



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE MEETING OF THE TRANSPORTATION COMMITTEE – FEBRUARY 21, 2019 – 4:30 PM

Upper San Gabriel Valley Municipal Water District Office
(602 E. Huntington Drive, Suite B, Monrovia, California, 91016)

The Transportation Committee encourages public participation and invites you to share your views on agenda items.

Chair

John Fasana, Duarte

Vice-Chair

Vacant

Members

Alhambra

Claremont

Diamond Bar

Duarte

El Monte

Glendora

La Cañada Flintridge

Pomona

San Gabriel

South El Monte

South Pasadena

Temple City

Walnut

First District, LA County

Unincorporated
Communities

Fifth District, LA County

Unincorporated
Communities

MEETINGS: *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 4:30 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California, 91016).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvcog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE TRANSPORTATION COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Transportation Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

CONSENT CALENDAR (*It is anticipated that the Transportation Committee may take action on the following matters*)

6. Transportation Committee Meeting Minutes – 01/17/2019 -- Page 1
Recommended Action: Approve Transportation Committee minutes.
7. Election of Vice Chair for the Remainder of FY 2018-2019
Recommended Action: Nominate and elect Jason Pu as Vice Chair for the remainder of FY 2018-2019.

ACTION ITEMS (*It is anticipated that the Transportation Committee may take action on the following matters*)

PRESENTATIONS (*It is anticipated that the Transportation Committee may take action on the following matters*)

8. California High Speed Rail Update: Presentation by Michelle Boehm, Southern California Regional Director, California High Speed Rail Authority -- Page 7
Recommended Action: For information only.
9. Metro Open Streets Grant Program, FY 2020 Mini-Cycle Application and Guidelines: Presentation by Brett Atencio Thomas, Senior Transportation Planner, LA Metro -- Page 25
Recommended Action: For information only.

DISCUSSION ITEMS (*It is anticipated that the Transportation Committee may take action on the following matters*)

10. LA Metro's "Twenty-Eight by '28" Initiative -- Page 35
Recommended Action: For information and discussion.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

11. Oral Report
Recommended Action: For information only.

UPDATE ITEMS

12. Metrolink Update
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

13. Oral Report
Recommended Action: For information only.

COMMITTEE MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN



SPECIAL SGVCOG Transportation Committee Approved Minutes

Date: January 17, 2019

Time: **4:00 PM**

Location: Upper San Gabriel Valley Municipal Water District
602 E. Huntington Dr., Suite B, Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order at 4:04 p.m.

2. Pledge of Allegiance

3. Roll Call

Members Present

Diamond Bar	D. Liu
Duarte	J. Fasana
Glendora	S. Mateer
San Gabriel	J. Pu
South El Monte	G. Olmos
Temple City	A. Avery
Walnut	E. Ching
LA County District 1	M. Reyes
LA County District 5	D. Perry

Members Absent

Alhambra
Claremont
El Monte
La Cañada Flintridge
Pomona
South Pasadena

SGVCOG Staff

M. Creter
K. Ward
P. Duyshart
P. Hubler

4. Public Comment

No general public comment.

5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

There were no changes made to the agenda order at this point in the meeting.

CONSENT CALENDAR

6. Transportation Meeting Minutes: 11/15/2018

There was a motion to approve the 11/15/2018 Transportation Committee Minutes. (M/S: D. Liu / M. Reyes).

[MOTION PASSED]

AYES:	Diamond Bar, Duarte, Glendora, San Gabriel, Temple City, Walnut, LA County District 1, LA County District 5
NOES:	
ABSTAIN:	

ABSENT:	Alhambra, Claremont, El Monte, La Cañada Flintridge, Pomona, South Pasadena
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PRESENTATIONS

7. Metro Goods Movement Strategic Plan

Michael Cano, the Deputy Executive Officer with LA Metro's Goods Movement and State/Federal Policy and Programming Office, gave a presentation to the Transportation Committee in which he: recapped key goods movement milestones from 2018, discussed policy and institutional framework, and discussed, in detail, the vision for the content and purpose of the LA County Goods Movement Strategic Plan, the development structure of the strategic plan, and future timeline and next steps.

Questions/Discussion:

- One member of the Committee asked if Metro has a timeline yet for when the outreach for this will occur
 - Mr. Cano stated that outreach in the SGV would flow through the COG and its structure. Metro wants to provide ample opportunity for outreach and feedback.

8. Gold Line Eastside Extension Phase 2

Laura Cornejo, the Deputy Executive Officer for LA Metro's Countywide Planning Office, provided a presentation to the Transportation Committee in which she gave an overview of the project history, the project timeline, and the necessary work to be conducted as part of the Recirculated Draft EIR/EIS. Since Metro recently re-started the environmental phase of the project, Metro must recirculate the draft EIS/EIR.

Questions/Discussion:

- No questions were asked.

9. BlueLA Carsharing Service

Mitch Moore, the Marketing Manager for BlueLA, provided a presentation to the Transportation Committee during which he shared the background and history of this innovative and environmentally-friendly car-sharing service, how the service is implemented, information about BlueLA's marketing and outreach plan for 2019, and information on future plans. BlueLA is the nation's largest car-sharing program benefitting underserved communities. Mr. Moore stressed how BlueLA needs a lot more stations so that there is more dense coverage for this program, as the program's system relies on density to increase convenience and ridership.

Questions/Discussion:

- A Committee member wanted to know if there are any areas in the San Gabriel Valley which are dense enough for the BlueLA Carsharing service.
 - Mr. Moore said that when assessing density, BlueLA has to analyze 3 things: 1) How can they densify further to improve coverage? 2) How can BlueLA expand its footprint beyond downtown? and 3) Should the model stay consistent to what it is in downtown LA. Mr. Moore really stressed the point of densification.
- Another Committee member commented that he thinks that if they expand here, you should keep consistency in the structure of the model.
- COG staff noted that staff thought this presentation would be pertinent to the Committee because, as the COG implements the bike share program, we can see how

any mobility share program works, and see if this can be incorporated into a mobility hub in the future. COG staff also wanted Committee members to see what City of LA is doing for this.

- A Committee attendee asked: Is there a minimum service area or service standard that you would consider, or minimum density?
 - Mr. Moore said that he doesn't currently have this information, but he can follow up with the Committee through COG staff.
- Another Committee attendee asked: are there problems with leaving the cars out, similar to how Bike Shares or scooter shares have people leave the bikes or scooters anywhere?
 - Mr. Moore did say that, yes, this has happened, and there are field teams out there to retrieve cars. He also noted that there are penalties for both the company and for the user for failing to properly leave cars in the correct spot.
- One Committee member asked: how long do the batteries last for?
 - Mr. Moore said that the batteries last for about 125 miles, on average, and that the average rental time is 2.5 hours.
- This same Committee member also asked: what does this cost the city or implementing partner, and, how much more does it cost if there is a towing service?
- The following question was also asked: Can you charge these cars elsewhere, if you find an EV charging station?
- Question: can college students get low-income rates even if they live under parents' income?
- One Committee attendee pointed out how biggest challenge in a suburban community is densification, since these communities are more naturally spread out. He then said that they should consider how some of the bike share examples will work. Mobility hubs and universities are important places to target, because you have to think about volume.
- Has there been some thought about building these stations by new apartments, and seeing what parking requirements are at new apartments?
- Mr. Moore was asked if BlueLA takes existing right of way in order to have these BlueLA car stations?
 - Moore responded that, yes, they acquire public right of ways, usually where metered parking normally is.

DISCUSSION ITEMS

Committee Chair John Fasana moved Item 11 in front of Item 10 in the agenda order at this time.

11. Foothill Gold Line Extension Phase 2B

Lisa Levy Buch, who is the Chief Communications Officer for the Foothill Gold Line Construction Authority, began this discussion item by giving a background on the current status update of the Gold Line Phase 2B project. She stated how, recently, construction bids came in well over price, and how the Construction Authority has been working with Metro to identify cost-cutting possibilities for the project. Ms. Levy Buch also discussed how the scope of work for the project might change due to the cost and bid over-runs. The Metro Board expressed a desire to have the first phase of this extension go to the City of Pomona instead of stopping in the City of La Verne.

John Fasana then mentioned that the Metro Staff report on this matter has changed in the last 24 hours, and is slightly different from the one which was included in the agenda packet for this Committee meeting. He noted how, after working through potential cost reductions and value engineering, there is still a \$93-97 million funding gap. Mr. Fasana then discussed Measure M subregional funds, and how those funds could factor into the funding gap. He mentioned how there is an equity component to make sure that the subregions get a similar amount of money over a 40-year period.

Mr. Fasana stated that his inclination is that the subregion shouldn't have discounted subregional funds if San Fernando isn't seeing their future funds discounted. He stated that the bind that our subregion is in here is that we have a quick decision we need to make about whether or not we can take the Gold Line out to Pomona, or keep it to La Verne for the next phase. Metro will have to move forward on this matter and continue negotiations with the Gold Line Authority. A central question here is: how do we make up this \$93 million funding gap? Fasana reiterated that we need to make sure that Metro fully commits to funding the Gold Line, at the very least, through Pomona for the first phase.

As a transition to the next item, Mr. Fasana pointed out how, once the Gold Line reaches La Verne, you would be within 3 miles of the I-10 Express Lanes extension, meaning the project could become eligible for Toll Lanes revenue funds.

Additional Questions and Discussion:

- A Committee attendee remarked that there seems to be a strong emphasis from Metro staff's perspective to take local dollars to fill the project funding gap for the Gold Line. The tenor of that approach concerns cities in the SGV, particularly cities which are along this project route. Local money is not where Metro should be looking to take funds from, but if you want to do that, then at least engage with cities before insinuating it in a staff report.
- A Committee member mentioned that he thinks our subregional funding is getting clipped and discounted to the point where the SGVCOG is losing \$100 million in funding.
- Another Committee member asked if cap and trade is a funding option here? Chairman Fasana said that there might not be an appetite for this at the state level, but it could still be possible.
- Mr. Fasana pointed out that there will still be discussions about getting the project to Montclair if the Pomona issue is solved, and that will be very difficult financially.
- A Committee member stated how the first top priority is to get the project to Pomona. Second top priority is to secure funding from different sources, because there can be funding out there, even before discounting money or using local return funds.
- One Committee member from one of the cities along the Gold Line route expressed concern that this will go to the full Metro Board, there will not be a statement about other Proposition funds that are eligible for rail construction.

10. Express Lanes/Congestion Pricing Program Interfund Loan Principles and Policies

John Fasana led the discussion on this item. He stated that he added this item to this meeting's agenda because of how this funding opportunity could affect Gold Line funding possibilities. He explained how Metro is looking to do a new pilot program for the ExpressLanes. Metro might

move away from transponders and instead use license plates to track usage. We want to restore mobility on the I-10 freeway, and improve speeds for buses which use the busway on the I-10.

Mr. Fasana also discussed an upcoming possible I-10 pilot project for the eastern San Gabriel Valley. Metro is looking to possibly get the ExpressLanes to connect to the San Bernardino ExpressLanes. This would consist of construction of a single HOV lane on the I-10 east of the I-605. Eventually, this would connect to the San Bernardino ExpressLanes at the County border. The next step would be to conduct a study to look at how Metro can convert the HOV lane into an ExpressLane.

Mr. Fasana also briefly discussed the concept of interfund borrowing, a topic which was presented to the Transportation Committee in November 2018. Metro is looking at a financing mechanism to generate a better return on investment and expenditures to allow for more Tier 1 projects to be built. Interfund borrowing is still being discussed and deliberated by the Metro Board, according to Fasana.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

12. Oral Report

There was no Metro report.

UPDATE ITEMS

13. Metrolink Update

Metrolink/SCRRA has a new CEO, and her name is Stephanie Wiggins.

14. Update on Active Transportation Planning Efforts

M. Creter, the SGVCOG Executive Director, provided the update on this agenda item. She announced that the Active Transportation team from LA Metro will present to this Committee next month about a mini-call for projects for Open Streets events. Cities which did not get funding in the last cycle will be eligible. Metro will be focusing on disadvantaged communities in this next call for projects, too.

EXECUTIVE DIRECTOR'S REPORT

15. Oral Report

There was no report on this item.

COMMITTEE MEMBER ITEMS

The dedication for the Metro Via ride share pilot service in El Monte will be on Monday, January 28 at 10:30 a.m. at the El Monte bus station.

ANNOUNCEMENTS

P. Duyshart of SGVCOG Staff announced that, at next month's Committee meeting, the Committee will elect a new Vice Chair for the remainder of the FY 2018-2019 fiscal year. Mr. Duyshart asked Committee members who are interested in running for Vice Chair to please email him their respective names within the next couple of weeks.

The City Selection Committee will be during the last week of January. This meeting has to do with the subregional Metro Board position elections. Refreshments will be served starting at 5:30 p.m., and parking will be validated. The meeting will be on January 31.

ADJOURN

The meeting was adjourned at 5:43 p.m.

REPORT

DATE: February 21, 2019

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **California High-Speed Rail Update**

RECOMMENDED ACTION

For information only.

BACKGROUND AND INFORMATION

In 1994, in federal legislation known as the High-Speed Rail Development Act, the U.S. Congress identified California as one of five priority corridors in the United States for potential high-speed rail planning. Additionally, also around 1994, the California State Legislature formed the Intercity High-Speed Rail Commission; the purpose of this new commission was to thoroughly analyze and study the feasibility of a high-speed rail line or system in the State of California. A couple of years later, in 1996, the Commission came to the conclusion in a comprehensive report that a large-scale high-speed rail project in California was both possible and workable. As a follow-up action, the Legislature formed the California High-Speed Rail Authority (Authority); this authority was responsible for devising a plan, and leading the design work, for the construction of a California High-Speed Rail line or system.

During the mid-2000s, the Authority published its first business and financing plan, and the Authority also worked with the Federal Railroad Administration (FRA) to draft and publish its first Draft Program-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Through the Draft EIR/EIS process, including the comprehensive public comments that were received as part of this process, the State was able to identify the best option for corridors and stations for the high-speed rail system. The State and the authority determined that the High-Speed Rail System would be built in two phases: the first phase would stretch from San Francisco to Los Angeles metropolitan area, and Phase 2 would include spurs from Merced to Sacramento and from Los Angeles to San Diego.

Then, in 2008, a \$9.95 billion statewide bond measure was approved by the voters of the State of California; this was the first ever voter approved bond passed for high-speed rail in U.S. history. Additionally, the State secured about \$3.3 billion in American Recovery and Reinvestment Act funds. These funds, combined with the bond's funds, were meant to fund needed planning and environmental work, as well as initial construction work for the project.

A few years later, in 2012, the State Legislature passed SB 1029, which was the Budget Act of 2012. In this state budget, \$8 billion in federal and state funds were approved to be expended on the first phase of construction of the rail project in the Central Valley. This led to the official groundbreaking of the high-speed rail project in 2015. The State continued its financial

commitment to the project in 2017 when then-Governor Brown signed AB 398 into law; this piece of legislation lengthened the Cap-and-Trade Program through 2030. Cap-and-Trade provides Greenhouse Gas Reduction Funds (GGRF) funds statewide to fund projects which improve and enhance energy efficiency, sustainability, and expand access to greenways; high-speed rail qualifies as an eligible project for GGRF funds.

GOALS AND PURPOSE OF THE HIGH-SPEED RAIL PROJECT

The State of California has a diverse set of reasons as to why it commissioned the California High-Speed Rail project. The main overarching reason for initiating and funding this project was to construct a reliable and fast alternative transportation option in order to connect California's main economic, cultural, social, and political hubs and metropolitan areas. High-speed rail is meant to be an alternate mode of transportation from ground transportation such as automobile and bus travel, as when as air travel. While there is already Amtrak train service between Northern California and Southern California, Amtrak is often not as reliable as high-speed rail is projected to be, as Amtrak operates partially on the right-of-way of freight train companies, meaning that freight trains have priority on these tracks, doesn't travel at super high speeds, and also does not stop directly in San Francisco (it stops in the East Bay). California High Speed Rail on the other hand would connect San Francisco to Los Angeles in about a 3-hour trip, with trains able to run mostly on their own right-of-way at speeds of up to 200 miles per hour. Other related purposes for the State's investment in this consequential transportation project include:

- Increase mobility options
- Improve movement throughout the State
- Improve air quality and environmental conditions, as the high-speed rail trains will run on 100% renewable energy
- Cut travel times statewide compared to most modes of transportation
- Stimulate job growth and economic activity, both directly and indirectly

SHARE CONNECTED MODERN RAIL CORRIDOR

The segment of the High-Speed Rail System which is most pertinent to the San Gabriel Valley Region will be the segment which will eventually run from Burbank to Anaheim, with a key station at L.A.'s Union Station. The Union Station stop will connect the San Gabriel Valley direct to the High-Speed Rail line via the Metro Gold Line, the Metro Silver Line, Metrolink's San Bernardino Line and Riverside Line, Foothill Transit's Silver Streak line, and various Metro local bus lines. Since the Burbank to Anaheim portion of the Los Angeles to San Francisco high-speed rail line is one of the "bookends" of the line, both the State and the California High-Speed Rail Authority want to ensure that the infrastructure of, and the connectivity to, the eventual "ends" of the line are modern, up-to-date, and efficient. The State views bookend projects as contributing to an integrated statewide rail modernization program and system. The 2008 High-Speed Rail bond from 2008, Proposition 1A stipulated that a portion of the funds would go toward improving existing passenger rail lines in frequented metropolitan areas in order to expand capacity, improve safety, and better enable people to connect to the high-speed rail system via regional and local transit. Furthermore, in 2012, SB 1029 officially appropriated \$2 billion in funds to provide the capital for these connectivity and bookend projects.

Two key bookend projects in the Los Angeles area which have been identified and have been allocated funding are the Rosecrans/Marquardt Grade Separation Project and the Link Los Angeles Union Station Project. The Rosecrans/Marquardt project in Santa Fe Springs will improve intercity passenger, commuter, and even freight rail mobility, and will also improve both the safety and speeds of motor vehicles and buses. The Link Union Station is an LA Metro project which is designed and meant to meet the long-term regional rail needs at Union Station by constructing new run-through tracks through the station, enabling Metrolink, Amtrak, and any future High-Speed Rail trains to both arrive and depart Union Station in a quicker manner. These two bookend projects are part of the Share Connected Modern Rail Corridor Program which stretches from Burbank to Anaheim. In the 2018 business plan for the Authority, the Burbank to Anaheim Corridor Improvements were set to be Part E of Phase 1 of the overall high-speed rail project, according to the Phased Implementation plan.

GOVERNOR NEWSOM'S STATE OF THE STATE ANNOUNCEMENT

On February 12, 2019, newly elected Governor Gavin Newsom delivered his first State of the State address to the California Legislature. During the course of this speech, Governor Newsom announced that, due to the significant funding issues that are alluded to above, that the and the State are solely going to focus right now on building and completing the Central Valley portion of the high-speed rail line. This portion would connect Merced to Bakersfield. However, while the Governor did not give a hard commitment to completing the line fully in order to connect California's two largest metropolitan areas, he did promise to continue and complete the environmental work for the Bay Area and Los Angeles portions of the system that is required in order to eventually construct these segments. The key distinction here though is that he could not commit State funding for these construction phases of these portions of the project. With the governor re-scoping and down-sizing the construction portions of this project, the State will look to deliver the Central Valley portion as quickly and efficiently as possible, with the governor also promising increased transparency and reforms.

Governor Newsom also emphasized the fact that completing the segment between Merced and Bakersfield will improve economic, mobility, and environmental conditions and options for the Central Valley region, and he expressed hope that future segments of the high-speed rail line could eventually be constructed, as well. He thinks that the opening of high-speed rail in the Central Valley will reinvigorate the Central Valley economy and improve the livelihood and connectivity of its residents there. Additionally, both the governor and California High-Speed Rail Authority CEO Brian Kelly have indicated that the Authority will work to pursue federal and private funding sources in order to try to fund future expansion phases of the project outside of the Central Valley. Moreover, Governor Newsom has also committed to meet and complete the "bookend" projects, including in Los Angeles.

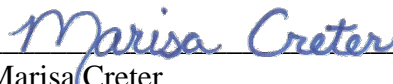
NEXT STEPS

Michelle Boehm, who is the Southern California Regional Director for the California High Speed Rail Authority, will provide a presentation to the Transportation Committee, during which she will provide an overview of the high-speed rail project. She will discuss how the project will improve mobility statewide and beyond, since the high-speed rail project is part of an integrated, multi-

REPORT

tiered rail network. She will also provide details and plans regarding the Share Connected Modern Rail Corridor from Burbank to Anaheim, including needed corridor improvements. Ms. Boehm will also provide key and pertinent updates for the project, and will also address, and provide clarification regarding, Governor Newsom's announcements that the high-speed rail project will be re-scoped and made smaller in scale for the first phase.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

- Attachment A – California High-Speed Rail Authority Presentation Slides -- Page 11
- Attachment B – Connecting California Fact Sheet -- Page 17
- Attachment C – High-Speed Rail 'Mythbusters' Fact Sheet -- Page 19
- Attachment D – High-Speed Rail: Southern California at a Glance -- Page 20
- Attachment E – Connectivity and Bookend Investments -- Page 22



Connecting California

Michelle Boehm,
Southern California Regional Director

San Gabriel Valley Council of Governments
February 21, 2019
Monrovia, California

HIGH-SPEED RAIL: Connecting California



Increase Mobility



Needed Alternative



Better Air Quality



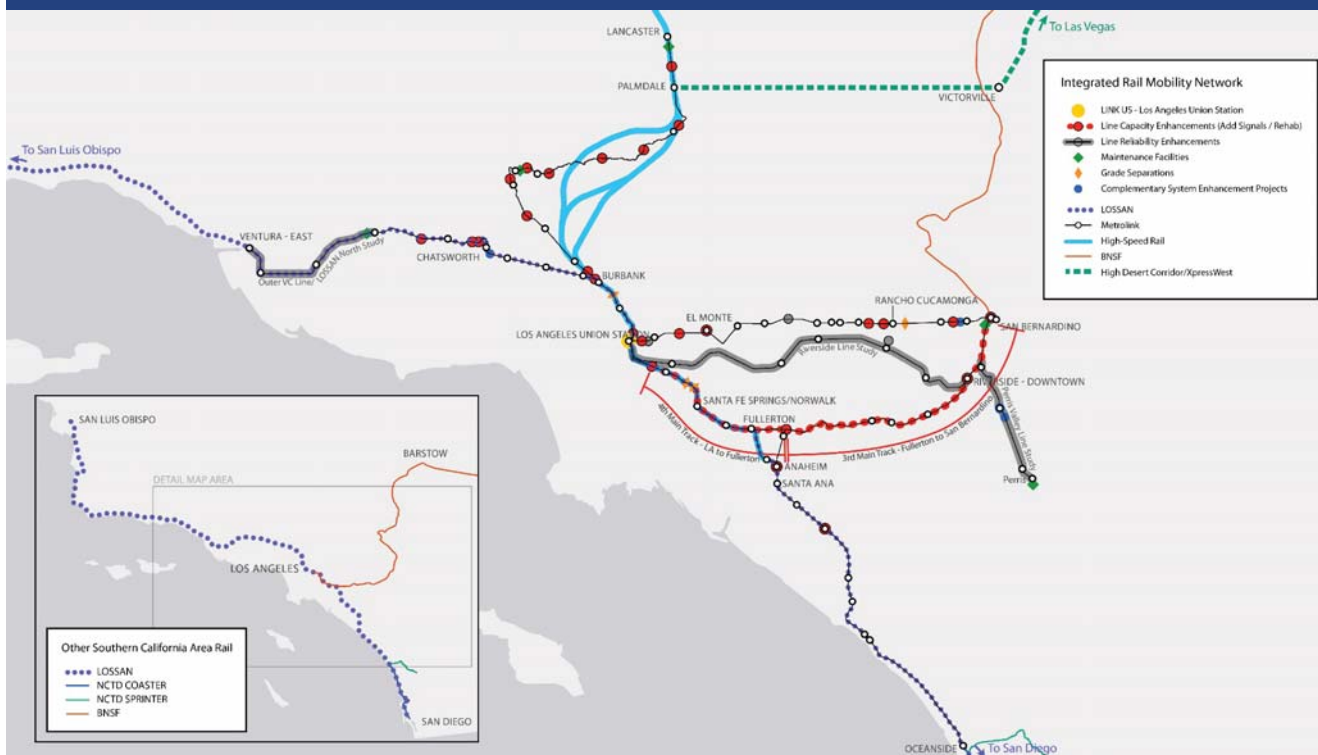
Job Growth

COMPLEMENTARY APPROACH: Improve Mobility Statewide and Beyond



- **High-Speed Rail is Part of an Integrated, Multi-tiered Rail Network**
 - » Complement existing and planned services
 - » Complement other regional initiatives
- **Working Together to Multiply the Benefits**
 - » Explore broader mobility corridor improvements
 - » Identify and prioritize connections for value capture potential
- **Plan a Sustainable Future**
 - » Support a strong economy and sustainable communities
 - » Focus on bringing better, faster, more frequent connections throughout the state and beyond
- **The Path Forward**
 - » Incorporate State Rail Plan goals and objectives
 - » Increase focus on network integration

CONNECTED MODERN RAIL CORRIDOR IMPLEMENTATION ENHANCES MOBILITY ACROSS THE REGION





IT'S HAPPENING!

- Approximately 119 miles
- Approximately \$3 Billion Investment
- 21 Active Construction Sites
- 2,600+ Jobs and Counting



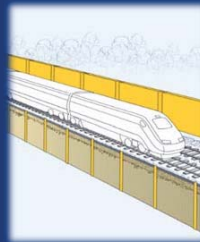
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SHARE CONNECTED MODERN RAIL CORRIDOR: BURBANK TO LOS ANGELES TO ANAHEIM



SHARED MODERN RAIL CORRIDOR FEATURES

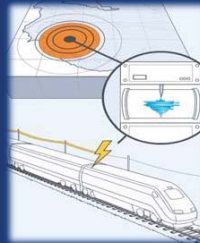
- **Positive Train Control**
 - » Restricts speed limits and serves as fail safe system
 - » Takes over system preventing running red signals
- **Corridor Protection/Detection**
 - » Fencing
 - » Walls
 - » Soundwalls
- **Grade Separations**
 - » Take vehicles and pedestrians over or under active railroad tracks to prevent accidents and free up traffic flow
- **Early Earthquake Warning System**
 - » Detects initial seismic wave
 - » Immediately cuts off power to trains
- **Planning Around Stations**
 - » Potential increase in housing stock



Corridor Protection



Poor Corridor Protection

Early Earthquake
Warning

Soundwall Example

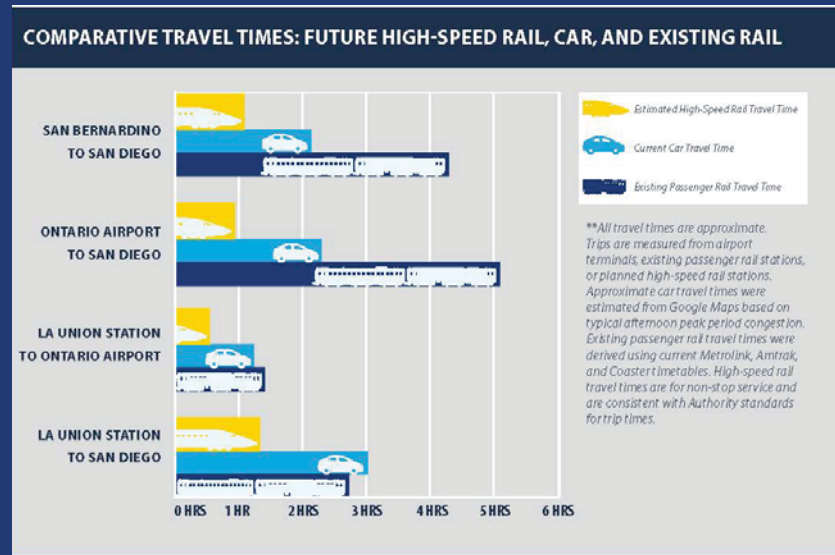
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LOS ANGELES – SAN DIEGO: Overview

- Phase 2 Program
- Approximately 170 Miles Long
- Connects high-speed rail to the Inland Empire and San Diego, improving connectivity between Southern California counties
- Opportunities for phased corridor investments

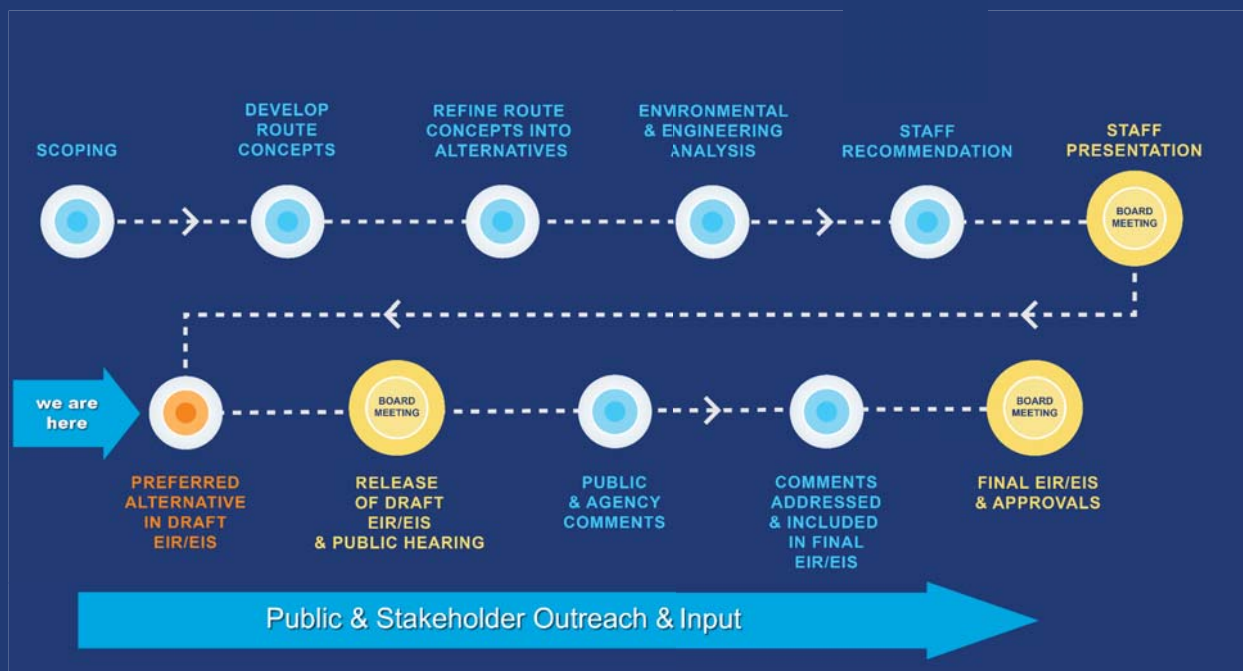


- High-speed rail will dramatically reduce travel times between the largest and fastest growing population centers in Los Angeles, Riverside, San Bernardino, and San Diego counties
- 18 million people live in these 4 counties - projected to grow 20% by 2040
- Job growth of over 50% is projected in the Inland Empire counties
- Planners expect 32% more daily inter-county trips as a result



9

PROJECT DEVELOPMENT PROCESS



STAY INVOLVED

Los Angeles to Anaheim Project Section

(877) 669-0494

Los.Angeles_Anaheim@hsr.ca.gov

Southern California Regional Office

California High-Speed Rail Authority

355 S Grand Ave, Suite 2050

Los Angeles CA 90071

www.hsr.ca.gov



@cahsra



facebook.com/CaliforniaHighSpeedRail



@cahsra



youtube.com/CAHighSpeedRail

Connecting California, Expanding the Economy and Transforming Travel

California high-speed rail will fundamentally transform how people move around the state, spur economic growth, create a cleaner environment, and preserve agricultural lands and natural habitat – and it has already created thousands of good-paying jobs.

ABOUT CALIFORNIA HIGH-SPEED RAIL

The Phase 1 system will connect San Francisco to the Los Angeles basin via the Central Valley in under three hours on trains capable of reaching more than 200 miles per hour. Phase 2 will extend to Sacramento and San Diego.

OUR OBJECTIVES

The California High-Speed Rail Authority is working toward three fundamental objectives:

1. Initiate high-speed rail passenger service as soon as possible.
2. Make strategic, concurrent transportation investments that will link over time and provide mobility, economic and environmental benefits at the earliest possible time.
3. Position ourselves to construct additional segments as funding becomes available.

OUR PHASED IMPLEMENTATION STRATEGY

Our implementation and delivery strategy reflects those objectives and reiterates our intent to:

- ▶ Complete work on the 119-mile Central Valley Segment under construction now.
- ▶ Continue working with federal, state and local partners to make improvements to the system's bookends in Northern California (Bay Area corridor) and Southern California (Burbank to Anaheim corridor).
- ▶ Create approximately 224 miles of high-speed-rail-ready infrastructure on two different lines, one in the Central Valley and one connecting San Francisco to Gilroy, to bring two high-speed lines into service as early as 2027.
- ▶ Obtain environmental clearances for project segments.

PHASED HIGH-SPEED RAIL SYSTEM IMPLEMENTATION



INVESTING IN CALIFORNIA'S FUTURE TO:

- 1. Increase Mobility** to prepare for growth – with the state's population estimated to reach 51 million by 2060
- 2. Improve Air Quality** by shifting people from cars and planes to clean trains running on renewable energy
- 3. Cut Travel Times** and provide a faster, more convenient way to get around the state – and create new opportunities for business-to-business collaboration
- 4. Stimulate Job Growth** across the state – with construction jobs now and maintenance and operation jobs to come

California high-speed rail will directly connect

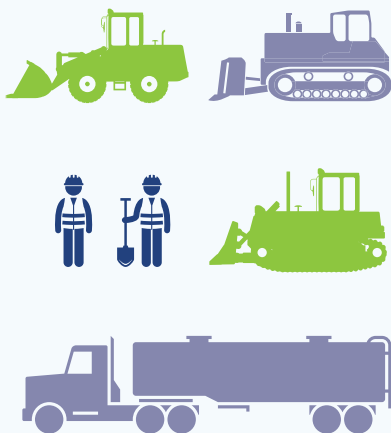
8 of the 10

largest cities in the state bringing Californians closer together

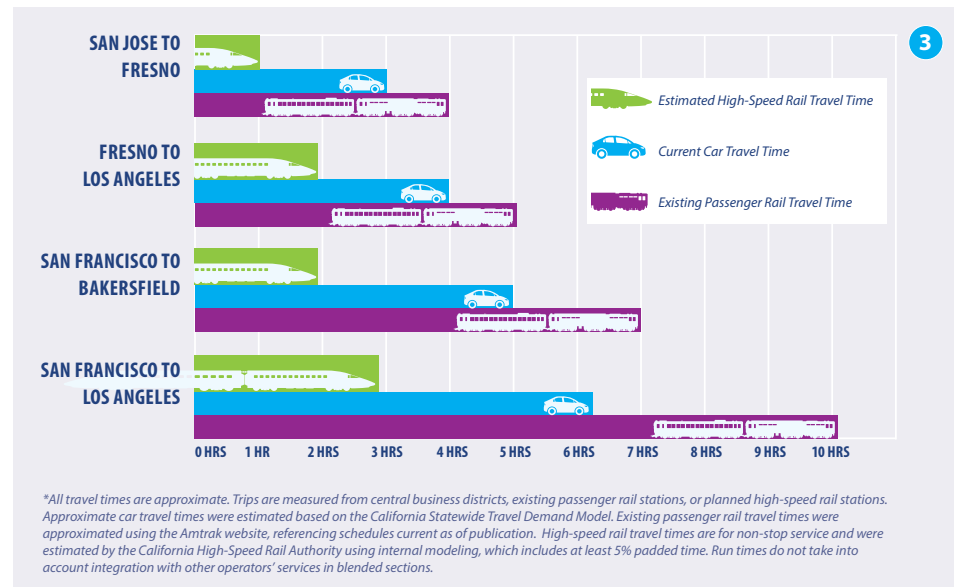


More Than 2,000 Craft Laborers

have been dispatched to work on high-speed rail construction projects in the Central Valley



COMPARATIVE TRAVEL TIMES



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Get the Facts:

California High-Speed Rail

Attachment C

Myth: High-speed rail will be a train to nowhere.

FACT: The California high-speed rail system will connect **8 of the 10 largest cities in the state.**

Myth: No one rides trains anymore.

FACT: Other countries with high-speed rail systems service 1.6 billion passengers per year. Amtrak's California corridors are among the busiest in the nation, with

5.7 million Californians riding trains last year.

Myth: High-speed rail will not be high-speed.

FACT: In blended/shared corridors, trains will be slowed to 110 miles per hour, as required by regulations. However, in other areas

speeds will top 220 miles per hour.

Myth: High-speed rail is a waste of money.

We can expand our roads and airports.

FACT: Providing the same capacity as high-speed rail from San Francisco to Los Angeles would require:

- **4,300 new highway lane miles**
- **115 additional airport gates**
- **4 new airport runways**

costing more than **\$158 billion** with a 50-year maintenance cost of more than **\$132.8 billion.**

Myth: High-speed rail will be diesel-powered.

FACT: High-speed rail in California will run on 100% renewable energy. It will be

all electric all the time.

Myth: High-speed rail is a solution in search of a problem.

FACT: California's population is projected to grow to more than 50 million by 2060. \$28 billion is lost each year in time and wasted fuel due to traffic congestion.

Los Angeles, San Francisco and San José already rank among the **top five most gridlocked cities in the nation.**

For more information and construction updates visit www.buildhsr.com

High-Speed Rail: Southern California at a Glance

The California High-Speed Rail Authority (Authority) continues its work in partnership with agencies, corridor cities, interested stakeholders and the public to bring the nation's first high-speed rail to Southern California.

High-speed rail is the backbone connecting regional transportation systems within the state. In the near term, activities are underway that will significantly expand the region's mobility and provide improved transportation choices for the more than 23 million people that call Southern California home.

TOURISM

In 2017, more than 47 million visitors came to Los Angeles County, spending an all-time high of \$21.9 billion in the region. Tourism-related spending in Orange County from 49 million visitors totaled \$12.5 billion in 2017.

TRAFFIC¹

- ▶ Los Angeles is the most gridlocked city in the world
- ▶ Los Angeles commuters lose 102 hours to congestion every year
- ▶ Southern California workers spend an average of 53.7 minutes commuting each day

When complete, high-speed rail offers travelers a new and exciting way to tour the state and provides workers with an alternate method for commuting.

HIGH-SPEED RAIL PROJECT SECTIONS

Bakersfield to Palmdale (80 miles)

Will connect the Central Valley to the Antelope Valley, closing the existing passenger rail gap over the Tehachapi Mountains with proposed stations in Bakersfield and at the Palmdale

Transportation Center, connecting the cities of Tehachapi, Lancaster and Palmdale and communities of Edison and Rosamond.

Palmdale to Burbank (40 miles)

Will connect the Antelope Valley to the San Fernando Valley, bringing high-speed rail service to the Burbank-Los Angeles area from the Palmdale Transportation Center to the Hollywood Burbank Airport.

Burbank to Los Angeles (14 miles)

Will connect two key multi-modal transportation hubs, the Hollywood Burbank Transportation Center and

Los Angeles Union Station, in a shared corridor with the BNSF Railroad. The train will run adjacent to the LA River through Burbank, Glendale and Los Angeles.

Los Angeles to Anaheim (30 miles)

Will connect Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center, sharing the existing Los Angeles-San Diego-San Luis Obispo rail corridor with other passenger and freight trains. Travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton and Anaheim with additional



Bakersfield



Los Angeles



Anaheim



San Diego

Southern California has 4 of the 10 largest cities in the state, which will be connected by high-speed rail



Rendering of proposed Link Union Station

stops being considered at Santa Fe Springs/Norwalk and Fullerton.

Los Angeles to San Diego (170 miles)

The Los Angeles to San Diego section team is working to identify the best high-speed configuration, as well as interim improvements that can upgrade regional rail service in the corridor before completion of Phase I. When complete in Phase 2, this section will close a major rail gap between the two counties.

STATION PLANNING AND DEVELOPMENT

The Authority continues to work with local partners to develop station area plans based around proposed high-speed rail centers.

Palmdale Transportation Center (PTC)

- ▶ Multi-modal transportation center featuring a Metrolink rail station, a local bus hub and commuter bus
- ▶ The high-speed rail station will also serve the proposed XpressWest high-speed rail service to Las Vegas via the future High Desert Corridor

Burbank Regional Intermodal Transportation Center (RITC)

- ▶ The Burbank Airport Station will be located adjacent to the Hollywood Burbank Airport
- ▶ The RITC is a three-level facility that serves multiple modes of transportation and will eventually connect to high-speed rail

Link Union Station (Link US)

The Link US project is a Los Angeles County Metropolitan Transportation Authority (Metro) project designed to meet long-term regional rail needs at Los Angeles Union Station. Key components include:

- ▶ New platform for high-speed rail
- ▶ New run-through tracks over the US-101 freeway to provide potential one-seat rides to key destinations in Southern California

- ▶ Reconfiguration of the station entry tracks and station arrival and boarding area

Anaheim Regional Transportation Intermodal Center (ARTIC)

- ▶ Considered the first station built to serve high-speed rail, ARTIC provides easy access to Angels Stadium, Honda Center and the Disneyland Resort

- ▶ ARTIC is a new state-of-the-art station featuring Metrolink, Amtrak, regional buses and local transit services

Footnotes

1. INRIX 2017 Global Traffic Scorecard

SOUTHERN CALIFORNIA PORTION OF THE STATEWIDE SYSTEM



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Connectivity and Bookend Investments

When California voters approved Proposition 1A in 2008, they did more than authorize the state to issue \$9.95 billion of general obligation bonds to fund the high-speed rail program



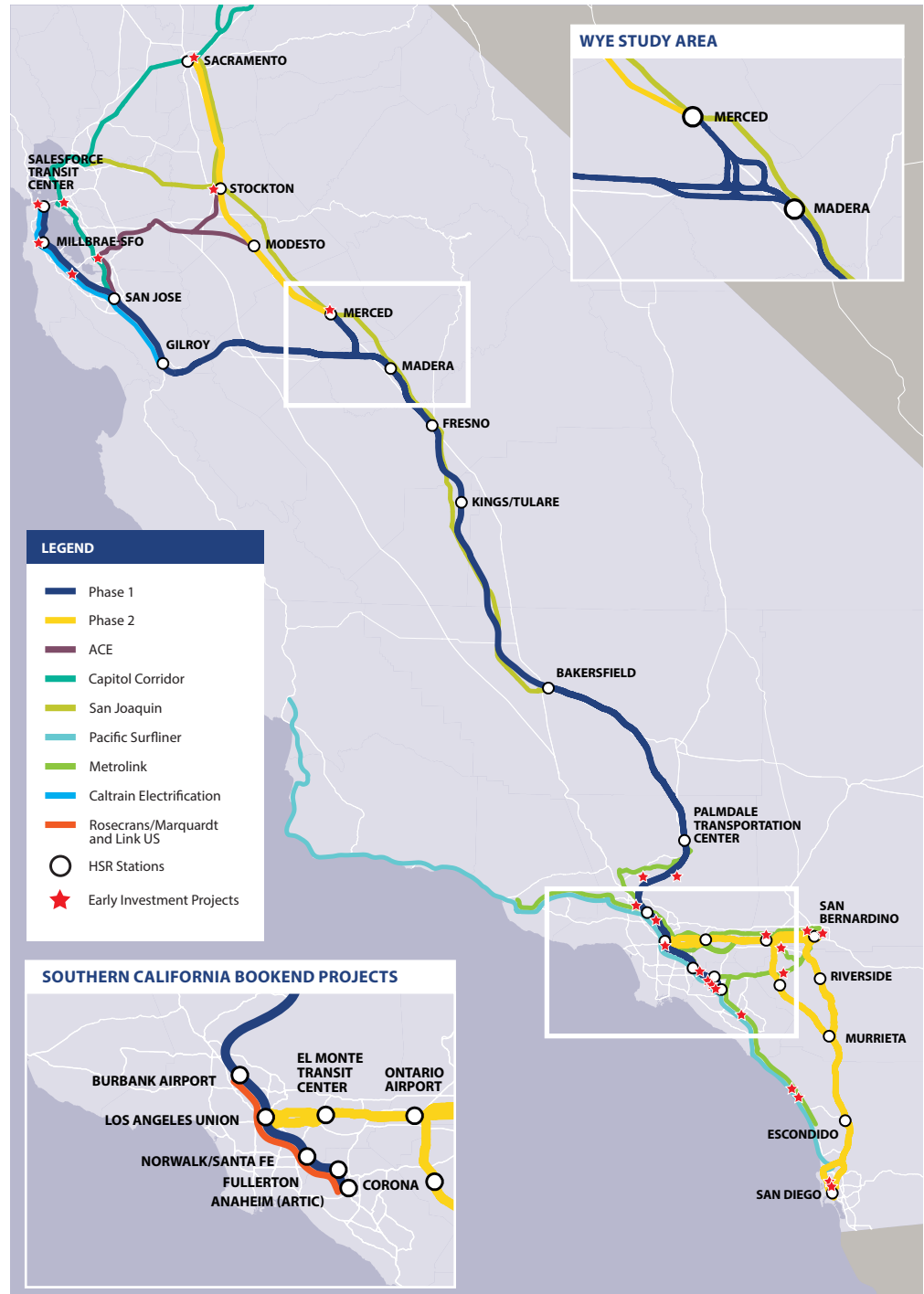
Voters committed to investing a portion of Proposition 1A funds toward improving existing passenger rail lines that serve the state's major population centers. These investments:

- ▶ Expand capacity
- ▶ Improve safety
- ▶ Enable transit riders to connect to the high-speed rail system

By approving Proposition 1A, voters created a partnership between the state, the Legislature and regional partners to implement a statewide rail modernization plan that invests billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

With the passage of Senate Bill (SB) 1029, the California Legislature and Governor Brown laid a foundation for high-speed rail and an integrated statewide rail modernization program. SB 1029 appropriated almost \$2 billion in Proposition 1A funds that leverage approximately \$5 billion in additional funds for regionally important transit, commuter rail and intercity passenger rail projects, designated as connectivity and bookend projects.

STATEWIDE BOOKEND AND CONNECTIVITY



BOOKEND PROJECTS

Bookend Projects refers to projects in the Bay Area and the Los Angeles area that were allocated funding by Senate Bill 1029 as part of the high-speed rail system. They provide near-term benefits to local commuters while paving the way for high-speed rail in the future. These projects will be located at the “ends” of the line for the Phase 1 system and will be funded through a mix of federal, state (Proposition 1A) and local funds:

- ▶ **Northern California along the San Francisco to San José corridor**
 - Peninsula Corridor Electrification Project - \$713 Million
- ▶ **Southern California along the Burbank to Los Angeles to Anaheim corridor**
 - Rosecrans/Marquardt Grade Separation Project - \$76.7 Million
 - Los Angeles Union Station and Link US - \$18 Million

CONNECTIVITY PROJECTS

SB 1029 appropriated \$950 million to regionally significant connectivity projects throughout California that provide direct connectivity to high-speed rail lines and facilities. To date, the California Transportation Commission, which oversees these investments, has allocated \$826 million to 18 projects. 15 projects have received allocation for the construction phase and nearly 75 percent of the Proposition 1A dollars for these projects have been expended:

- ▶ **Caltrain, Advanced Signal System and Positive Train Control** - \$105.4 Million
- ▶ **Capitol Corridor (and ACE) Travel Time Reduction Project** - \$10.2 Million
- ▶ **Capitol Corridor, Sacramento to Roseville 3rd Main Track Project** - \$52 Million
- ▶ **Los Angeles County Metropolitan Transportation Authority, Regional Connector Transit Project** - \$114.9 Million
- ▶ **Los Angeles to Fullerton Triple Track Project, Positive Train Control** - \$2.9 Million
- ▶ **Metrolink, High-Speed Rail Readiness Program** - \$88.7 Million
- ▶ **Metrolink, Positive Train Control** - \$35 Million
- ▶ **North County Transit District, Positive Train Control** - \$17.8 Million
- ▶ **Pacific Surfliner, Positive Train Control, San Onofre to San Diego** - \$24 Million
- ▶ **Pacific Surfliner, Positive Train Control, Moorpark to San Onofre** - \$46.5 Million
- ▶ **Sacramento Intermodal Facility, Improvements Project** - \$26.2 Million
- ▶ **San Diego Metropolitan Transit System, Blue Line Light Rail Improvements** - \$57.9 Million
- ▶ **San Francisco Bay Area Rapid Transit, Millbrae Station Track Improvement and Rail Car Purchase** - \$140 Million
- ▶ **San Francisco Bay Area Rapid Transit, Maintenance Shop and Yard Improvements** - \$78.6 Million
- ▶ **San Francisco Municipal Transportation Agency Central Subway Project** - \$61.3 Million
- ▶ **San Joaquin Corridor Merced to Le Grand Double Track Project** - \$40.7 Million
- ▶ **San Joaquin Corridor Positive Train Control** - \$9.8 Million
- ▶ **San Joaquin Regional Rail Commission, Stockton Passenger Track Extension** - \$5.7 Million



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DATE: February 21, 2019

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **Metro Open Streets Grant Program FY 2020 Mini-cycle**

RECOMMENDED ACTION

For information only.

BACKGROUND AND INFORMATION

In April 2018, LA Metro released its application and guidelines for Cycle Three of its Metro Open Street Grant Program. Metro's funding for Open Streets programs enable jurisdictions from across LA County to organize and hold open streets and active transportation events, which provide residents the opportunity to walk, ride transit, or bike in an urban environment, and enables people to experience their City in a completely safe and new manner. These events also encourage sustainable and clean modes of transportation, provide an opportunity to take transit for the first time, and provide the opportunity for unique and enriching civic engagement. Open Streets events are considered to be among the most innovative and unique advancements and developments in the livable cities movement, and they also highlight the importance of sustainable, clean, green, and healthy movement and transportation.

Through the Open Streets Cycle Three program, the SGVCOG some of its member cities, and ActiveSGV were able to secure funding to initiate and put on four open streets events throughout the course of 2019 and 2020. These diverse and engaging community events will enable residents of the SGV to get outdoors, hop on their bicycles, explore and view their neighborhoods through a unique lens, and will build community camaraderie. These four events right here in the SGV are as follows:

- 626 Golden Streets: Mission to Mission / South Pasadena, Alhambra, San Gabriel / May 19, 2019
- 626 Golden Streets: SGV Streets and Treats / El Monte & South El Monte / October 26, 2019
- Heart of the Foothills / San Dimas, La Verne, Pomona / April 19, 2020
- 626 Golden Streets: ArroyoFest / South Pasadena, Pasadena, Los Angeles / November 15, 2020

Fortunately, there is now another funding opportunity through Metro to fund potential open streets events throughout Los Angeles County. In September 2018, the Metro Board of Directors direct Metro staff to develop and implement a Metro Open Streets Mini-cycle for FY 2020. While the \$1,071,688 that will be available for grants during this mini-cycle is less than Cycle Three's \$4,000,000, this mini-cycle still presents an excellent funding opportunity for San Gabriel cities

and agencies to apply for the capital that is needed to fund planning, outreach, and implementation costs for an open streets event.


For the FY 2020 Mini-cycle, Metro is putting an emphasis on regional equity; all city and county agencies are eligible to submit applications during this cycle. In fact, agencies are permitted to submit more than one application during this cycle. However, agencies which received funding through the Cycle Three program are ineligible to submit applications for this upcoming cycle: this includes the cities of South Pasadena, San Dimas, and the SGVCOG.

All projects will be analyzed and evaluated on specific criteria and through a 100-point scoring system. Events must receive a minimum of 70 points to be further considered for funding. Projects will be assessed based on project feasibility, route setting, and transit and community connectivity. Cities or agencies which are awarded funding during this cycle must stage their respective events in between July 2019 and December 31, 2020.

NEXT STEPS

For the Open Streets Grant Program Mini-cycle, Metro wants to ensure that cities which have disadvantaged communities and are short on resources are able to submit competitive open streets event applications. Thus, Metro will offer writing assistance to smaller, resource-challenged jurisdictions with the SGVCOG subregion. Brett Atencio Thomas, who is a Senior Transportation Planner with LA Metro, will provide the SGVCOG Transportation Committee with a presentation during which he will give an overview of the mini-cycle guidelines and application. He will also be available during this time to answer questions on the Open Streets Grant Program that Committee members might have. Additionally, the SGVCOG can be a resource to member cities during the application process.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Metro Open Streets Grant Program FY 2020 Mini-cycle -- Page 27



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Attachment A

213.922.2000 Tel
metro.net

Open Streets FY 2020 Mini-cycle Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

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

Eligibility

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

Funding

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

Scoring

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

General Event Information – 10 points

Project Feasibility – 25 points

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

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

Route Setting – 35 points

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

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

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

*** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

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

Funding Eligibility

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

Data Collection and Reporting Requirements

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

General and Administrative Conditions Lapsing Policy

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

Grant Agreement

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

Audits and Event Scheduling

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

Application

General Information

1. City/Government Agency Name:

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

General Open Street Event Information

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

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

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

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

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

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

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

If "YES" for Question 15

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

Maximum Allowed: 150 characters

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

If “YES” for Question 16

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

Maximum Allowed: 150 characters

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

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated month & year of Event (Funds will be available starting in July 2019, pending Metro Board approval. Event must be staged by December 31, 2020)

Maximum Allowed: 6 digits

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

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

Maximum Allowed: 500 characters

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

Demonstration of Event Success

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

If “YES” for question 21

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

Maximum Allowed: 600 Characters

If “NO” for question 21

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

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

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

Maximum Allowed: 800 Characters

If "YES" for question 22

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

Event Budget

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

Maximum Allowed: 10 characters.

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

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

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

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

Maximum Allowed: 10 characters.

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

Maximum Allowed: 7 characters.

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

1. In-kind
2. Local Fund Match

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

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

Route Setting

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

List all partner cities.

If "YES" to question 32

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

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters

If "YES" to question 34

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

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters

If "YES" to question 35

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

Maximum Allowed: 1000 characters.

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

Maximum Allowed: 1000 characters.

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

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

39. Will the event be innovative? Y/N

If "YES" to question 39

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

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

Maximum Allowed: 1000 characters.

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

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

Maximum Allowed: 4 digits

Regional Significance

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

Maximum Allowed: 250 characters

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

Maximum Allowed: 1000 characters

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

Maximum Allowed: 1000 characters

Marketing and Outreach

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

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

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

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

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

DATE: February 21, 2019

TO: San Gabriel Valley Council of Governments Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **LA Metro's "Twenty-Eight by '28" Initiative & Re-Imagining LA County**

RECOMMENDED ACTION

For information and discussion.

BACKGROUND AND INFORMATION

In November 2016, Los Angeles County voters approved the Measure M ½-cent sales tax measure with a 71% supermajority of the vote. The Measure M ordinance provides a new consistent source of revenue and funding for LA Metro to be able to fund a plethora of transportation projects, ranging from rail and rapid transit projects, to bus and bus system improvement projects, to highway and roadway safety and capacity projects. Measure M also provides both local and subregional return funding, too, enabling local governments to fund priority municipal repair or enhancement projects, and enabling both local governments and COGs to be able to fund active transportation and first-last mile projects, among other project types.

A sizable portion of Measure M funds are to be allocated to significant and key rail and transit projects, as well as the construction of more freeway ExpressLanes and freeway interchange improvements. Through Measure M, over the next 40 years, Metro will allocate sales tax revenue dollars to fund these projects, which were identified as part of Metro's Long-Range Transportation Plan. Since the Measure M funding plan is spread out over a 40-year period, projects would be funded and implemented in a gradual manner.

On July 31, 2017, the International Olympic Committee (IOC) announced that the City of Los Angeles would be hosting the 2028 Summer Olympic Games. In order to significantly improve mobility, connectivity, and transit throughout both the City of LA and Los Angeles County, LA Metro leadership began plans to identify and draft a list of priority projects that would help Metro meet its mobility and connectivity goals by Summer 2028. In January 2018, the Metro Board officially approved the "Twenty-Eight by '28" Initiative list of projects. This list includes 28 highway and transit projects which total about \$42.9 billion in construction costs, and Metro's overarching goal would be to complete and implement these identified projects by Summer 2028.

Furthermore, in September 2018, the Metro Board passed a motion which stipulated that the Metro CEO shall develop a funding plan in order to try to devise ways by which to fund all Twenty-Eight by '28 projects. This motion was made because of the fact that eight of the 28 projects are not scheduled to be completed until after 2028 under the Measure M funding schedule. In December 2018, Metro CEO Phillip Washington provided a follow-up report to the September Motion in which he discussed rules and parameters for project acceleration and the initial framework for a

possible financing plan for Twenty-Eight by '28. Metro would need to find and secure a projected \$26.2 billion for the planning, design, construction, operations, and maintenance of the eight projects which are currently scheduled to not fall within the 2028 timeline. This will require Metro Staff to be very creative and innovative in identifying and devising possible funding and financing strategies in order to fund these eight projects. However, as part of this new funding plan, CEO Washington identified several items and projects, known as “sacred items,” which are not to be compromised for any future funding to accelerate the eight projects. These “sacred items” include:

- The implementation of the Metro NextGen Bus Plan
- Completion of State of Good Repair projects
- Maintaining current debt limits on Propositions A & C
- Honoring covenants with bondholders
- The Division 20 project
- A combined rail/bus operations center
- A new M3 system
- A new train radio for the subway system
- The I-210 Barrier Replacement Project

In late-January 2019, Metro Staff, through the Twenty-Eight by '28 Program Financing/Funding White Paper, introduced possible strategies and mechanisms which could be addressed and implemented in order to close the financing gap for the eight unfunded projects. Metro Staff pointed out how Metro could continue to pursue its standard financial toolkit, which includes advertising and corporate sponsorships, toll revenue from existing and expended ExpressLanes network, MSP and Local Return, Federal and State funding assumptions, PPP opportunities, and value capture. Metro Staff also asked the Board to receive and file three new transformational financing initiatives, and they are as follows:

- Congestion Pricing
- Levy fee on Shared Devices
- Levy fee on Transportation Network Companies (TNCs)

Metro's plan to implement and try to fund the Twenty-Eight by '28 Initiative has now been titled the “Re-Imagining LA County: Mobility, Equity, and the Environment” Initiative (Re-Imagining LA County). Metro Staff states that Re-Imagining LA County goes far beyond the Twenty-Eight by '28 Initiative, and positions Metro to be able to significantly and remarkably improve equity and mobility throughout Los Angeles County. Metro also states that Re-Imagining LA County will increase transit frequency and capacity throughout the county, and will reduce the county's carbon footprint and combat climate change.

NEXT STEPS

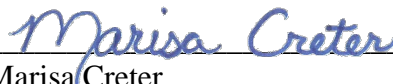
In late-February 2019, Metro Staff will go back to the Metro Board to request that the Board take action on the staff recommendations pertaining to possible implementation of the Re-Imagining of LA County. Additionally, Metro's Policy Advisory Council (PAC) recently held a special committee meeting to discuss, deliberate, and analyze Metro's Re-Imagining LA County financial proposals. The Metro PAC provides thorough feedback and input to the Metro Board on the Measure M Guidelines, the LRTP, and other policy areas and projects such as Re-Imagining LA County. The PAC consists of 30 representatives from transportation providers, different

REPORT

community constituency groups (such as business, labor, disabled individuals, social and environmental equity advocates, students, and senior residents), and government jurisdictions such as COGs.

Transportation Committee Chair John Fasana will lead the Committee in a discussion on both Twenty-Eight by '28 and Re-Imagining LA County.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

- Attachment A – Re-Imagining LA County Metro Board Report -- Page 38
- Attachment B – Re-Imagining LA County Metro Board Presentation -- Page 46
- Attachment C – Director Butts Motion 43.1 re: Re-Imagining of LA County -- Page 55
- Attachment D – Director Solis Motion 43.2 re: Equity Strategy for Congestion Pricing -- Page 57
- Attachment E – Metro Twenty-Eight by '28 Project List -- Page 59



File #: 2019-0011, File Type: Policy

Agenda Number: 43.

REGULAR BOARD MEETING JANUARY 24, 2019

SUBJECT: THE RE-IMAGINING OF LA COUNTY: MOBILITY, EQUITY, AND THE ENVIRONMENT (TWENTY-EIGHT BY '28 MOTION RESPONSE)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

APPROVE:

- A. the baseline assumptions and priorities (proposed sacred items) for the funding/financing plan used to deliver Twenty-Eight by '28 as described in Attachment A and listed as follows:
1. NextGen - The results of the NextGen Bus Service Study must not be compromised to advance capital investments;
 2. State of Good Repair (SGR) - To guard against increased maintenance and operations costs and deterioration in service reliability, customer experience, and safety performance, Metro must commit to preserving annual State of Good Repair allocations as a baseline assumption. This will ensure the capital funding level of \$475 million per annum for State of Good Repair;
 3. Propositions A and C - Maintain the current debt limits for Propositions A and C. Prop A and Prop C revenues are a primary funding source for Operations. The budget committed one-third of Prop A and C revenues to Operations for FY18 and FY19 and the commitment is expected to increase over the next decade as state of good repair expenses rise;
 4. Protect Metro's debt covenants - Ensure the funding plan protects Metro's debt covenants to avoid impairing or adversely affecting the rights of bondholders. Issuing large sums of debt significantly increases repayment risk to bondholders;
 5. Unfunded Ancillary Efforts - Ensure funding for the following projects needed to both support implementation of Twenty-Eight by '28 and uphold the integrity of existing Metro transportation system:
 - a. Division 20 (\$699 M) - Division 20 expansion will provide the overnight storage and maintenance space for the additional subway cars being acquired for the Purple Line extension;

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Agenda Number: 43.

- b. Combined Rail Operations Center (ROC)/Bus Operations Center (BOC) (\$190 M) - a new ROC/BOC is essential for the safe and effective operations of the transit system;
 - c. Maintenance & Material Management System-M3 (\$50 M) - the new M3 is imperative for the effective management of the state of good repair program;
 - d. Train radio for existing subway system (\$75 M) - a new train radio system is essential for the safe and effective operations of the expanded rail network;
 - e. I-210 Barrier Wall (\$200 M) - the intrusion problem on I-210 along the Gold Line must be solved for the long-term safety and reliability of the system;
- B. The commitment to convert to an all-electric bus fleet by 2030 as a baseline assumption and priority (sacred item) for funding/financing plan used to deliver Twenty-Eight by '28;
- C. Pursuit of the creation of a White House Task Force for the 2028 Olympics; and

RECEIVE AND FILE the Staff Recommendations on Strategies to Pursue “The Re-Imagining of LA County” (formerly Twenty-Eight by '28) (Attachment B).

ISSUE

At its September 2018 meeting, the Board approved Motion 4.1 (Attachment C) by Directors Solis, Garcetti, Hahn, and Butts which directed the CEO to adopt and approve as policy the Twenty-Eight by '28 Initiative. The Motion also directed a report back on a financial and funding plan in February 2019, with an update on the development in December 2018. This Board item also responds to the Motion by requesting approval of the baseline assumptions (proposed sacred items) for the funding/financial plan and the pursuit of creation of a White House Task Force for the 2028 Olympic Games. More importantly, this response goes beyond the request made in the original Motion by proposing solutions for the eradication of congestion in LA County, drastically reducing the region's carbon footprint and combatting climate change, increasing transit frequency and capacity, realizing equity, and being in a position to be the first major region in the world that could offer free transit services. So, staff chooses to think bigger than the original Motion and rebrand our endeavor as “The Re-imagining of LA County: Mobility, Equity, and the Environment.” This item also asks the Board to consider staff recommendations on strategies to pursue the “Re-imagining of LA County” (Attachment B).

BACKGROUND

The Metro Board approved the Twenty-Eight by '28 Initiative project list in January 2018, which includes 28 highway and transit projects totaling \$42.9 billion (YOE) in infrastructure investment, with the goal of completing the projects in time for the 2028 Olympic and Paralympic Games. Eight of the 28 projects are currently slated for completion outside the 2028 timeframe. In September 2018, Board Motion 4.1 (Solis, Garcetti, Hahn, Butts) directed the CEO to develop a Twenty-Eight by '28

Funding Plan.

In December 2018, Metro CEO Phillip Washington responded to Motion 4.1 by presenting an overview of the status of Measure M, parameters of the Measure M Ordinance that govern schedule acceleration, and an initial framework for developing a Twenty-Eight by '28 Program Financing/Funding Plan. The agency is currently meeting or exceeding the Measure M schedule on all projects while also moving forward on additional projects not included in Measure M, such as Link US, MicroTransit, the aerial tram to Dodger Stadium and the environmental process on behalf of the City of Los Angeles for the Arts District Station for the Red/Purple Line subway.

In an effort to proactively and responsibly manage project delivery, the Board adopted two separate policies to guide delivery of the Measure M program. The Board approved an Early Project Delivery Policy in November 2017 with categories to evaluate whether a project is a good candidate for acceleration. The Board also adopted a Cost Management Policy in July 2018 to establish cost controls to successfully deliver projects.

To deliver the projects included in the Twenty-Eight by '28 Initiative, the agency must identify \$26.2 billion for the planning, design, construction, operations and maintenance of the eight projects that are currently outside the 2028 schedule. During his December 2018 report to the Board, CEO Washington outlined several items that should be considered core baseline assumptions that will not be compromised for any future financing/funding plan to accelerate the eight projects. Those "sacred items" include the NextGen Bus Plan, State of Good Repair projects, maintaining current debt limits on Propositions A & C, honoring covenants with bondholders, and projects of systemwide importance, specifically Division 20, a combined rail/bus operations center, a new M3 system, a new train radio for the subway system, and the I-210 Barrier Replacement Project.

Staff identified a number of potential funding and financing strategies for the Board's consideration to identify the \$26.2 billion needed to complete the projects in the Twenty-Eight by '28 Initiative. Each item was assigned a risk level of high, medium or low and the amount of revenue or financing anticipated in the 10-year timeframe through 2028. These strategies, documented in the Twenty-Eight by '28 Program Financing/Funding Plan White Paper (Attachment A), fall into four major categories:

1. Debt
2. Increase Revenues from Existing Sources
3. Reduced Expenditures
4. Generate Revenue from New Sources

DISCUSSION

Baseline assumptions and priorities (proposed sacred items) for the package of strategies used to deliver Twenty-Eight by '28.

The above listed recommended baseline assumptions and priorities (proposed sacred items) were also described in the Twenty-Eight by '28 White Paper (Attachment A). These investments must be preserved for the integrity of the future system.

Conversion to All-Electric bus fleet by 2030 as a Baseline Assumption and Priority for Twenty-

Eight by '28

Staff acknowledges the Metro Board's commitment to improving air quality in southern California region by converting to an all-electric bus fleet by 2030. To support this commitment, staff recommends approval from the Board to include this investment as a baseline assumption and priority for any financing/funding plan to deliver the projects in the Twenty-Eight by '28 initiative.

White House Task Force for the 2028 Olympics

In December 2018, Metro staff proposed pursuing the creation of a White House Task Force on the 2028 Olympic and Paralympic Summer Games. Similar efforts in the past resulted in the federal government providing \$1.4 billion for highway and transit infrastructure projects to support the Olympic Games held in the United States: 1984 Summer Olympics in Los Angeles, 1996 Summer Olympics in Atlanta, and the 2002 Winter Olympics in Salt Lake City.

We recommend that Metro prepare an infrastructure package in the range of \$1.5-2 billion that would enhance our highway and transit systems to serve the region during the 2028 Games. When indexing for inflation, this request is consistent with the funds granted to Salt Lake City when it hosted the 2002 Winter Games.

Strategies to Pursue "The Re-Imagining of LA County" (formerly Twenty-Eight by '28) (Attachment B)

The matrix in Attachment B provides additional information on the timing of earliest revenue/cost savings realization for each strategy. It also describes for Board consideration, the Metro Staff recommendations for each strategy. Detailed explanations and rationale are provided below.

1. Change debt policy - Not recommended

Twenty-Eight by '28 faces a funding issue, not a financing issue. Issuing additional debt for Twenty-Eight by '28 will encumber future revenue sources to service that debt. This may prohibit Metro from delivering remaining projects in Measure M on schedule, as mandated by statute. Metro should continue to issue debt as anticipated in our capital plan and on a project-by-project basis, when dedicated funding sources are available for the project and when actual projects costs are to be incurred (during construction). Issuing debt too far in advance of construction can violate IRS rules, putting Metro's tax-exempt status in jeopardy and potentially incurring substantial costs for non-compliance.

2. Increase Revenues from Existing Sources**a. Increase fares - Not recommended**

Fare right-sizing is not recommended as a funding mechanism for the 8 accelerated projects. Metro is currently engaged in a study to simplify and right-size our fare structure. Staff will return to the board in June 2019 with results of the study.

b. Advertising - Recommend to pursue

Staff recommends moving forward with advertising and corporate sponsorships to generate additional revenue. This will require the adoption of a policy on corporate sponsorships.

c. Toll Revenues (ExpressLanes) - Recommend to pursue

This proposal aims to withdraw or lend available fund balance from existing ExpressLanes enterprise fund for capital and/or operating costs. Future ExpressLanes revenue could also be leveraged. Available amount is dependent on future toll revenue and operating cost growth and potential competing uses. May be restricted to uses within the I-10 and I-110 corridors.

Projected toll revenues, including debt financing, in excess of new ExpressLanes capital and operating cost. Funding will be used for other projects in the ExpressLanes network corridor. Projected toll revenues are based on increased occupancy requirements and dual lanes.

d. Local, State and Federal Funding

Multi-Year Subregional Program - Recommend to pursue

The Multi-Year Subregional Programs (MSP) carry a 10-year total of \$846.4M in funding for the subregions that have Twenty-Eight by '28 projects: Central City, Gateway Cities, South Bay, San Gabriel Valley and Westside. This proposal asks the subregions to agree to allocate their MSP funding to accelerate projects in their areas.

Local return - Recommend to pursue

This proposal asks local jurisdictions to use their Local Return funding to accelerate projects that have shortfalls. This proposal affects cities and unincorporated county area that directly benefit from the projects and requires agreements with each.

Federal funding assumptions - Recommend to pursue

This strategy proposes a more aggressive approach to securing additional federal funding participation. While there is limited additional capacity to draw upon for future Federal grant opportunities, this assumes maximizing the \$400M annual draw down amount through 2027. As new grant opportunities are announced, Metro would pursue additional funds, where applicable to advance the Twenty-Eight by '28 program.

State funding assumptions - Recommend to pursue

This strategy proposes a more aggressive approach to securing additional state funding participation. Timeline of funds are based on the State's grant programs cycles. This would require reconfiguring of existing SB 1 programs to generate more funds for Los Angeles County. Many of the SB 1 programs are discretionary. Attaching formulas beneficial to Los Angeles would ensure a larger proportion of funds to Los Angeles.

3. Reduced Expenditures

- a. Transit Operations - Electric bus - conform to state mandate of 2040 rather than 2030 - Not recommended

This strategy would slow down the bus fleet electrification effort to meet the 2040 deadline rather than accelerate it to 2030. While this is not recommended to offset costs for Twenty-Eight by '28, staff recommends holding to the 2030 timeline and moving this initiative to baseline assumptions list, as this is a critical strategy to meet our broader environmental and sustainability goals.

b. BikeShare Program - Not recommended

Metro considered transferring the management, oversight, and expansion of the BikeShare program to the City of LA to free up cash flow for accelerating the Twenty-Eight by '28 projects. Transferring this program to LADOT would not necessarily eliminate the cost to Metro.

c. P3 Opportunities - Recommend to pursue

Metro is already pursuing public-private partnership opportunities on three of the eight projects identified for potential acceleration. While P3 project delivery has the potential to deliver savings on project costs, the more compelling value is in the cost and schedule certainty, which allows for more predictability in the annual budget process.

4. Generate Revenue from New Sources

a. Legislative Strategies

White House Task force - Recommend to pursue
See description above.

b. Value Capture - Recommend to pursue

Value capture can add new local revenues to help accelerate the projects through the creation of taxing districts around and adjacent to the stations (on West Santa Ana Branch, Sepulveda Transit Corridor, and Eastside Extension). The property owners could approve a new tax or assessment that would be paid over time and leveraged with debt financing to fund the project acceleration cost. Alternatively, the local governmental entities could approve a tax increment district that would divert incremental property and potentially other local taxes to the new district, and this tax increment could support a debt financing (subject to voter approval) to fund project acceleration, or fund accelerated operating costs.

c. Congestion Pricing - Recommend to pursue all concepts/models

This strategy proposes to investigate the feasibility and framework for conducting congestion pricing pilots with the intent to expand the program in the most traffic-clogged parts of LA County. Three different models would be explored as part of the study: cordon pricing, corridor pricing, and vehicle miles traveled (VMT) pricing. The study will include extensive outreach, including the creation of an Advisory Council. Congestion pricing offers a compelling mobility solution that can also generate substantial revenues that can be used for transit operations and capital construction. When implemented thoughtfully, it can also significantly improve equity by providing more frequent and reliable mobility options for the most disadvantaged citizens in LA County.

d. New Mobility Fees - Recommend to pursue both concepts

The shared mobility device strategy proposes to impose fees on devices, such as scooters, for the use of public rights-of-way.

Staff also proposes to explore the levying of fees for Transportation Networking Company (TNC) trips originating in Los Angeles County as a mechanism for managing demand on our streets and highways.

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Both of these proposals would require building support throughout the state for transferring regulatory and taxation authority from the California Public Utilities Commission (CPUC) to Metro.

DETERMINATION OF SAFETY IMPACT

This motion response has no direct impact on safety at this time. However, the approval of the baseline assumptions and priorities, as recommended for approval, will support safe and reliable operations of the transit system in the long-term.

FINANCIAL IMPACT

Approval of the recommended baseline assumptions and priorities will ensure funding for those items in Metro's annual budgets and their inclusion in long-term financial forecasts.

The creation of a White House Task Force for the 2028 Olympic and Paralympic Summer Games will result in additional financial resources to help deliver projects and services for the region.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These baseline priorities for funding are consistent with the goals of Metro, as stated in the 10-year Vision 2028 Strategic Plan. Vision 2028 made an explicit commitment to prioritize significant investments to improve bus service. It goes on to say that, when revenue projections are short of expectations, existing service continuity and state of good repair must take precedence over other investments.

Vision 2028 also describes a desire to seek state and federal funding to help us accelerate projects and commits to improving mobility in ways that can raise revenue, such as congestion pricing and TNC regulation.

Implementation of Equity Platform

The Re-imagining initiative, as it is more broadly defined beyond Twenty-Eight by '28, explicitly addresses approaches and priorities that would advance the mobility needs of the County's most vulnerable riders. The "sacred items," particularly those addressing Next Gen recommendations, State of Good Repair, and protections on Propositions A and C, ensure that the foundation of LA Metro's transit system, upon which many of our most underserved community members depend, is not compromised to accelerate construction. In addition, the potential for a significantly more robust funding source through strategies such as congestion pricing can enable benefits, such as free transit, to these same underserved communities in ways unimaginable with traditional approaches. The Metro staff and Board must remain committed to Equity as a key evaluative lens as we consider all potential strategies for delivering Twenty-Eight by '28.

ALTERNATIVES CONSIDERED

The Metro Board of Directors may decide not to approve the baseline assumptions and priorities for a financing/funding plan to pursue the Re-imagining of LA County. This is not recommended, as this

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would cause the funding for these items to be discretionary, potentially causing uncertainty or delays in initiatives that are needed to uphold the safety, integrity, and effectiveness of the transit system.

The Metro Board of Directors may decide not to approve the pursuit of a White House Task Force for the 2028 Olympic and Paralympic Games. This is not recommended, as the additional funding is necessary to advance mobility improvements ahead of the Games.

NEXT STEPS

Metro staff will hold individual meetings with board members to more fully explain staff recommendations. Staff will return to Board during the February 2019 board cycle with a request for action.

ATTACHMENTS

Attachment A - Twenty-Eight by '28 Program Financing/Funding Plan White Paper
Attachment B - Re-imagining of LA County Mobility Equity & the Environment
Attachment C - Motion 4.1

Prepared by:

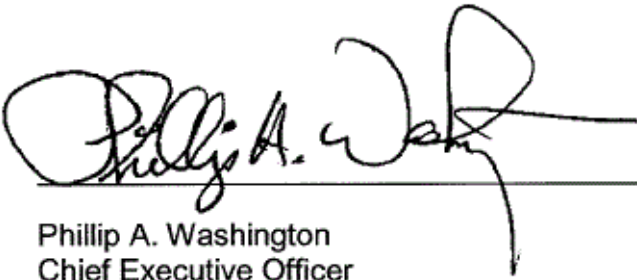
Phillip A. Washington, Chief Executive Officer, (213) 922-7555

Nadine Lee, Interim Chief of Staff, (213) 922-7950

Therese McMillan, Chief Planning Officer, (213) 922-7077

Reviewed by:

Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer



Re-Imagining LA County

January 24, 2019



Presentation Contents

- Background
- Staff Recommendations
- Strategies for Re-Imagining LA County
- Timeline and Next Steps
- Final Thoughts





Background

- The Metro Board approved the Twenty-Eight by '28 Initiative in January 2018
 - 28 highway and transit projects totaling \$42.9 billion (YOE)
 - Set goal to complete by 2028 Olympic and Paralympic Games
- 20 projects are already slated for completion by 2028
- \$26.2 billion is needed to accelerate delivery of the other eight projects by 2028
- Motion 4.1 (Solis, Garcetti, Hahn, Butts) in September 2018 directed development of a Twenty-Eight by '28 funding plan

3



Background

- In response to Motion 4.1, staff issued the Twenty-Eight by '28 Program Financing/Funding White Paper
- White Paper recommended items that should be treated as baseline assumptions and priorities
- White Paper introduced potential strategies to close the funding/financing gap for delivering program

4



Re-Imagining LA County

Re-Imagining LA County: Mobility, Equity, and the Environment

The initiative's objectives, and proposed strategies to achieve them, go well beyond Twenty-Eight by '28

- Dramatically improve equity through mobility
- Eradicate congestion in LA County
- Reduce the region's carbon footprint and combat climate change

5



Staff Recommendations

- A. Recommend to approve baseline assumptions and priorities (sacred items) for the financing/funding plan to delivery Twenty-Eight by '28
 1. Ensure funding to implement results of NextGen
 2. Preserve annual State of Good Repair allocations
 3. Maintain current debt limits for Propositions A and C
 4. Protect Metro's debt covenants
 5. Ensure funding for ancillary projects of systemwide importance



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Staff Recommendations

- B. Recommend to approve commitment to convert to all-electric bus fleet by 2030 as a baseline assumption and priority for funding/financing plan to deliver Twenty-Eight by '28
- C. Recommend to approve pursuit of creation of White House Task Force for the 2028 Olympics
- D. Receive and File Strategies to Pursue “The Re-Imagining of LA County” (formerly Twenty-Eight by '28)



7



Strategies for Re-Imagining LA County

Strategies for Re-Imagining LA County fall into three categories:

- Standard toolkit
- The big “No’s”
- Transformational initiatives



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Standard Toolkit

Standard Toolkit – Recommend pursuing

- Advertising and corporate sponsorships
- Toll revenue from existing and expanded ExpressLanes network
- Multi-year Subregional Program and Local Return
- Federal and state funding assumptions
- Public-private partnership opportunities
- Value capture



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The Big “No’s”

Change debt policy – Not recommended

- Increases borrowed money that must be repaid
- Increasing debt encumbers future revenues
- Prohibits on-schedule delivery of other Measure M projects

Increase fares – Not recommended

- Not recommended as a funding mechanism to accelerate project construction
- Currently engaged in study to simplify and right-size fares

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Transformational Initiatives

- Strategies to deploy for transformational change
- Congestion pricing (all models)
- Levy fees on shared devices (e.g. scooters)
- Levy fees on transportation network companies (TNCs)



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Transformational Initiatives

Congestion Pricing – Recommend pursuing

- Feasibility study for three pricing concepts (cordon, VMT, and corridor) with intent to pilot
 - Will include extensive outreach and creation of Advisory Council
 - Will include critical transit system and service improvements required as part of any congestion pricing plan
- Produces a new revenue stream
- Pricing can dramatically improve equity, mobility, and air quality

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Transformational Initiatives

Levy fee on Shared Devices – Recommend pursuing

- Impose fees on devices profiting from free use of public infrastructure
- Regulates operators to improve access to more options

Levy fee on Transportation Network Companies – Recommend pursuing

- Impose fees on Uber/Lyft-type services that increase vehicle use, causing more congestion
- Regulates operators to make services available to everyone and provides mechanism for managing demand on streets and highways

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Timeline and Next Steps

- **January 2019**
 - Request Board approval on baseline assumptions and priorities to proceed with a Re-Imagining LA County financing/funding plan
 - Request Board approval to include conversion to all-electric bus fleet by 2030 as a baseline assumption and priority for funding/financing plan
 - Request Board approval to pursue creation of White House Task Force on the 2028 Olympic and Paralympic Summer Games

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Timeline and Next Steps

- **February 2019**
 - Request Board action on the staff recommendations for strategies to pursue the Re-Imagining of LA County

15



Final Thoughts – Re-Imagining LA County

These bold actions position the agency to deliver unprecedented regional benefits and outcomes:

- *Dramatically improve equity through mobility*
- Eradicate congestion in LA County
- Reduce the region's carbon footprint and combat climate change
- Increase transit frequency and capacity
- Offer free transit
- Deliver a future LA County that benefits everyone

16





Metro

Board Report

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

File #: 2019-0033, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING JANUARY 24, 2019

Motion by:

BUTTS

Related to Item 43: The Re-Imagining of LA County: Mobility, Equity, and the Environment (Twenty-Eight by '28 Motion Response)

I have a number of questions related to the Board report and several instructions pertinent to the Issues before us and would like to amend Item 43 and would like to have staff return to the Board with their responses to the Questions in their February Report.

Questions

1. On Attachment B of the Board report, it states that the earliest any revenue realization can happen is 12 to 24 months. Can you further explain in detail the planning and development process for this?
2. Normally a plan like this requires careful planning, analysis and thorough outreach? Is this element part of your 12 to 24 month process?
3. Is it an accurate assumption that you would want to hire consultant experts to lead a study of this magnitude - is the procurement process included as part of the 12 to 24 month process?
 - a) **Instruct** the CEO to bring forward a schedule on the program approach that details the tasks to be performed during the 12-24 months?
4. In Attachment B you propose that a ten-year estimate can generate **up to** \$134 billion in revenues if you add up all the congestion pricing options. How did you arrive at the estimate for these revenues?
5. In the same attachment you state you can realize savings by exploring Public-Private-Partnership opportunities. What other alternatives have you examined besides Public-Private Partnerships as a means to save project costs?
6. Will the Feasibility Studies include exploring new technology, such as monorail or other technology that can significantly reduce project costs and timelines compared to traditional 100 year-old

File #: 2019-0033, **File Type:** Motion / Motion Response

Agenda Number:

technology like underground heavy rail or light rail? AND

7. How will the NexGen Program fit into the scenarios described in Item 43?

Instructions

- A. Direct Metro Staff to return to the Board with information pertaining to the Scope, the proposed Budget and Study Timeline prior to conducting the Feasibility Studies for a Congestion Pricing Pilot strategy;
- B. The CEO shall bring forward a schedule on the program approach that details the tasks to be performed during the 12-24 months?
- C. Monitor the State's Road Charge Program for potential synergistic opportunities and monitor the City of San Francisco's Congestion Pricing projects for potential lessons learned.
- D. The proposed "Sacred Items" for Approval before are subject to future Review and Revision if circumstances arise where the Board feels such Review and Revision is warranted; and

I, Therefore, Move that the Board submit these questions and approve the list of Instructions to the CEO and prepare specific responses to the questions for incorporation in their Report at the Executive Management Committee in February.

Metro



Board Report

File #: 2019-0034, **File Type:** Informational Report

Agenda Number:

REGULAR BOARD MEETING JANUARY 24, 2019

Motion by:

Solis, Garcetti, Dupont-Walker, Butts, and Hahn

Related to Item 43:Equity Strategy for Congestion Pricing

In response to the Twenty-Eight by '28 Motion 4.1 from the September 2018 meeting, Metro staff has developed the "Re-Imagining of LA County" initiative, which proposes various funding/financing mechanisms to help construct all projects on the Twenty-Eight by '28 project list by the 2028 Summer Olympics and Paralympics. The most impactful proposal in this initiative is the pursuit of a congestion pricing pilot, which would target traffic-clogged communities to implement demand-based pricing on roads and/or freeways along certain corridors or within specific areas in LA County.

Congestion pricing has been used in other parts of the world, including London, Stockholm, and Singapore, and has been shown to help relieve traffic and increase vehicle speeds. Congestion pricing also helps improve transit services as buses also benefit from increased vehicle speeds. However, despite improving transit that largely serves low-income residents, low-income drivers would be affected more by congestion pricing than households of other income levels. Low-income households already spend a greater proportion of their incomes on transportation and have less flexible work schedules as compared to other households. A congestion pricing pilot may improve traffic but could exacerbate problems for our poorest communities by forcing them to spend even more on transportation. It may also have effects on small and family-owned businesses in fields such as construction and landscaping which rely on vehicles for work.

To address this, equity should be made a cornerstone of the congestion pricing framework. It is crucial that the economic impacts of congestion pricing on low-income drivers be identified and analyzed in order to minimize hardship. Congestion pricing will generate significant revenues, some of which should be directed towards ensuring that low-income drivers are not disproportionately affected.

WE THEREFORE MOVE that the Board direct the CEO to:

- A. Develop an Equity Strategy that considers reinvesting congestion pricing revenue as a key source of funds to minimize economic impacts to low-income drivers;
- B. In partnership with the Board of Directors, nominate subject matter experts in equity as

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members of the Advisory Council. The final number of subject matter experts would be dependent on the size of the Advisory Council and subject to approval of the Board;

- C. Engage academia, community-based organizations, cities, subregions, and Los Angeles County during the development of the Equity Strategy and consider the effects of congestion pricing on drivers that rely on their vehicles for their livelihood;
- D. Defer inclusion of congestion pricing revenue in any project acceleration financial plan until the completion of the congestion pricing feasibility study and Equity Strategy;
- E. Revise the congestion pricing recommendation language contained in the Board Report to include the directives in this Motion for approval at the February 2019 Board of Directors meeting;
- F. Report back on proposed components of the Equity Strategy at the February 2019 Board of Directors meeting.

ATTACHMENT A: TWENTY-EIGHT BY '28 PROJECT LIST

Project	Target Completion Date	Current Completion Date	Sub-region
1. Crenshaw/LAX Line	2019	2019	cc, sb
2. MicroTransit **	2019	2019	TBD
3. Regional Connector	2021	2021	cc
4. New Bus Rapid Transit Corridors (Phase 1)	2022	2022	TBD
5. Orange and Red Lines to Gold Line Transit Connector (North Hollywood to Pasadena)	2022	2022	sf, av
6. Airport Metro Connector Station	2023	2023	sb
7. I-5 North County Capacity Enhancements	2023	2023	nc
8. North San Fernando Valley	2023	2023	sf
9. Purple Line Extension Section 1	2023	2023	cc
10. Gold Line Foothill Extension to Claremont (with ability to extend to Montclair)	2025	2025	sg
11. LA River Waterway & System Bike Path	2025	2025	cc, gc
12. LA River Bike Path (plus Mobility Hub**) – San Fernando Valley	2025	2025	sf
13. Orange Line Travel Time and Safety Improvements	2025	2025	sf
14. Purple Line Extension Section 2	2025	2025	cc, w
15. Purple Line Extension Section 3	2026	2026	w
16. Sepulveda Pass ExpressLanes	2026	2026	sf, w
17. East San Fernando Valley	2027	2027	sf
18. I-105 ExpressLanes*	2027	2029	cc, gc, sb
19. I-710 South Corridor Early Action*	2027	2032	gc
20. Green Line Light Rail Extension to Torrance*	2027	2030	sb
21. Blue Line Signal and Washington/Flower Junction Improvements**	2028	2028	cc
22. I-10 ExpressLanes I-605 to San Bernardino Line**	2027	2027	gc, sg
23. SR-57/60 Interchange Improvements*	2028	2031	sg
24. Vermont Transit Corridor	2028	2028	cc
25. Sepulveda Transit Corridor*	2028	2033	sf, w
26. Gold Line Eastside Extension to Whittier or South El Monte*	2028	2035	gc, sg
27. West Santa Ana Branch*	2028	2041	cc, gc
28. I-405 South Bay Curve Improvements*	2028	2047	sb

* accelerated project

** non-Measure R nor Measure M project