail and bus operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Supporting this recommendation supports Metro's strategic plan goal 1. By supporting the recommendation for HDR Engineering, Inc. to provide supplemental engineering services, the Board is supporting strategic plan goal 1 which promotes trip reliability, reduces trip disruptions as well as deliver of world-class transit service by ensuring our transit assets are in a state of good repair.

ALTERNATIVES CONSIDERED

1. Solicit qualifications proposals for each individual task when the requirement arises: This alternative is not recommended as it would require extensive additional staff time to process each individual task and would result in project delays due to the lead time required to complete each procurement cycle. Additionally, procuring services on a per-assignment basis would impose significant additional burden on the Engineering and Vendor/Contract Management departments.
2. Utilize existing engineering staff to provide the required technical support: This alternative is also not feasible as Metro's current engineering capacity is fully utilized to support the existing major, CIP and SOGR projects. Due to these commitments, it is anticipated that the current staff would be challenged to provide the necessary additional technical support required for the up-coming capital projects which will be under concurrent development. If this alternative were exercised, Metro would need to hire additional staff with expertise in several currently underrepresented disciplines to perform this work. Such an action is not practical nor cost-effective.

NEXT STEPS

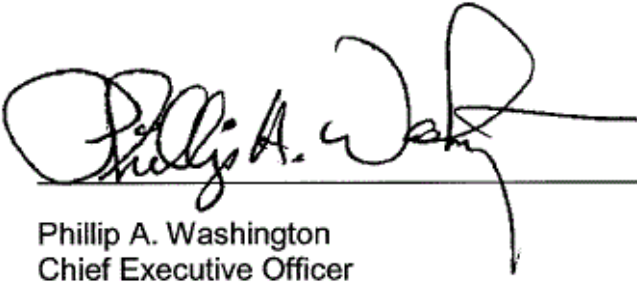
Upon Board approval, staff will complete the process to award the contract. Specific task orders will then be issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B -DEOD Summary

Prepared by: Androush Danielians, Executive Officer (213) 922-7598

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



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2019-0477, File Type: Policy

Agenda Number: 45.

REGULAR BOARD MEETING JULY 25, 2019

SUBJECT: I-710 SOUNDWALL PACKAGE 3 PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING a Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) and site improvements within the TCE area from the property identified as 3128 Gale Avenue, Long Beach, CA 90810, CPN-80964 (APN: 7312-021-009).

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

BACKGROUND

Acquisition of the TCE and site improvements within the TCE area, referred to herein as Property, is required for the construction of and operation of the I-710 Soundwall Package 3 Project (Project). The TCE is required to construct new soundwalls that will improve the noise levels of the residents living next to the I-710 freeway and will be built in the ultimate location of the I-710 South Project.

A written offer to purchase was delivered to the Owner of Record (Owner) as required by California Government Code Section 7267.2. The Owner has not accepted the offer of just compensation made by the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the parties have not reached a negotiated settlement as of this date. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has timely prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the

Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA); and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received by LACMTA's Board from all interested parties at the hearing, LACMTA's Board must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA's Board must, based on the evidence before it, and by a vote of two-thirds of all of its members, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

For FY19, \$2,234,000 is budgeted in Highway Program Cost Center 4720, in the I-710 Soundwall Package 3 Project 463516, Tasks 5.3.100 and 5.4.100, Professional Services Account 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 for this effort 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

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The recommended Board action is consistent with Metro Vision 2028 Goal #3: Enhancing communities and lives. Acquisition of property is a required step for the ultimate construction of the I-710 Soundwall Package 3 Project which will provide noise attenuation benefits to the residents living

next to the I-710 freeway as part of this segment.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property by eminent domain. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of California Eminent Domain Law, as necessary.

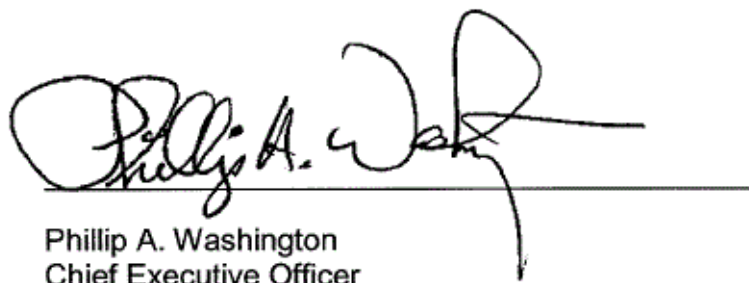
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen Director of Real Property Management & Development, (213) 922-7051
Velma C. Marshall, Deputy Executive Officer - Real Estate, (213) 922-2415
Holly Rockwell, Senior Executive Officer, Real Estate, Transit Oriented Communities
and Demand Transportation Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY FOR THE I-710 SOUNDWALL PACKAGE 3 PROJECT

BACKGROUND

The Property is required for the construction of the I-710 Soundwall Package 3 Project (Project). The address, record owner (as indicated by a title report), physical description, and nature of the property interest sought to be acquired for the Project are summarized on Exhibit A.

A written offer for acquisition of a Temporary Construction Easement (TCE) and site improvements within the TCE area was mailed to the respective Property Owner by a letter dated May 31, 2018. The parcel is identified as CPN-80964 (APN: 7312-021-009) (hereinafter the "Property").

A. The public interest and necessity require the Project.

The purpose of the Project is to build sound walls early (or in advance) of the ultimate planned improvements to the I-710 freeway and reduce traffic noise levels at noise-sensitive areas adjacent to the freeway. These "early action" sound walls will be built in their planned ultimate location. Also, existing sound walls that are in conflict with the future I-710 improvements and cannot be rebuilt "early" will be aesthetically treated to provide a uniform aesthetic theme as detailed in the I-710 Aesthetic Master Plan.

Noise measurements taken between June 2007 and June 2011 resulted in Equivalent Noise Levels (L_{eq}) ranging from 58 decibels (dBA) to 82 dBA within the project limits. L_{eq} is the Equivalent Noise Level used by Caltrans to address the maximum noise hour. Noise levels at several of the measured locations exceed the Noise Abatement Criteria (NAC) for residential areas (Activity Category B) of 67 dBA, L_{eq}(h) given in Figure 2, Section 2, Chapter 30 of the Project Development Procedure Manual (PDPM 2009). The proposed noise abatement mitigation measure is projected to lower some noise levels within the study limits below the 67 dBA L_{eq} threshold. In general, the proposed noise barriers also achieve the minimum attenuation criteria of 5 dBA

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

Consistent with Noise Barrier Scope Summary Report dated December, 2016 the I-710 Corridor has some of the highest population and proportion of traffic in the Southern California region. During various community meetings, the residents of the Corridor area expressed their concerns with increased traffic noise. While the project has no permanent impacts, it is planned in a manner that addresses noise attenuation related to future expansion of existing freeway and street networks.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The TCE is required for the construction of the I-710 Soundwall. The TCE will allow the contractor to build the sound wall on the Caltrans right-of-way line; in this case it is right up against the residents' properties.

It is recommended that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the Property;
3. Determined the Owners of the Property by examining the County assessor's records, preliminary title reports, and occupancy of the Property;
4. Made a written offer to purchase to the Owners for the full amount of just compensation - which was not less than the approved appraised value; and
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above actions, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act (CEQA)

As per CCR 15061 [b] [3] of CEQA, this project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment. The Categorical Exemption was given November 20, 2013 from the California State Department of Transportation (Caltrans).

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

ATTACHMENT

Exhibit A – Summary of Property Owners and Property Requirements

EXHIBIT A

SUMMARY OF PROPERTY OWNER AND PROPERTY REQUIREMENTS

Assessor's Parcel Number (APN)	Project Parcel Number (CPN)	Physical Address	Owners	Purpose of Acquisition	Property Interest(s) Sought
7312-021-009	80964	3128 Gale Ave, Long Beach CA 90810	GALE PROPERTY, LLC	Construction access	Temporary Construction Easement (TCE) and Site Improvements within the TCE area

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-710 SOUNDWALL PACKAGE 3 PROJECT
CPN 80964 (APN 7312-021-009)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-710 Soundwall Package 3 Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) and site improvements within the (TCE) area, as described more specifically in the legal description (Exhibit A) and depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

(a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;

(b.) Metro has received an exemption from having a draft EIR/EIS and a FEIS/FEIR. Metro was not required to have a CEQA Environmental Clearance because it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061 [b] [3]). The Categorical Exemption was given November 20, 2013 from Caltrans.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 25th day of July 2019.

MICHELE JACKSON,
LACMTA Board Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

**EXHIBIT A
LEGAL DESCRIPTION**

THE EASTERLY 10.00 FEET OF THOSE PORTIONS OF PARCELS 304 AND 305 OF LICENSED SURVEYOR'S MAP, IN RANCHO LOS CERRITOS, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 12, PAGE 38, OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED IN DEED RECORDED NOVEMBER 6, 2006 AS INSTRUMENT NO. 06-2461624, IN OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

CONTAINS: 500 SQUARE FEET, MORE OR LESS.

APN: 7312-021-009

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

Stephanie A. Wagner
STEPHANIE A. WAGNER, P.L.S. 5752

Nov. 20, 2017
DATE



HEARING TO ADOPT RESOLUTION OF NECESSITY

I-710 SOUNDWALL PACKAGE 3 PROJECT

BOARD MEETING, JULY 25, 2019

ITEM #45

HEARING TO ADOPT RESOLUTION OF NECESSITY I-710 SOUNDWALL PACKAGE 3 PROJECT

- Project:
 - Five miles of new soundwalls along I-710 in Long Beach, plus an additional seven miles of existing walls that will be aesthetically treated to match the new walls.
- Purpose:
 - Provide a high quality mobility option
 - Enable people to spend less time traveling
 - Noise attenuation benefits to residents living next to I-710 freeway
- Property Impacts:
 - Acquisition of a 24-month Temporary Construction Easement and site improvements to allow contractor access for construction of the soundwall

HEARING TO ADOPT RESOLUTION OF NECESSITY I-710 SOUNDWALL PACKAGE 3 PROJECT

3128 Gale Avenue, Long Beach, CA 90810
80964 – Gale Property, LLC



HEARING TO ADOPT RESOLUTION OF NECESSITY I-710 SOUNDWALL PACKAGE 3 PROJECT

Staff recommends that the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.



Board Report

File #: 2019-0487, File Type: Policy

Agenda Number: 46.

REGULAR BOARD MEETING JULY 25, 2019

SUBJECT: I-5 NORTH MANAGED LANES PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. ADOPTING Resolution of Necessity (Attachment B) authorizing the commencement of an eminent domain action to acquire a Temporary Construction Easement (TCE) from the properties identified as Parcels: CPN 80856-1 (APN: 2861-071-009) and CPN 81196-1 (APN: 2861-071-008).

(REQUIRES TWO-THIRDS VOTE OF THE BOARD)

BACKGROUND

Acquisition of the TCE, referred to herein as Property, is required for the construction and operation of the I-5 North Managed Lanes Project (Project). The TCEs are required to construct the proposed improvements, including bridge widening and freeway/ramp widening.

A written offer to purchase was delivered to the Owners of Record (Owners) as required by California Government Code Section 7267.2. The Owners have not accepted the offer of just compensation made by the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the parties have not reached a negotiated settlement as of this date. Because the Property is necessary for construction of the Project, staff recommends the acquisition of the Property through eminent domain to maintain the Project schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has timely prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and

the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence have been received by LACMTA's Board from all interested parties at the hearing, LACMTA's Board must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. In order to adopt the resolutions, LACMTA's Board must, based on the evidence before it, and by a vote of two-thirds of all of its members, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that has been approved by counsel, and which sets forth the required findings (Attachment A).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

For FY20, \$20,162,673 is budgeted in Highway Program Cost Center 4730, in the I-5 North Managed Lanes Project 460313, Task 5.4.100, Professional Services Account 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 for this effort will be Measure R Highway Capital (20%) Funds and Federal Infra Grant Funds. These funds are not eligible for bus and rail operations and/or capital expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The recommended Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Acquisition of the temporary TCEs are a required step for the ultimate construction of the I-5 North Managed Lanes Project which will provide traffic operational, safety and capacity improvements along the I-5 from SR-14 to Parker

Road.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property by eminent domain. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of California Eminent Domain Law, as necessary.

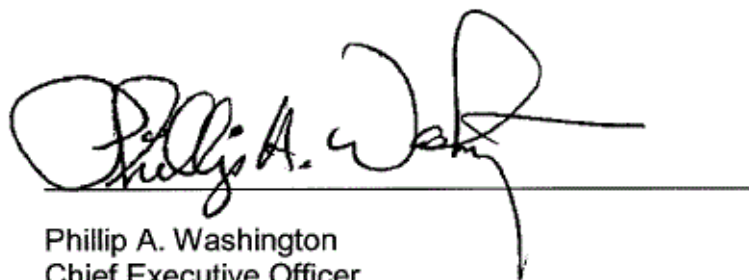
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen Director of Real Property Management & Development, (213) 922-7051
Velma C. Marshall, Deputy Executive Officer - Real Estate, (213) 922-2415
Holly Rockwell, Senior Executive Officer, Real Estate, Transit Oriented Communities
and Demand Transportation Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF
PROPERTY FOR THE I-5 NORTH MANAGED LANES PROJECT**

BACKGROUND

The Properties are required for the construction of the I-5 North Managed Lanes Project (Project). The address, record owners, as indicated by a title report, Owners, physical description, and nature of the property interest sought to be acquired for the Project are summarized on Attachment A-1. The I-5 North Managed Lanes Project limits are from SR-14 to Parker Road. Improvements include: widening the existing I-5 to include HOV lanes from SR-14 on the south to Parker Road on the north, a distance of approximately 14.6 miles; truck climbing lanes will be added from the SR-14 interchange to Calgrove Boulevard (northbound) and from Calgrove Boulevard to SR-14 (southbound), a distance of 2.4 miles (northbound) and 2.2 (southbound); and additional auxiliary lanes in the northbound and southbound directions at several locations. These improvements address the needs of congestion, along with improving safety and operation.

A written offer for acquisition of Temporary Construction Easements (TCEs) was mailed to the respective Property Owner by letters dated January 8, 2019. The parcels are identified as CPN 80856-1 (APN: 2861-071-009) and CPN 81196-1 (APN: 2861-071-008), (hereinafter the "Properties").

A. The public interest and necessity require the Project.

The purpose of the Project is to reduce delays to vehicles caused by slower-moving trucks through the hilly southern portion of this segment of the I-5; improve operational and safety design features to facilitate the movement of people, freight, and goods through the project segment; reduce existing and forecasted traffic congestion on I-5 to accommodate planned growth within the study area; and to support current and future communication needs.

I-5 is experiencing greater automobile and truck congestion as a result of population growth in north Los Angeles County, and goods movement into and out of the Ports of Los Angeles and Long Beach. Freeway traffic volumes are projected to grow substantially by 2040 from their current levels and the increase in traffic volumes will contribute to travel delays.

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

Federal and State Systems

I-5 is part of the Interstate System of Highways, a subset of the NHS, and is used as a major local and regional truck route on the SHELL Route System. I-5 is also part of the Rural and Single Urban Interstate Routing System.

State Planning

The proposed project has taken into consideration State planned projects. The I-5 TCR was approved in November 1998 and was incorporated into the approved March 28, 2003 PSR (PDS). The proposed alternative considers both documents and does not preclude the construction of improvements identified within the TCR. This project is in the Federal Transportation Improvement Program (FTIP).

Regional Planning

The proposed project is in the 2016 Regional Transportation Plan (RTP), which was found to conform by the Southern California Association of Governments (SCAG) in April 2016, and the Federal Highway Administration/Federal Transit Administration (FHWA/FTA) adopted the air quality conformity finding on June 5, 2008.

Local Planning

The proposed project has taken into consideration local planned projects such as The Old Road Widening projects between Magic Mountain Parkway and the Hasley Canyon Road Interchange and from Hillcrest Drive to Lake Hughes Road and are consistent with current local land use designations.

Transit Operator Planning

The proposed project enhances transit service through the addition of HOV lanes, truck lanes and auxiliary lanes, and HOV preference resulting in less congestion and operational efficiencies.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Temporary Construction Easements (TCEs) are required for the construction of the I-5 North Managed Lanes Project. The TCEs will allow the contractor to build the proposed improvements within Caltrans right-of-way.

It is recommended that the Board find that the TCEs are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Retained an independent appraiser to determine the fair market value of the Property;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the Property;
3. Determined the Owners of the Property by examining the County assessor's records, preliminary title reports, and occupancy of the Property;
4. Made a written offer to purchase to the Owners for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above actions, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owners.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act (CEQA)

In conformity with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a Revalidation Form (2019) has been prepared in addition to the previously approved Final Environmental Impact Report/Finding of No Significant Impact. (2008)

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

ATTACHMENT

Attachment A-1 – Summary of Property Owners and Property Requirements

ATTACHMENT A-1**SUMMARY OF PROPERTY OWNERS AND PROPERTY REQUIREMENTS**

Assessor's Parcel Number (APN)	Project Parcel Number (CPN)	Physical Address	Owners	Purpose of Acquisition	Property Interest(s) Sought
2861-071-009	80856-1	27413 Wayne Mills Place CA 91355	SURESH PATEL EXCEL BUENA PARK II LP	Construction access	Temporary Construction Easement (TCE)
2861-071-008	81196-1	27413 Wayne Mills Place CA 91355	SURESH PATEL EXCEL BUENA PARK II LP	Construction access	Temporary Construction Easement (TCE)

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF FOR
THE I-5 NORTH MANAGED LANES PROJECT
CPN 80856-1 (APN 2861-071-009) and CPN 81196-1 (APN 2861-071-008)**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interest described hereinafter is to be taken for public use, namely, for the I-5 North Managed Lanes Project (Project) and for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a temporary construction easement (TCE) as described more specifically in the legal descriptions (Exhibit A-1 and A-2) and depicted on the Plat Maps (Exhibit B-1 and Exhibit B-2), attached hereto (hereinafter, the "Property", incorporated herein by this reference).

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the construction and maintenance of the Project;
- (b.) In conformity with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a Revalidation Form (2019) has been prepared in addition to the previously approved Final Environmental Impact Report/Finding of No Significant Impact. (2008)

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

The notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of the Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle, subject to approval by the Board when required, such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 25th day of July, 2019.

MICHELE JACKSON,
LACMTA Board Secretary

Date: _____

ATTACHMENTS

- 1 - Legal Description (Exhibit "A-1" & "A-2")
- 2 - Plat Map (Exhibit "B-1" and "B-2")

EXHIBIT "A-1"
LEGAL DESCRIPTION

80856-1 - (VARIABLE WIDTH TEMPORARY CONSTRUCTION EASEMENT)

THAT PORTION OF PARCEL 3 OF PARCEL MAP NO. 1119, IN THE CITY OF SANTA CLARITA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, PER MAP FILED IN BOOK 22, PAGE 78, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID PARCEL 3;

THENCE ALONG THE GENERALLY EASTERLY RIGHT-OF-WAY LINE OF THE GOLDEN STATE FREEWAY (I-5) PER RECORD OF SURVEY FILED IN BOOK 281, PAGES 1 THROUGH 13, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, NORTH 23°10'00" WEST, 68.18 FEET TO THE **TRUE POINT OF BEGINNING**.

THENCE LEAVING SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER RECORD OF SURVEY AND ALONG THE GENERALLY EASTERLY RIGHT-OF-WAY LINE OF THE GOLDEN STATE FREEWAY (I-5) PER GRANT DEED RECORDED FEBRUARY 22, 2016 AS INSTRUMENT NO. 20160188012, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, NORTH 20°07'56" WEST, 342.10 FEET;

THENCE CONTINUING ALONG SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER GRANT DEED NORTH 18°16'51" WEST 221.78 FEET TO THE NORTHEASTERLY LINE OF SAID PARCEL 3;

THENCE LEAVING SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER GRANT DEED AND SAID NORTHEASTERLY LINE, NORTH 89°26'38" EAST 5.25 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE SOUTH 18°16'51" EAST, 220.10 FEET;

THENCE SOUTH 20°07'56" EAST 91.00 FEET;

THENCE NORTH 71°41'57" EAST 5.00 FEET;

THENCE SOUTH 20°07'56" EAST, 25.01 FEET;

THENCE SOUTH 71°41'57" WEST 5.00 FEET;

THENCE SOUTH 20°07'56" EAST 226.00 FEET;

THENCE SOUTH 69°52'04" WEST 5.00 FEET TO THE **TRUE POINT OF BEGINNING**.

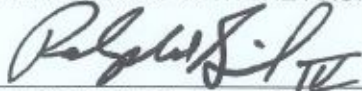
THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA OF 2,940 SQUARE FEET OR 0.067 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83, EPOCH 1991.35, ALL DISTANCES

SHOWN ARE GRID DISTANCES. DIVIDE THE GRID DISTANCES SHOWN BY 0.99989387 TO OBTAIN GROUND DISTANCES.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.



RALPH W. GUIDA, IV, P.L.S. 7076

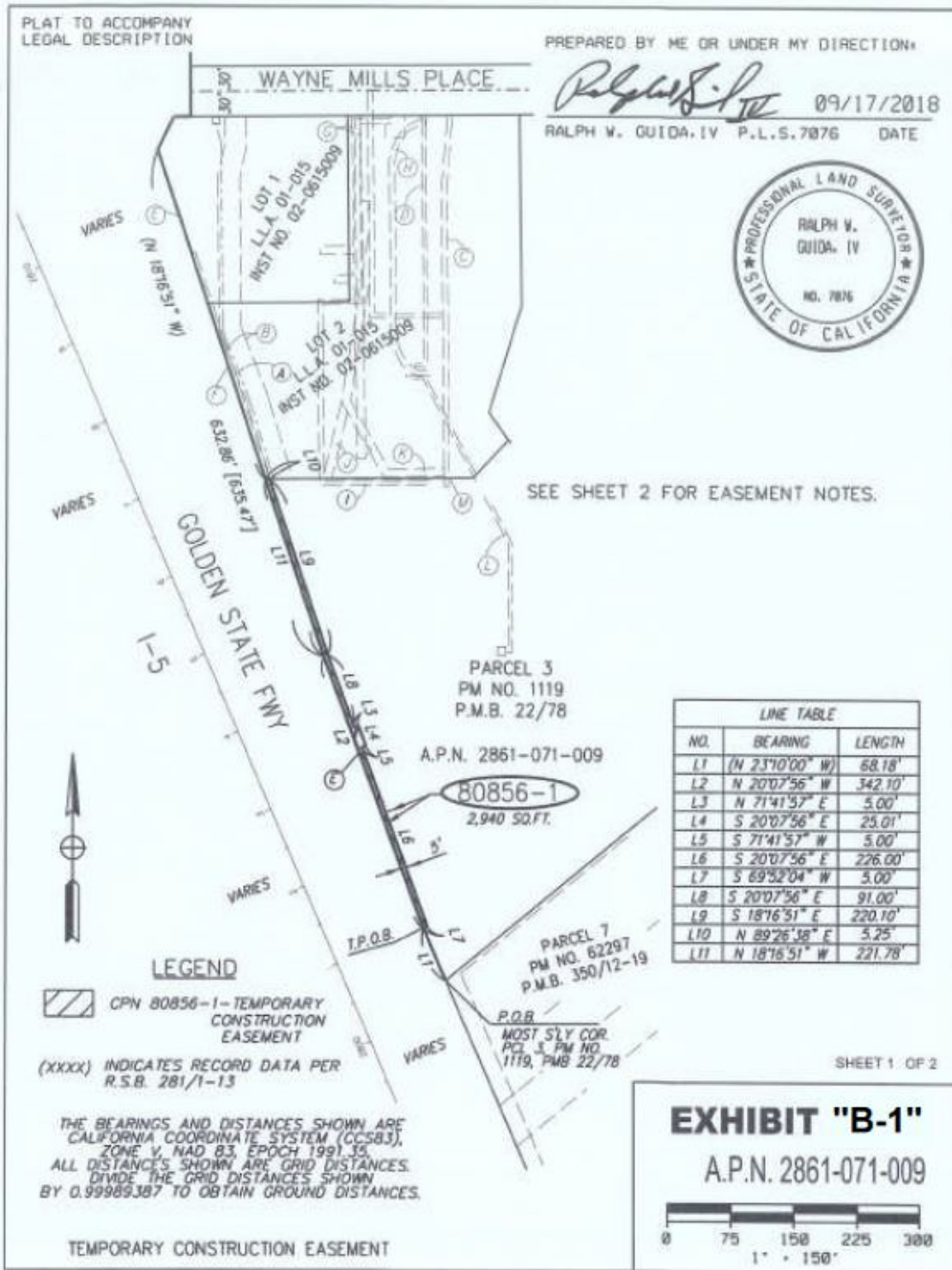
09/24/18

DATE



EXHIBIT "B-1"

Plat Map of the Required Parcel – Temporary Construction Easement



PLAT TO ACCOMPANY
LEGAL DESCRIPTION

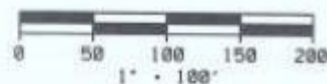
EASEMENT NOTES:

- (A) 2.00' EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UTILITY PURPOSES PER DEED RECORDED 4/1/2001 AS INST. NO. 02-766071, O.R.
- (B) 26.00' WIDE EASEMENT FOR ACCESS PURPOSES PER DEED RECORDED 4/1/2002 AS INST. NO. 02-766070, O.R.
- (C) 5.00' WIDE EASEMENT TO THE COUNTY OF LOS ANGELES FOR SEWER LINE PURPOSES PER DEED RECORDED 12/4/69 AS INST. NO. 69-27545, O.R.
- (D) 4.00' EASEMENT TO SOUTHERN CALIFORNIA EASEMENT FOR UTILITY PURPOSES PER DEED RECORDED 9/20/65 IN BOOK D35054, PAGE 474, O.R.
- (E) E'LY LINE INST. NO. 20160188012, O.R.
- (F) E'LY LINE INST. NO. 20160188013, O.R.
- (G) 10' EASEMENT TO VALENCIA WATER COMPANY FOR WATERLINE PURPOSES PER DEED RECORDED 4/17/2002 AS INST. NO. 02-0896277, O.R.
- (H) 6' EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS PER DOCUMENT RECORDED 9/21/76 AS INST. #2798, O.R.
- (I) 6' EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS PER DOCUMENT RECORDED 12/06/2001 AS INST. NO. 01-2323916, O.R.
- (J) 10' EASEMENT TO THE CITY OF SANTA CLARITA FOR SEWER LINE PURPOSES PER DOCUMENT RECORDED 6/13/2018 AS INST. NO. 20180588762.
- (K) 10' EASEMENT TO THE CITY OF SANTA CLARITA FOR SEWER LINE PURPOSES PER DOCUMENT RECORDED 2/11/2002 AS INST. NO. 2002-0324667.
- (L) 4' EASEMENT TO SOUTHERN CALIFORNIA TO UNDERGROUND ELECTRICAL SUPPLY SYSTEMS PER DOCUMENT RECORDED 1/8/70 IN BOOK D4602, PAGE 219, O.R. (PARTIAL Q.C. FOR THIS ESMT IS UNPLOTTABLE).
- (M) 6' EASEMENT TO COUNTY OF LOS ANGELES FOR SEWER LINE PURPOSES PER DOCUMENT RECORDED 12/04/69 AS INST. 2754, O.R. (THAT PORTION HAS BEEN VACATED PER DOCUMENT RECORDED 4/27/77 AS INST. NO. 77-430115, O.R.)

SHEET 2 OF 2

EXHIBIT "B-1"

A.P.N. 2861-071-009



TEMPORARY CONSTRUCTION EASEMENT

EXHIBIT "A-2"
LEGAL DESCRIPTION

81196-1 - (5.00 FOOT WIDE TEMPORARY CONSTRUCTION EASEMENT)

THAT PORTION OF LOT 2 OF THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. LLA 01-015, IN THE CITY OF SANTA CLARITA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, RECORDED MARCH 14, 2002 AS INSTRUMENT NO. 02-615009 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF PARCEL 3 OF PARCEL MAP NO. 1119, AS PER MAP FILED IN BOOK 22 PAGE 78 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID LOS ANGELES COUNTY;

THENCE ALONG THE GENERALLY EASTERLY RIGHT-OF-WAY LINE OF THE GOLDEN STATE FREEWAY (I-5) PER RECORD OF SURVEY FILED IN BOOK 281, PAGES 1 THROUGH 13, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, NORTH 23°10'00" WEST, 68.18 FEET;

THENCE LEAVING SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER RECORD OF SURVEY AND ALONG THE GENERALLY EASTERLY RIGHT-OF-WAY LINE OF THE GOLDEN STATE FREEWAY (I-5) PER GRANT DEEDS RECORDED FEBRUARY 22, 2016 AS INSTRUMENT NO. 20160188012 AND 20160188013, BOTH OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, NORTH 20°07'56" WEST, 342.10 FEET;

THENCE CONTINUING ALONG SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER SAID GRANT DEEDS NORTH 18°16'51" WEST 221.78 FEET TO THE NORTHERLY LINE OF SAID PARCEL 3 AND THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER SAID GRANT DEEDS NORTH 18°16'51" WEST 219.60 FEET TO THE SOUTHERLY LINE OF LOT 1 OF SAID CERTIFICATE OF COMPLIANCE NO. LLA01-015;

THENCE LEAVING SAID GENERALLY EASTERLY RIGHT-OF-WAY LINE PER SAID GRANT DEED AND ALONG SAID SOUTHERLY LINE, NORTH 89°25'16" EAST 5.25 FEET;

THENCE LEAVING SAID SOUTHERLY LINE SOUTH 18°16'51" EAST 219.60 FEET SAID NORTHERLY LINE OF PARCEL 3;

THENCE ALONG SAID NORTHERLY LINE SOUTH 89°26'38" WEST 5.25 FEET;
TO THE TRUE POINT OF BEGINNING.

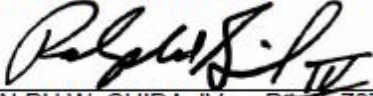
THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA OF 1,098 SQUARE FEET OR 0.025 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83, EPOCH 1991.35, ALL DISTANCES

SHOWN ARE GRID DISTANCES. DIVIDE THE GRID DISTANCES SHOWN BY 0.99989387 TO OBTAIN GROUND DISTANCES.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

THIS DOCUMENT HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.



RALPH W. GUIDA, IV, P.L.S. 7076

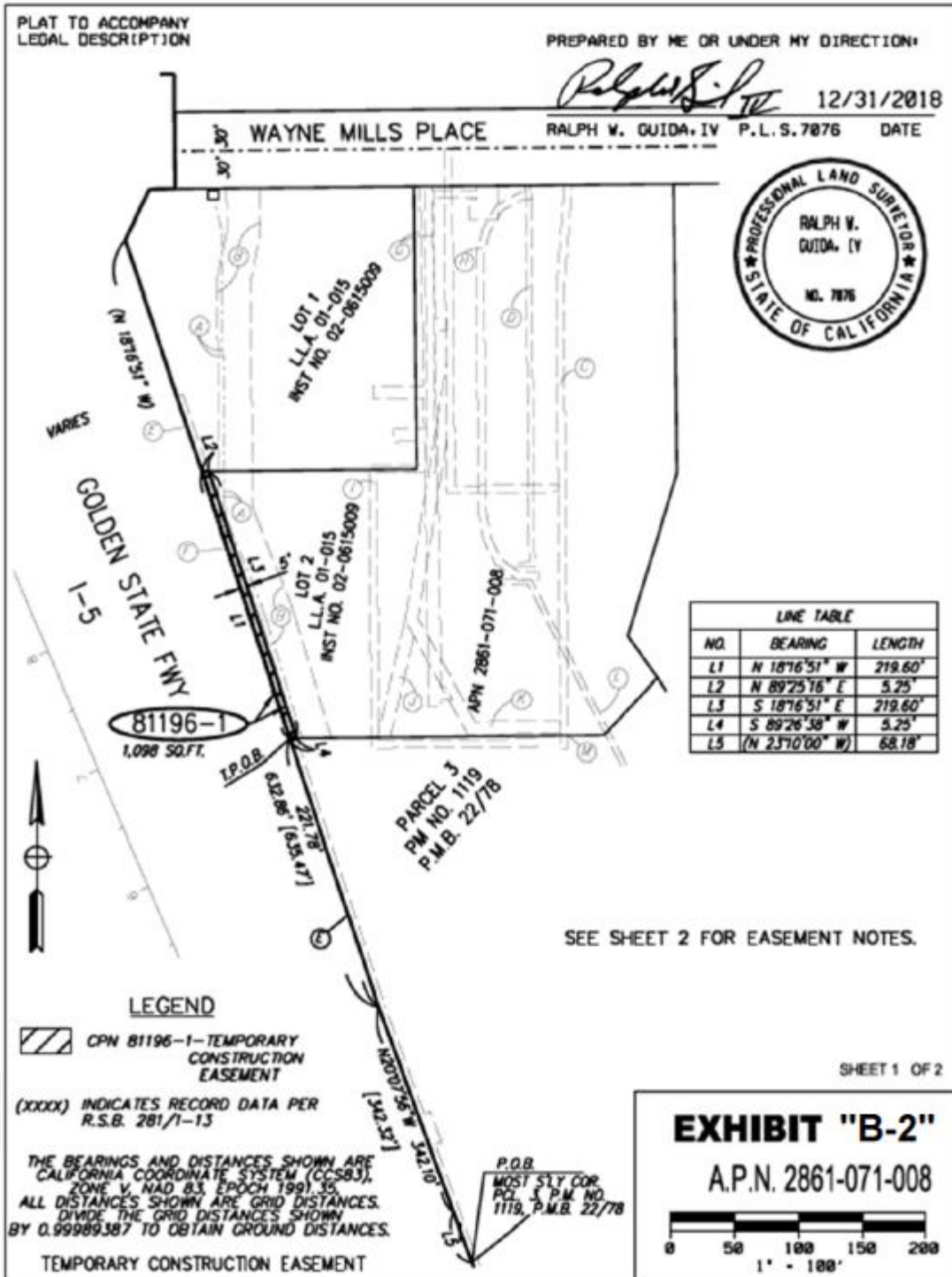
12/31/18

DATE



EXHIBIT "B-2"

Plat Map of the Required Parcel – Temporary Construction Easement



PLAT TO ACCOMPANY
LEGAL DESCRIPTION

EASEMENT NOTES:

- (A) 2.00' EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UTILITY PURPOSES PER DEED RECORDED 4/1/2001 AS INST. NO. 02-766071, O.R.
- (B) 26.00 WIDE EASEMENT FOR ACCESS PURPOSES PER DEED RECORDED 4/1/2002 AS INST. NO. 02-766070, O.R.
- (C) 6.00' WIDE EASEMENT TO THE COUNTY OF LOS ANGELES FOR SEWER LINE PURPOSES PER DEED RECORDED 12/4/69 AS INST. NO. 69-27545, O.R.
- (D) 4.00' EASEMENT TO SOUTHERN CALIFORNIA EASEMENT FOR UTILITY PURPOSES PER DEED RECORDED 9/20/65 IN BOOK D35054, PAGE 474, O.R.
- (E) E'LY LINE INST. NO. 20160188012, O.R.
- (F) E'LY LINE INST. NO. 20160188013, O.R.
- (G) 10' EASEMENT TO VALENCIA WATER COMPANY FOR WATERLINE PURPOSES PER DEED RECORDED 4/17/2002 AS INST. NO. 02-0896277, O.R.
- (H) 6' EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS PER DOCUMENT RECORDED 9/21/76 AS INST. #2798, O.R.
- (I) 6' EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS PER DOCUMENT RECORDED 12/06/2001 AS INST. NO. 01-2323916, O.R.
- (J) 10' EASEMENT TO THE CITY OF SANTA CLARITA FOR SEWER LINE PURPOSES PER DOCUMENT RECORDED 6/13/2018 AS INST. NO. 20180588762.
- (K) 10' EASEMENT TO THE CITY OF SANTA CLARITA FOR SEWER LINE PURPOSES PER DOCUMENT RECORDED 2/11/2002 AS INST. NO. 2002-0324667.
- (L) 4' EASEMENT TO SOUTHERN CALIFORNIA TO UNDERGROUND ELECTRICAL SUPPLY SYSTEMS PER DOCUMENT RECORDED 1/8/70 IN BOOK D4602, PAGE 219, O.R. (PARTIAL O.C. FOR THIS ESMT IS UNPLOTTABLE).
- (M) 6' EASEMENT TO COUNTY OF LOS ANGELES FOR SEWER LINE PURPOSES PER DOCUMENT RECORDED 12/04/69 AS INST. 2754, O.R. (THAT PORTION HAS BEEN VACATED PER DOCUMENT RECORDED 4/27/77 AS INST. NO. 77-430115, O.R.)

SHEET 2 OF 2

EXHIBIT "B-2"

A.P.N. 2861-071-008



TEMPORARY CONSTRUCTION EASEMENT

HEARING TO ADOPT RESOLUTION OF NECESSITY

I-5 NORTH MANAGED LANES PROJECT

BOARD MEETING, JULY 25, 2019

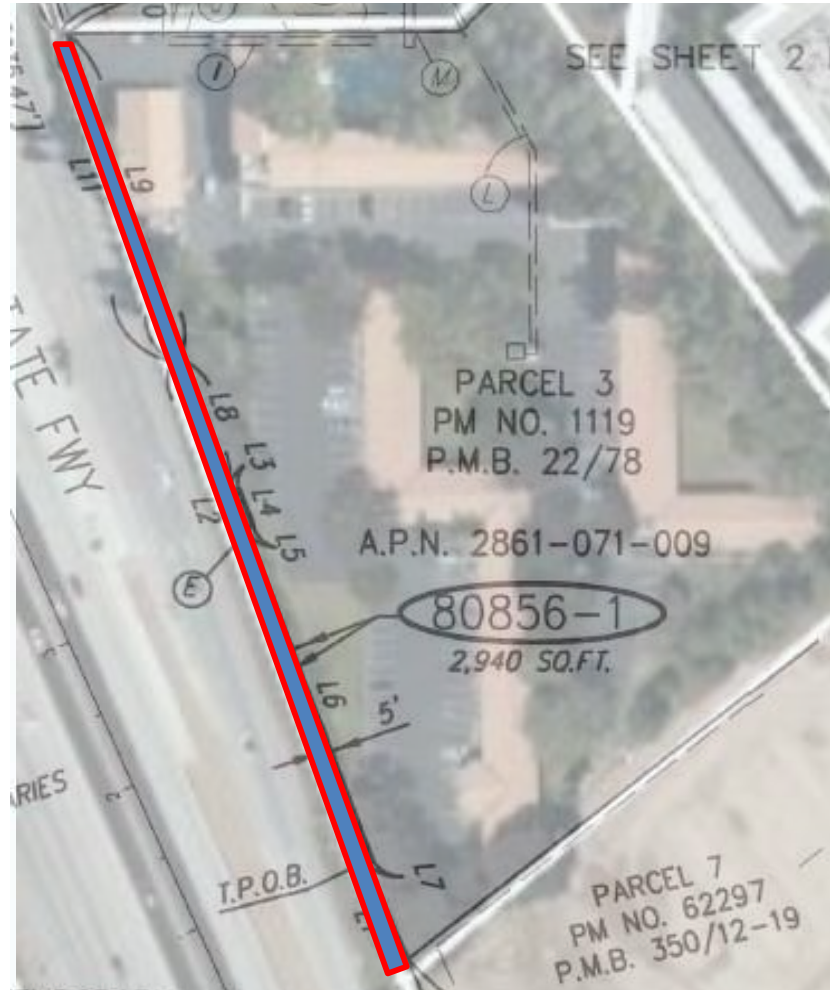
ITEM #46

HEARING TO ADOPT RESOLUTION OF NECESSITY I-5 NORTH MANAGED LANES PROJECT

- Project:
 - High-occupancy vehicle (HOV)/carpool lanes, truck lanes, and auxiliary lanes on I-5 freeway in the northern part of Los Angeles County from the SR- 14 interchange in Santa Clarita to just south of Parker Road in Castaic.
- Purpose:
 - Reduce traffic delays caused by slower-moving trucks
 - Improve operational and safety design features
 - Facilitate the movement of people, freight, and goods
 - Accommodate planned current and future needs
- Property Impacts:
 - Acquisition of a 55-month Temporary Construction Easements (TCE) to allow the contractor access for freeway/off ramp widening.

HEARING TO ADOPT RESOLUTION OF NECESSITY I-5 NORTH MANAGED LANES PROJECT

27413 Wayne Mills Place, Santa Clarita, CA 91355
81196-1- Excel Buena Park LP II



HEARING TO ADOPT RESOLUTION OF NECESSITY I-5 NORTH MANAGED LANES PROJECT

27413 Wayne Mills Place, Santa Clarita, CA 91355

CPN No.80856-1 and CPN No: 81196-1- Excel Buena Park LP II



HEARING TO ADOPT RESOLUTION OF NECESSITY I-5 NORTH MANAGED LANES PROJECT

Staff recommends that the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- The statutory requirements necessary to acquire the property by eminent domain have been complied with by LACMTA.



Board Report

File #: 2019-0575, File Type: Project

Agenda Number: 47.

REGULAR BOARD MEETING JULY 25, 2019

SUBJECT: SUPPORT OF DESTINATION CRENSHAW PROJECT ON METRO OWNED PROPERTY ALONG THE CRENSHAW/LAX LINE PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to enter into a Memorandum of Agreement (MOA) with the City/County of Los Angeles for funding and support of the Destination Crenshaw Project;
- B. APPROVING funding request for the construction of Destination Crenshaw's proposed Sankofa Park in an amount not to exceed \$15,000,000 and related staff support time; and
- C. AMENDING the FY20 Adopted Budget in the amount of \$15,000,000.

ISSUE

Metro's Crenshaw/LAX Transit Project (C/LAX) is one of 12 transit projects funded by Measure R, with a projected opening in 2020. A total of \$2.058 billion in funds have been allocated for this project.

While transportation project investments often spur positive economic development and expand access to opportunity, these investments can also have the unintended result of gentrification and displacement that can disrupt the culture and character of a neighborhood. Promoting community preservation and economic mobility of the communities directly affected by Metro's investments is an agency imperative. Consistent with this objective is Destination Crenshaw, a proposed outdoor museum and placemaking initiative ("Museum") that takes form as 10 major project elements - platforms or parks - along the 1.3-mile section of Crenshaw Boulevard, that overlaps an at-grade running segment of the C/LAX project.

Destination Crenshaw has proposed the enhancement of three Metro-owned properties, which were anticipated to receive modest improvements as part of the C/LAX project. In 2015, the Board directed the preparation of a C/LAX Joint Development Strategic Plan which identified these three properties as "exploratory sites" that could potentially be considered for disposition to support a community-

serving use. The development of these sites as part of the Destination Crenshaw project creates a unique and timely opportunity to drive Metro ridership and actualize the establishment of a transit-oriented community in a manner that enhances mobility and promotes both community preservation and authentic revitalization.

This report includes an assessment of the feasibility of supporting the development of the improvements located on Metro-owned or adjacent sites as well as potential partnership opportunities with Destination Crenshaw through Metro's Joint Development program. Any partnership with Destination Crenshaw would be predicated on Destination Crenshaw being solely responsible for the architecture, design, engineering, construction, and maintenance of the proposed project elements. Destination Crenshaw would also be solely responsible for securing all necessary permits from the City of Los Angeles for construction. Metro would not be responsible for the design, engineering, permitting, or construction of any Destination Crenshaw project element. Metro would retain the right to terminate the partnership if Destination Crenshaw fails to meet required performance deadlines or if the partnership adversely impacts the C/LAX project.

Attachment A shows the location of Metro stations and Metro-owned properties within the 1.3-mile Destination Crenshaw project area.

BACKGROUND

Metro's Crenshaw/LAX Transit Project (C/LAX) is a new 8.5-mile light rail line currently under construction between the existing Metro Expo Line at Crenshaw and Exposition Boulevards in Los Angeles and connects with the Metro Green Line at the Aviation/LAX Station on Aviation Boulevard and Interstate 105 near El Segundo. The new light rail line will serve Crenshaw District communities including Leimert Park, Park Mesa Heights, and Hyde Park, the City of Inglewood, Westchester and the LAX area. The C/LAX project includes eight new stations including a Leimert Park Station and Hyde Park Station on Crenshaw Boulevard. In addition to the alternative transportation option to congested roadways, the Project will provide significant environmental benefits, economic development and employment opportunities throughout Los Angeles County.

As part of the C/LAX project, Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. At the forefront of this effort is Metro's vision to create transit-oriented communities (TOCs). Metro fosters TOCs through holistic planning and inclusive community development programs that rely heavily on partnerships with public, private, non-profit and community-based organizations.

With this, it is important that the agency engage in community-driven efforts to support the existing cultural heritage and economic vitality of the communities that are directly affected by Metro's investments. This has manifested in a variety of Metro's programs and policies, such as Metro's Art Program, Eat Shop Play Program, Business Solutions Center, Business Interruption Fund, and Joint Development Program.

Consistent with this objective, is an effort to celebrate history of the communities along Crenshaw Corridor that the C/LAX traverses. A group of community stakeholders led by Los Angeles City Councilmember Marqueece Harris Dawson have proposed Destination Crenshaw, a proposed

outdoor museum that uses Crenshaw Boulevard as a canvas for public art and streetscape design. Destination Crenshaw proposes to celebrate the historical and contemporary contributions of the Crenshaw community through community gathering spaces, parks, landscape and streetscape improvements, and locally commissioned artwork. Destination Crenshaw overlaps with a 1.3 mile, at-grade segment of C/LAX, potentially providing a powerful cultural experience for both residents and visitors from around the world.

As proposed, Destination Crenshaw would document and preserve the cultural history of South Los Angeles using four themes - Improvisation, Firsts, Dreams and Togetherness - organizes the architecture, exhibition design, art commissions and mobile experience. Exhibition design and storytelling will explore 18 distinct stories. More than 100 2D and 3D art commissions of African American artists will be integrated into the project. Interpretive content will be used to engage youth and empower them with a sense of ownership. Mobile and augmented reality technology will be central to these efforts.

This vision has been developed based on significant community involvement in the design process, including a series of community meetings, interactions with thousands of residents, and the input of a local advisory council and community partners.

Destination Crenshaw has proposed a partnership with Metro to enhance three Metro-owned properties within the Destination Crenshaw project area. The opportunity sites include: a portion of Metro-owned property south of Leimert Park, which Destination Crenshaw has envisioned to become "Sankofa Park"; a Slauson Ave/11th Street property, which Destination Crenshaw envisions as "IAM Park"; and a Slauson Avenue/Victoria Street property envisioned as "Slauson Avenue Park". On June 27, 2019, the Board approved a motion that authorized the CEO to develop a strategy on how best to support implementation of the Destination Crenshaw project in a manner that is compatible with the final stages of construction of C/LAX. Specifically, the strategy would explore the feasibility of supporting the development of the project elements located on Metro-owned or adjacent sites, consistent with the Destination Crenshaw vision.

DISCUSSION

Since 2017, Metro has been working collaboratively with Destination Crenshaw project representatives to incorporate project elements into work already underway on C/LAX. Metro's cooperation with Destination Crenshaw has focused on ensuring synergy and minimizing conflicts with C/LAX in two areas: design and construction, and examination of potential property transfers. To date, Metro has:

- Changed over 170 trees on the alignment to a species consistent with the Destination Crenshaw vision
- Come to an agreement in principle to allow Destination Crenshaw to plant and maintain Metro-funded trees within the Destination Crenshaw project area, which creates efficiencies given Destination Crenshaw's plans to implement and maintain additional landscaping in those areas
- Agreed to replace Metro's median landscaping plan along the C/LAX railroad guideway within the Destination Crenshaw project area to one designed by Destination Crenshaw
- Agreed to allow Destination Crenshaw to place large monument block lettering on top of

Metro's tunnel portal near 48th Street and Crenshaw Boulevard as a gateway piece for the Destination Crenshaw project

The Destination Crenshaw team is currently finalizing architectural and engineering work with the goal of initiating the first phase of construction in Fall 2019. Given the accelerated timeline, Metro is committed to working in close coordination to ensure overall synergy.

Proposed Partnership

Metro is exploring the feasibility of partnering with Destination Crenshaw, including financial support for the construction of project elements on Metro-owned property in the project area. This would help facilitate Destination Crenshaw's vision and support Metro's goal of creating vibrant transit-oriented communities.

Out of 10 proposed project elements, Metro was asked to review three high-priority project elements for partnership and support opportunities. These three high priority project elements include:

- 1) Sankofa Park, a proposed viewing platform and outdoor amphitheater
- 2) IAM Park, a park dedicated to children and play
- 3) Slauson Avenue Park, and a park that brings community together (Slauson Ave Park) in tribute to the late entrepreneur, artist, and community activist, Nipsey Hussle.

A description of each project element is below.

- 1) Sankofa Park (Attachment B):** Located where Crenshaw and Leimert Boulevards split, Sankofa Park is the largest proposed park within the proposed outdoor museum at 49,000 square feet. Located within walking distance of Metro's new Leimert Park Station and conceived as an amphitheater for performances, festivals, and community gatherings. Sankofa Park would include views down the southern portion of Crenshaw Boulevard overlooking a plaza and the C/LAX railroad guideway. Sankofa Park would be home to three large-scale 3D public sculptures as well as an augmented reality activation that highlights themes of community survival, hope and independence. Sankofa Park would bridge Destination Crenshaw with the art and cultural community of Leimert Park and C/LAX's new Leimert Park Station. Destination Crenshaw proposed to begin construction of Sankofa Park in Fall 2019 and have it open to the community in Fall 2020.
- 2) IAM Park (Attachment C):** Located East of Crenshaw on Slauson Avenue and 11th Avenue, IAM Park would be 5,500 square feet. IAM Park derives its name from the featured 3D public sculpture designed as a climbing structure for children. This currently vacant lot would be transformed into a park for families and outdoor play. Destination Crenshaw proposes to begin construction on IAM Park in Fall 2019 and have it open to the community in Fall 2020.
- 3) Slauson Avenue Park (Attachment D):** Located west of Crenshaw Boulevard at the corner of Slauson Avenue and Victoria Street, Slauson Avenue Park would be 5,400 square feet. Now part of the City of Los Angeles' Nipsey Hussle Square, the Slauson Avenue Park has been reconceived by the architects and curators as home to a 2D and 3D tribute to Nipsey Hussle. A mural and public sculpture would be commissioned to reflect exhibition themes on self-determination.

Evaluation of Alternatives

As a whole, Destination Crenshaw's proposal is consistent with Metro's vision for vibrant transit-oriented communities. Each proposed project element would encourage multi-modal transportation, create a sense of place, and enhance the quality of life for residents of Los Angeles County. A set of evaluation criteria was applied to the high-priority partnership opportunities. The evaluation criteria included:

1. Consistency with Metro's vision for Transit Oriented Communities;
2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project
3. Constructability and readiness
4. Cost effectiveness

Sankofa Park

1. Consistency with Metro's vision for Transit Oriented Communities;

As proposed, Sankofa Park is highly supportive of Metro's vision for Transit-Oriented Communities. The viewing platform, gathering space and pedestrian-friendly enhancements further Metro's goal of transit-supportive projects that help make streets safer for active modes of transportation and encourage more healthy activities such as walking and biking. Furthermore, the proposed park increases opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities. The project proposes streetscape design elements including trees, a viewing platform, crosswalks and other features that will improve the quality of the street and provide strong connectivity between the community and C/LAX's Leimert Park Station.

2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project

The proposed Sankofa Park is adjacent to C/LAX alignment and approximately three blocks from the new Leimert Park underground station. The proposed park is located on a parcel of property that Metro is required to improve as part of the C/LAX project. Prior to the start of construction of the C/LAX project, the site contained a large grassy median with a monument sign/lettering that spelled "Leimert". This sign served as a gateway to the Leimert Park community to the north. As part of construction, Metro removed the median and letters and is currently using the site for construction staging. Metro is required to reconstruct the median with new curbs, sidewalks, and landscaping as well as replace the monument sign/lettering. The construction of Sankofa Park would require the removal of the newly constructed improvements.

3. Constructability and readiness

Metro has approved plans for the median island however, Destination Crenshaw will need to secure revised plan approvals from the City of Los Angeles prior to construction. Key issues include the preservation of a large pine tree in the center median, a billboard located on the site, LADOT clearance for a proposed signalized pedestrian crossing and related studies. In addition, the C/LAX contractor currently has rights to this site as a staging area and arrangements would need to be made with them to use an alternate site. These issues need to be resolved and construction funding will need to be secured in a timely manner to avoid negatively impacting the

C/LAX project.

4. Cost effectiveness

Given that Metro is required to build improvements at the Sankofa Park site as part the C/LAX project, partnership on this project element could be cost effective for both Metro and Destination Crenshaw. Metro would de-scope planned improvements from the current contractor and replace those elements with Destination Crenshaw's proposed Sankofa Park. In the absence of a partnership, Metro may be required to make site improvements inconsistent with Sankofa Park, thus requiring Destination Crenshaw to remove them. However, the scope of work for Destination Crenshaw's Sankofa Park exceeds Metro's current commitment for improvements at the site and would require additional funding.

IAM Park

1. Consistency with Metro's vision for Transit Oriented Communities

As proposed, the park is consistent with Metro's goal of increasing access to transit through the creation of a strong sense of place that attracts people to stop, linger, interact, and enjoy the activated public places inherent in transit-supportive communities.

2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project

The proposed IAM park is located approximately one block east of C/LAX's new Hyde Park Station. Metro acquired this property as part of C/LAX to facilitate the widening of Slauson Avenue required as part the project's environmental clearance. Metro's current plans for the site include the placement of bicycle parking infrastructure as required as part of C/LAX's environmental clearance.

3. Constructability and readiness

As part of C/LAX's environmental clearance, Metro is required to place bicycle parking infrastructure near the new Hyde Park Station. Metro identified the proposed site of IAM Park as the location for these facilities. However, if Destination Crenshaw or the City of Los Angeles can provide an alternative location in the vicinity, the property could be utilized for Destination Crenshaw. In addition to finding an alternative location for the bicycle parking infrastructure, Destination Crenshaw will need to secure approved plans and permits from the City of Los Angeles as well as demonstrate funding on hand prior to the start of construction.

4. Cost effectiveness

Aside from Destination Crenshaw's proposed cost structure, the cost of the proposed project is largely unknown in the absence of an approved design and engineering for the proposed 3D public sculpture. Metro would still be required to provide for bike storage in the area. Given this uncertainty, it is difficult to evaluate the cost effectiveness of this proposed project element at this time.

Slauson Avenue Park

1. Consistency with Metro's vision for Transit Oriented Communities

As proposed, Slauson Avenue Park is consistent with Metro's goal of increasing access to transit through the creation of a strong sense of place attract people to stop, linger, interact, and enjoy the activated public places inherent in transit-supportive communities.

2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project

The proposed Slauson Avenue Park is located one block west of C/LAX's new Hyde Park Station. Metro acquired this property as part of C/LAX to facilitate the widening of Slauson Avenue required as part the project's environmental clearance. Metro currently has no plans for the site at the conclusion of construction, however, this does not preclude Metro from using the property at a later date.

3. Constructability and readiness

This property is the former site of Hi-Tech Cleaners and has extensive soil contamination with Volatile Organic Compounds (VOC's). Metro has been working with the California Department of Toxic Substances Control (DTSC) on a voluntary remediation plan. Metro is currently sharing information with the City of Los Angeles Brownfields Group to assist in their evaluation of whether to acquire this property for Destination Crenshaw. In the absence of a final environmental remediation plan, is it unlikely that this property would be available for use by Destination Crenshaw in the immediate future.

4. Cost effectiveness

Metro is continuing to work with the California Department of Toxic Substances Control (DTSC) on a voluntary remediation plan for this site. Preliminary estimates for the cost of remediation are approximately \$1.8 million. However, the actual cost cannot be determined until a final remediation plan is approved. Given the uncertainty associated with these costs, it is difficult to evaluate the cost effectiveness of this proposed project element at this time.

Conclusion

Based upon the evaluation criteria applied to the three proposed project elements, a partnership that supports the construction of Sankofa Park is most viable. Slauson Avenue Park is currently less viable due to uncertainty regarding the environmental contamination and cleanup associated with the site. IAM Park is not immediately feasible until an alternative location for the bike-related improvements required by the C/LAX environmental clearance is identified. However, Metro has already committed to improvements at the Sankofa Park site as part of the C/LAX project. Construction of Sankofa Park would expand upon these improvements. Furthermore, these improvements are consistent with Metro's vision for transit-oriented communities and provide an important connection to the community and the new Leimert Park Station. However, revised plan

approvals from the City and alternate location for the C/LAX contractor would need to be resolved prior to proceeding with this property.

Considerations

Contingencies and Performance Deadlines

Metro's highest priority is the timely completion of the C/LAX project. Any partnership with Destination Crenshaw should not delay or impede construction of C/LAX. Any partnership should allow Metro to terminate the partnership if it adversely impacts the construction of the C/LAX project and would hold Destination Crenshaw solely responsible for the architecture, design, engineering, and construction of the proposed project elements. Destination Crenshaw would be solely responsible for securing all necessary permits from the City of Los Angeles necessary for construction and construction of the project elements. Metro would not be responsible for permitting of any Destination Crenshaw project elements. Any partnership agreement or Memorandum of Understanding would need to include clear performance deadlines for the delivery approved plans, drawings and permits. If Destination Crenshaw cannot meet these performance deadlines, as determine by Metro staff, Metro would need to have the option of terminating the partnership to ensure that there are no impacts to the completion of the C/LAX project.

Disposition of Real Estate

Destination Crenshaw has requested three parcels of land. The three parcels are

1. Slauson Avenue Park Site - 4,556 sq. ft.
2. IAM Park Site - 4,633 sq. ft.
3. Adjacent to Sankofa Park - 7,305 sq. ft.

The value of all parcels is estimated at \$5 million, which includes remediation costs at the proposed Slauson Avenue Park and the buy-out of the billboard at the proposed Sankofa Park. The parcels are depicted in Attachment A.

Once the property is no longer required for the C/LAX project, it can be declared surplus. Under California Code, Article 8 Section 54222, prior to disposing of the land, Metro must offer it for sale or lease to public entities for the purpose of low- and moderate-income housing, park and recreational purposes or open-space purposes, school facilities construction, enterprise zone purposes and infill opportunity zone. Because of the location and size of the parcels, it is unlikely any use will be practical other than park and recreational purposes. It is proposed that the City or County respond through this process with its interest in the property as a park. Metro will then transfer fee title to the City or County, who can then work with Destination Crenshaw to allow its use as a Museum. Under Section 54222, Metro has the right to request fair market value for the property, however, in the interest of this proposed partnership, Metro could waive that right.

Joint Development Partnership Opportunities

In September 2018, the Metro Board of Directors and County Board of Supervisors authorized

entering into a 14-month Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies for joint development of the Metro and County-owned properties near the C/LAX Project's Expo/Crenshaw Station. Although the Expo/Crenshaw joint development sites are outside of Destination Crenshaw's current boundaries, the Los Angeles City Council has approved a motion to extend the Destination Crenshaw project farther north, and Watt Companies welcomes opportunities to support these efforts. Two pedestrian paseos are proposed just north of both the County and Metro sites. These are envisioned as vibrant public spaces ideal for hosting community events similar in spirit to Destination Crenshaw's objectives. Metro Joint Development staff will work with Watt to identify ways in which the project can support Destination Crenshaw. Currently, Watt Companies is refining the project's design in response to Metro, County and community feedback and intends to submit for entitlements later this summer. Staff will return to the Metro and County Boards later this year to request an ENA extension in order to allow sufficient time to fully entitle the project (as required in order to advance to a Joint Development Agreement) and can provide an update on a potential partnership between Watt Companies and Destination Crenshaw at that time.

Stakeholder Outreach

Metro staff have been engaged in the development of Destination Crenshaw since 2017. Through each phase of Pre-Construction, Metro worked to address significant community needs and support Destination Crenshaw architects and engineers in their planning.

Consistency with Measure R

This Project will finance new transportation projects and programs consistent with the Measure R Ordinance.

Consistency with Metro's Equity Platform Framework

The foundational pillar of Metro's Equity Platform is "Listen and Learn" and is an acknowledgment of the importance of establishing authentic dialogue and allowing a community's perspective and experience to be heard. At its core, Destination Crenshaw will document, celebrate and bring to life the history and culture of the corridor and of South Los Angeles specifically. In addition, Destination Crenshaw will enhance pedestrian connectivity, and foster job growth on Metro-owned properties serving low-income households.

Community outreach efforts will continue to include innovative and comprehensive approaches that engage historically underserved communities with the intention of producing outcomes that promote and sustain access to opportunities and avoid increasing disparity.

DETERMINATION OF SAFETY IMPACT

It has been determined that support for Destination Crenshaw will have no adverse impact on the safety of Metro's patrons and employees and the users of the referenced transportation facilities.

FINANCIAL IMPACT

Destination Crenshaw estimates the total cost of exhibition design, artist commissions, and construction for project elements on the three Metro-owned properties (Sankofa Park, IAM Park and Slauson Avenue Park) is \$28.2 million.

Staff recommends that Metro provide the land necessary for Sankofa Park, with a preliminarily estimated value of \$1.8 million, \$14.5 million for the cost of construction for Sankofa Park, and \$500,000 for staff time to perform coordination and review, for a total contribution valued at \$16.8 million. With land value waived, the contribution to the project would be \$15.0 million. Limiting funding to this amount allows Metro to meet its obligation for improvements to the Sankofa Park site while providing an important community benefit. Destination Crenshaw would be responsible for funding the exhibition design and artist commissions associated with this site.

Approval of this action will amend the FY20 Adopted Budget, adding \$14.5 million for construction and \$500,000 for related staff time to cover the not-to-exceed amount of \$15 million. Upon approval, staff will enact all necessary administrative procedures to meet this commitment.

Impact to Budget

The source of funds for this action is Proposition C25%. To utilize these funds, Metro would have to execute a Memorandum of Agreement (MOA) with the City of Los Angeles or the County of Los Angeles for an approved use of the funds and the property. These funds are not eligible for Metro bus and rail operating uses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform LA County through regional collaboration and national leadership.

NEXT STEPS

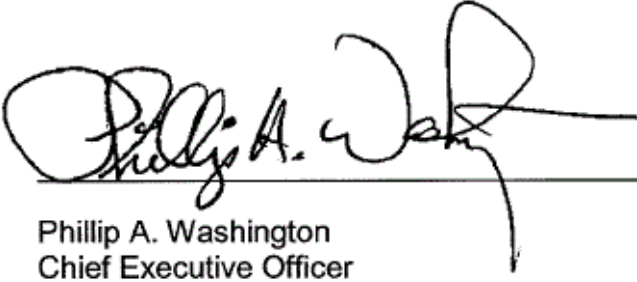
Should the Board choose to approve the recommendation, staff will prepare and execute a Memorandum of Agreement (MOA) with Destination Crenshaw and the City/County of Los Angeles. Among other things, the MOA will identify the funding vehicle and performance standards and deadlines. Staff will continue to work in close coordination with Destination Crenshaw as construction on C/LAX is finalized and Destination Crenshaw begins construction in Fall 2019.

ATTACHMENTS

Attachment A - Metro-Owned Property Map Overview
Attachment B - Sankofa Park Site Plan and Renderings:
Attachment C - IAM Park Site Plan and Renderings
Attachment D - Slauson Avenue Park Site Plan and Renderings
Attachment E - Proposed Budget Summary

Prepared by: Anthony Crump, Interim Deputy Executive Officer, Community Relations (213)
418-3292

Reviewed by: Rick Clarke, Chief of Program Management, (213) 922-7557
Yvette Rapose, Chief Communication Officer, (213) 418-3154
Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer

Attachment A - Destination Crenshaw Map and Metro-owned Properties-

Themes

The architecture, landscape, and art take form as 10 platforms/parks organized around 4 themes:



ATTACHMENT B: SANKOFA PARK



ATTACHMENT B: SANKOFA PARK



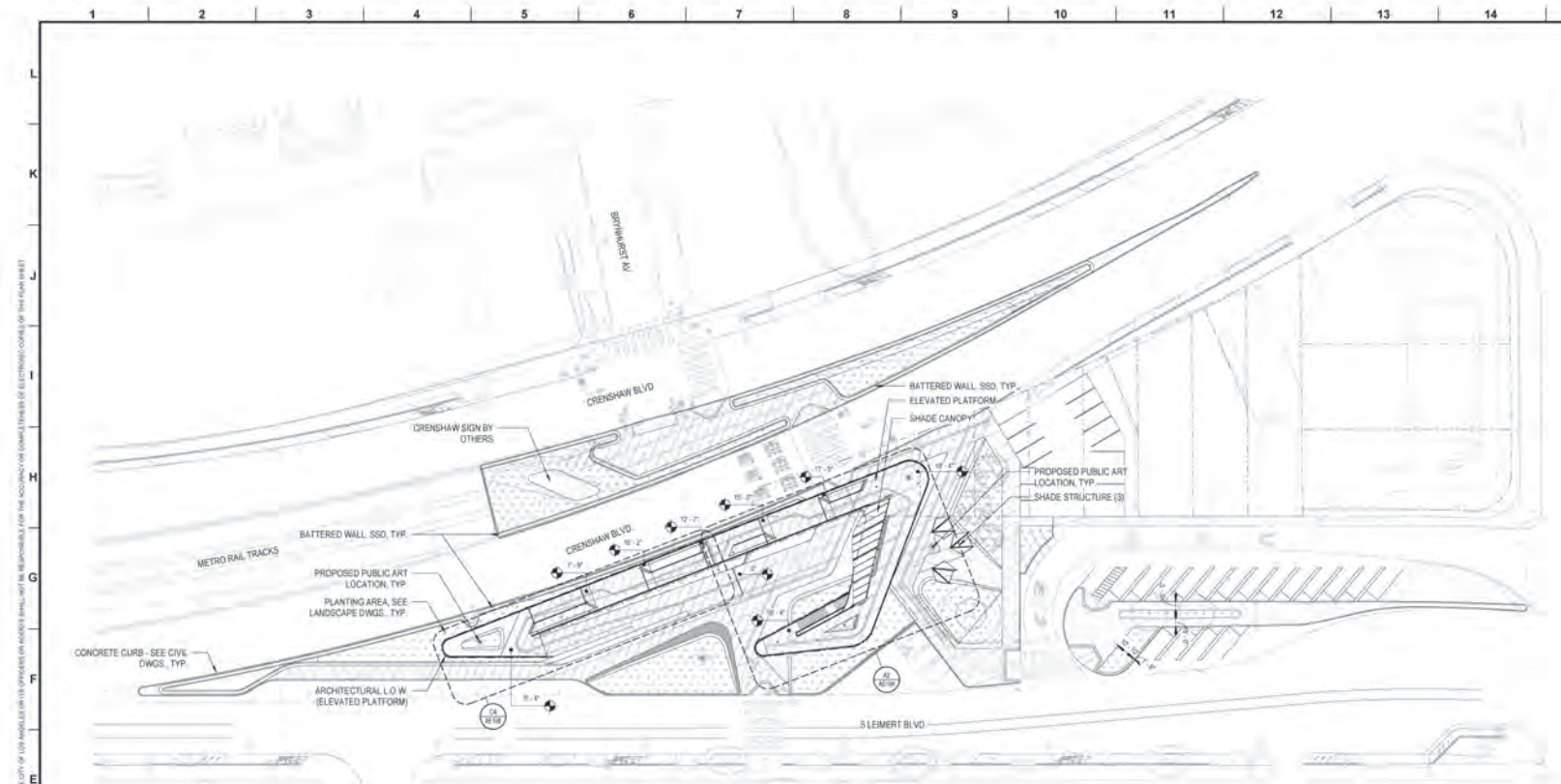
ATTACHMENT B: SANKOFA PARK



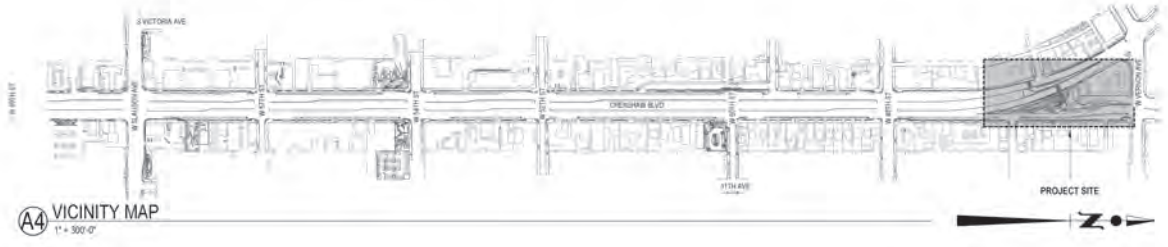
ATTACHMENT B: SANKOFA PARK



ATTACHMENT B: SANKOFA PARK



D1 SANKOFA PARK - OVERALL SITE PLAN
1" = 30'-0"



A4 VICINITY MAP
1" = 300'-0"

PROFILE SCALES
HORIZONTAL 1"=30'
VERTICAL

ARCHITECTURAL SITE PLAN GENERAL NOTES

1. ARCHITECTURAL SITE PLAN IS ISSUED FOR REFERENCE ONLY.
2. REFER TO CIVIL DRAWINGS FOR ALL SITE DIMENSIONS AND CONSTRUCTION REQUIREMENTS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
 - A. SITE GEOMETRY AND DIMENSIONAL SURVEY.
 - B. SITE UTILITIES.
 - C. SITE DRAINAGE AND DRAINAGE.
 - D. FINISH GRADE ELEVATIONS.
 - E. CONCRETE SCHEDULE, CURB AND GUTTER DETAILS.
 - F. ARCHITECT FRAMEWORK SCHEDULES.
3. REFER TO LANDSCAPE DRAWINGS FOR ALL LANDSCAPE AND LANDSCAPE INFORMATION, INCLUDING BUT NOT LIMITED TO:
 - A. Hardscape Surfaces.
 - B. Landscape Planting.
 - C. Concrete Planters and Benches.
 - D. Metal Planting and Structures.
 - E. Irrigation Walls.
 - F. Irrigation Infrastructure and Details.
4. REFER TO STRUCTURE DRAWINGS FOR ARCHITECTURAL PLAN, DETAILS AND SPECIFICATIONS.

OVERALL PLAN LEGEND

- LIMIT OF WORK
- - - PROPERTY LINE
- NOT IN ARCHITECTURAL SCOPE (SEE LANDSCAPE DRAWINGS)
- LANDSCAPE AREA (SEE LANDSCAPE DRAWINGS)
- DECOMPOSED GRAVEL (SEE LANDSCAPE DRAWINGS)
- NOT IN SCOPE
- PROPOSED PUBLIC ART LOCATION
- SPOT ELEVATIONS (RELATIVE TO CHECK ABOVE ADJACENT GROUND) WITH TYPICAL
- VEHICLE POLE

MATERIALS LEGEND

- ENHANCED CONCRETE (108)
- ENHANCED CONCRETE TYPE II (102)
- STRUCTURAL SLAB - (50)
- WEATHERED STEEL
- PERFINISHED METAL BENCHES
- UNFINISHED BRICK BENCHING - (5)
- LANDSCAPE DRAWINGS

ENGINEERING

DATE BY: _____

CHECKED BY: _____

DESIGNED BY: _____

PROJECT NO. BR004228

INDEX NO. _____

BUREAU OF ENGINEERING APPROVAL

OFFICE: _____

DESIGNED BY: _____

CHECKED BY: _____

DATE: _____

PROJECT NO. BR004228

INDEX NO. _____

PERKINS + WILL

111 North Wacker Drive, Suite 3000
Chicago, IL 60606
Tel: 312.237.2000
www.perkinswill.com

STATE OF CALIFORNIA

REGISTERED ARCHITECT

PROJECT NO. SANKOFA PARK - OVERALL SITE PLAN

PROJECT TITLE: DESTINATION CRENSHAW

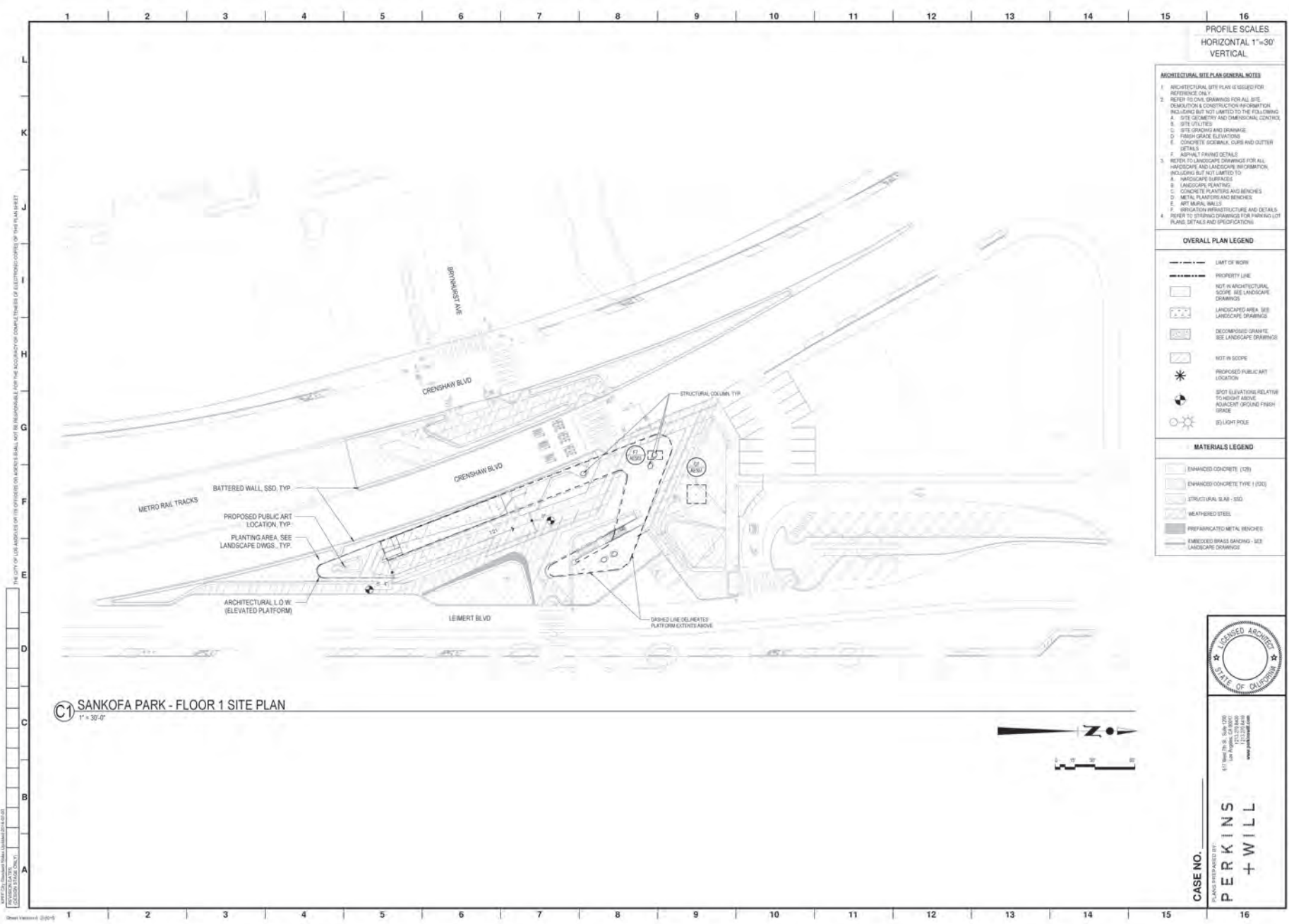
PROJECT TITLE AS SHOWN ON B PERMIT APPLICATION

CASE NO. AE102

NOT FOR CONSTRUCTION

THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED HEREIN.

ATTACHMENT B: SANKOFA PARK



C1 SANKOFA PARK - FLOOR 1 SITE PLAN
1" = 30'-0"

PROFILE SCALES
HORIZONTAL 1"=30'
VERTICAL

- ARCHITECTURAL SITE PLAN GENERAL NOTES**
1. ARCHITECTURAL SITE PLAN IS ISSUED FOR REFERENCE ONLY.
 2. REFER TO ONE DRAWINGS FOR ALL SITE DEMOLITION & CONSTRUCTION INFORMATION INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
 - A. SITE GEOMETRY AND DIMENSIONAL CONTROL
 - B. SITE UTILITIES
 - C. SITE GRADING AND DRAINAGE
 - D. FINISH GRADE ELEVATIONS
 - E. CONCRETE FORMWORK, CURB AND GUTTER DETAILS
 - F. ASPHALT DRIVING DETAILS
 3. REFER TO LANDSCAPE DRAWINGS FOR ALL HEDISCAPE AND LANDSCAPE INFORMATION INCLUDING BUT NOT LIMITED TO:
 - A. LANDSCAPE SURFACES
 - B. LANDSCAPE PLANTING
 - C. CONCRETE PLANTING AND BENCHES
 - D. METAL PLANTING AND BENCHES
 - E. ART MURAL WALLS
 - F. IRRIGATION INFRASTRUCTURE AND DETAILS
 4. REFER TO STRONG DRAWINGS FOR PARKING LOT PLAN, DETAILS AND SPECIFICATIONS.

- OVERALL PLAN LEGEND**
- LIMIT OF WORK
 - - - PROPERTY LINE
 - NOT IN ARCHITECTURAL SCOPE SEE LANDSCAPE DRAWINGS
 - ▨ LANDSCAPE AREA SEE LANDSCAPE DRAWINGS
 - ▩ DECOMPOSED GRANITE SEE LANDSCAPE DRAWINGS
 - NOT IN SCOPE
 - * PROPOSED PUBLIC ART LOCATION
 - ☀ SPOT ELEVATIONS RELATIVE TO HEIGHT ABOVE ADJACENT GROUND FINISH GRADE
 - ☀ (S) LIGHT POLE

- MATERIALS LEGEND**
- ▨ ENHANCED CONCRETE (12B)
 - ▩ ENHANCED CONCRETE TYPE I (12D)
 - ▨ STRUCTURAL SLAB - 30D
 - ▨ WEATHERED STEEL
 - ▨ PREFABRICATED METAL BENCHES
 - ▨ ENHANCED BRASS SANDING - 30D LANDSCAPE DRAWINGS



PERKINS + WILL
1175 BROADWAY, SUITE 2000
LOS ANGELES, CA 90071
TEL: 213.229.4000
www.perkinswill.com

CASE NO.
PERKINS + WILL
PROJECT TITLE: SANKOFA PARK - GROUND LEVEL SITE PLAN
PROJECT: DESTINATION CRENSHAW
PROJECT TITLE AS SHOWN ON B PERMIT APPLICATION

ENGINEERING
CITY OF LOS ANGELES

DATE: 07/20/2017	SHEET NO.: 10
PROJECT NO.: BR004228	ISSUE NO.: 1
DESIGNED BY: PERKINS+WILL	CHECKED BY: PERKINS+WILL
DRAWN BY: KEVIN NGUYEN	APPROVED BY: BRIAN POWELL

DEPARTMENT OF PUBLIC WORKS
BUREAU OF EXHIBITS
CITY OF LOS ANGELES
1175 BROADWAY, SUITE 2000
LOS ANGELES, CA 90071
TEL: 213.229.4000
www.perkinswill.com

CASE NO. **AE103**

NOT FOR CONSTRUCTION

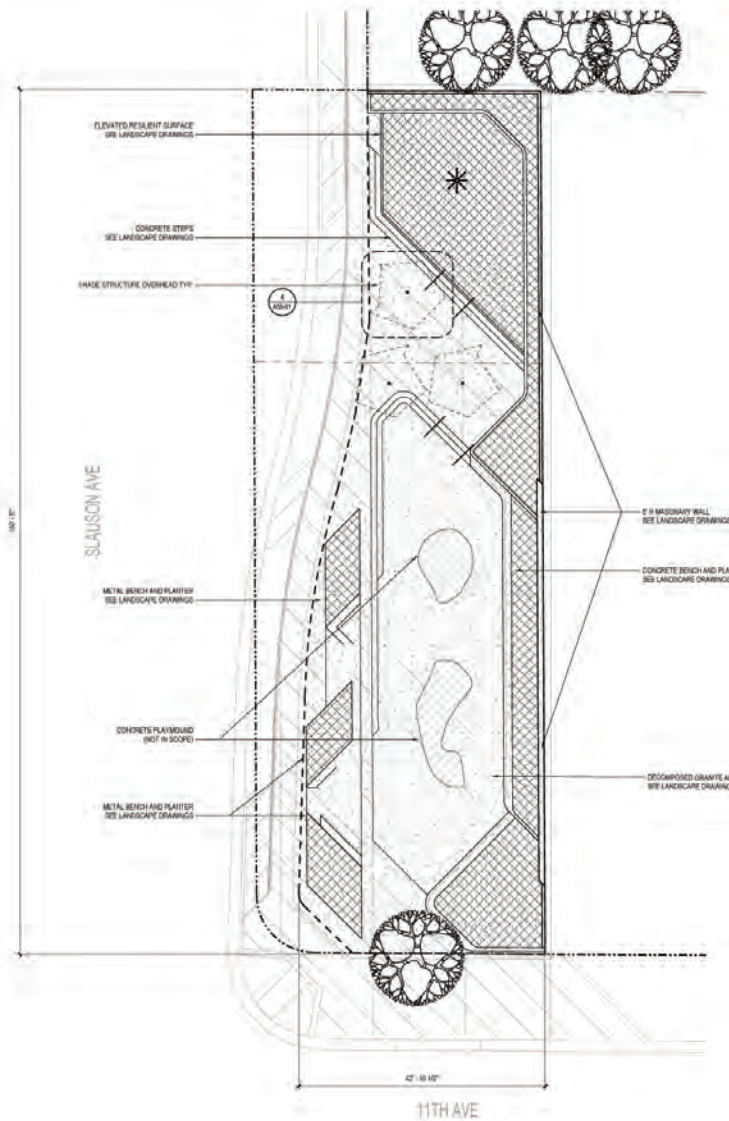
THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF THIS PLAN SHEET

SHEET 10 OF 10
DATE: 07/20/2017

ATTACHMENT C: I AM PARK



ATTACHMENT C: I AM PARK



SHEET NOTES

- REFER TO CIVIL DRAWINGS FOR CIVIL IMPROVEMENTS
- REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE IMPROVEMENTS
- REFER TO STRIPING DRAWINGS FOR PARKING LOT IMPROVEMENTS

OVERALL PLAN LEGEND

- LIMIT OF WORK
- - - - - PROPERTY LINE
- NOT IN ARCHITECTURAL SCOPE, SEE LANDSCAPE DRAWINGS
- LANDSCAPED AREA SEE LANDSCAPE DRAWINGS
- NOT IN SCOPE
- PROPOSED PUBLIC ART LOCATION
- SPOT ELEVATIONS RELATIVE TO MERTY AND/OR ADJACENT GROUND FINISH GRADE

PERKINS + WILL

617 West 7th St., Suite 1200
Los Angeles, CA 90017
323.201.8400
323.201.8430
www.perkinswill.com

OWNER
DESTINATION CRENSHAW
200 N. Spring St. Floor 800
Los Angeles, CA 90012

LANDSCAPE ARCHITECTS
STUDIO 4.4
291 South Main Street
Los Angeles, CA 90023

ARCHITECTS (ARCHITECT)
RAW INTERNATIONAL
800 South Figueroa St., Suite 600
Los Angeles, CA 90017

STRUCTURAL, CIVIL, MECHANICAL
KJFF
700 South Flower St., Suite 2100
Los Angeles, CA 90017

MEP ENGINEERS
SYSKA HENNESSY GROUP
800 Corporate Plaza, Suite 200
Culver City, CA 90230

LANDSCAPE DESIGNER
FRANCIS KIRK & ASSOCIATES
304 S. Broadway, Suite 500
Los Angeles, CA 90013

LA DBS SUBMITTAL 02/08/19
NOT FOR CONSTRUCTION

REGISTERED ARCHITECT
STATE OF CALIFORNIA
No. 148 (LAW)

PROJECT
DESTINATION
CRENSHAW
POCKET PARK
SLAUSON EAST
570 S. 11TH AVE
LOS ANGELES, CA

ISSUE CHART

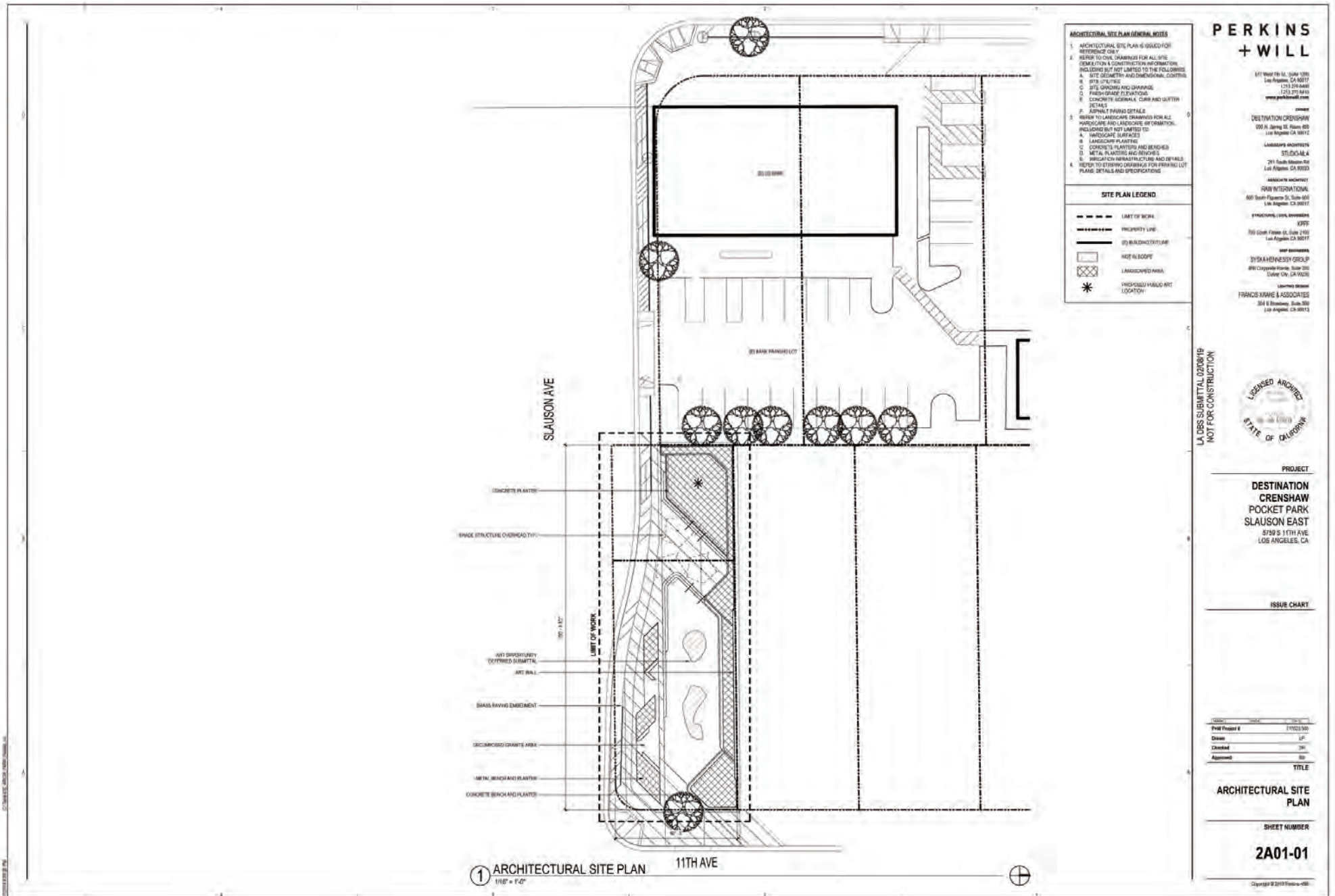
DATE	BY	FOR
11/02/2019	SP	11/02/2019
11/02/2019	SP	11/02/2019
11/02/2019	SP	11/02/2019
11/02/2019	SP	11/02/2019
11/02/2019	SP	11/02/2019

OVERALL PLAN

SHEET NUMBER
2A10-01

① OVERALL PLAN
T = 10'-0"

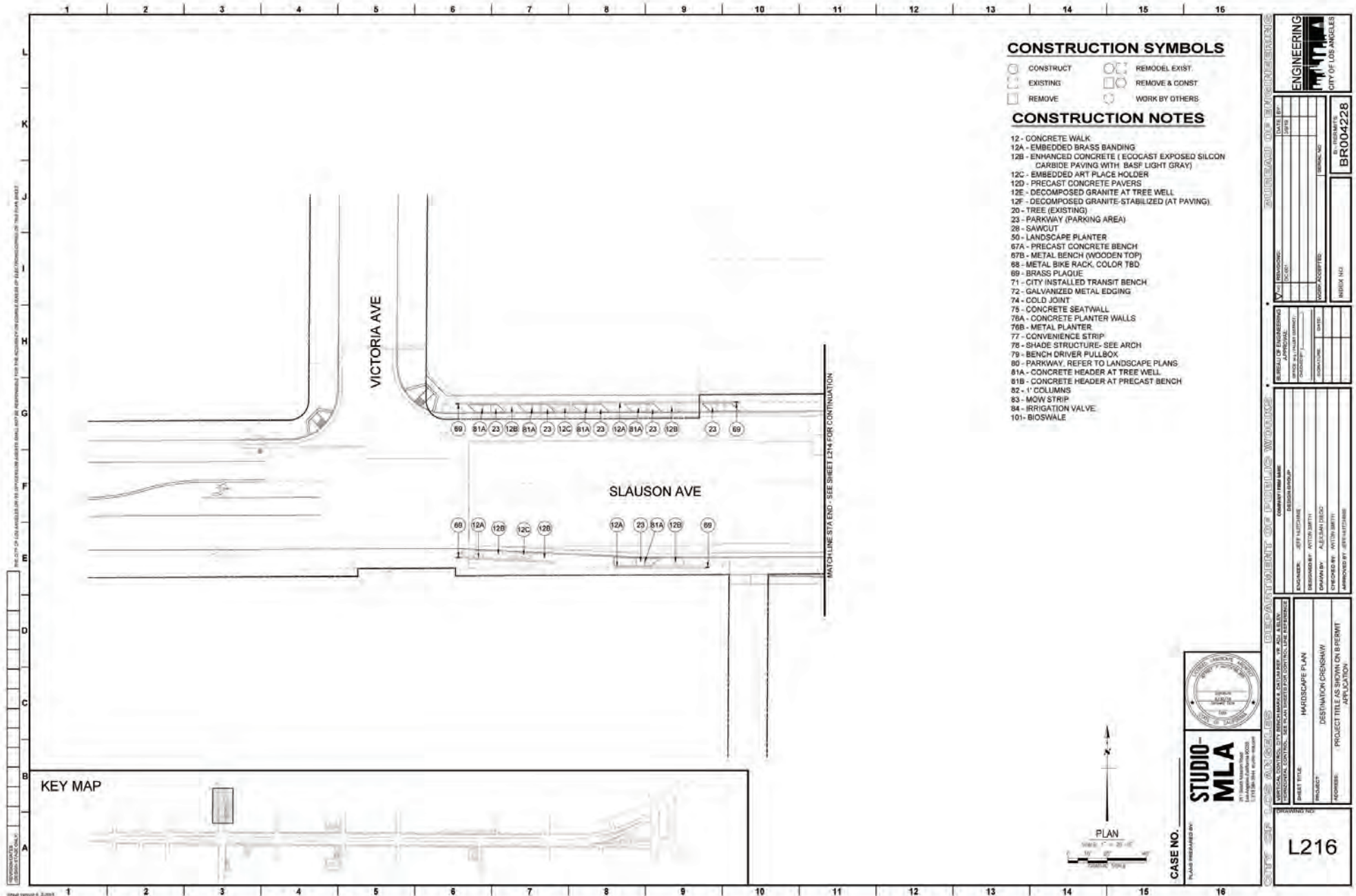
ATTACHMENT C: I AM PARK



ATTACHMENT D: SLAUSON AVE. PARK



ATTACHMENT D: SLAUSON AVE. PARK



CONSTRUCTION SYMBOLS

- CONSTRUCT
- REMODEL EXIST.
- EXISTING
- REMOVE & CONST.
- REMOVE
- WORK BY OTHERS

CONSTRUCTION NOTES

- 12 - CONCRETE WALK
- 12A - EMBEDDED BRASS BANDING
- 12B - ENHANCED CONCRETE (ECGCAST EXPOSED SILICON CARBIDE PAVING WITH BASF LIGHT GRAY)
- 12C - EMBEDDED ART PLACE HOLDER
- 12D - PRECAST CONCRETE PAVERS
- 12E - DECOMPOSED GRANITE AT TREE WELL
- 12F - DECOMPOSED GRANITE-STABILIZED (AT PAVING).
- 20 - TREE (EXISTING)
- 23 - PARKWAY (PARKING AREA)
- 28 - SAWCUT
- 50 - LANDSCAPE PLANTER
- 67A - PRECAST CONCRETE BENCH
- 67B - METAL BENCH (WOODEN TOP)
- 68 - METAL BIKE RACK, COLOR TBD
- 89 - BRASS PLAQUE
- 71 - CITY INSTALLED TRANSIT BENCH
- 72 - GALVANIZED METAL EDGING
- 74 - COLD JOINT
- 75 - CONCRETE SEATWALL
- 76A - CONCRETE PLANTER WALLS
- 76B - METAL PLANTER
- 77 - CONVENIENCE STRIP
- 78 - SHADE STRUCTURE- SEE ARCH
- 79 - BENCH DRIVER PULLBOX
- 80 - PARKWAY. REFER TO LANDSCAPE PLANS
- 81A - CONCRETE HEADER AT TREE WELL
- 81B - CONCRETE HEADER AT PRECAST BENCH
- 82 - 1" COLLUMS
- 83 - MOW STRIP
- 84 - IRRIGATION VALVE
- 101- BIOSWALE

		DATE BY	
		DATE	
BUREAU OF ENGINEERING		DESIGNED BY	
CITY OF LOS ANGELES		CHECKED BY	
BR004228		DATE	
DEPARTMENT OF PUBLIC WORKS		PROJECT	
STUDIO-MLA		DESIGNER	
CASE NO. L216		APPROVED BY	

ATTACHMENT E: BUDGET SUMMARY

Destination Crenshaw Summary Budget: Metro-Owned Property

	Sankofa Park	IAM Park	Slauson Ave Park	TOTAL
Construction	14,532,687	1,661,927	2,829,662	19,024,276
Exhibition Design	2,400,004	778,571	778,570	3,957,145
Art Commissions	4,000,000	250,000	1,000,000	5,250,000
TOTAL	20,932,691	2,690,498	4,608,232	28,231,421