Agenda

Los Angeles County Metropolitan Transportation Authority

TECHNICAL ADVISORY COMMITTEE

William Mulholland Conference Room, 15th Floor

1. Call to Order/Roll Call
   Action (Jill Liu, Alex Gomez)

2. Agenda Reports by Standing Committees
   Bus Operations
   Local Transit Systems
   Streets and Freeways
   TDM/Sustainability
   Attachment 1: Subcommittee Agendas
   Attachment 2: Subcommittee Actions
   5 min
   Information
   (Tracy Beidleman)
   (Sebastian Hernandez)
   (Fulgene Asuncion)
   (Mark Hunter)

3. Chairperson’s Report
   5 min
   Information
   (Jill Liu)

4. Consent Calendar
   • Approval of Minutes
   Attachment 3: Draft October 2, 2019 Minutes
   Action

5. CTC & ATP Update
   Attachment 4: CTC & ATP Presentation
   Information
   (Patricia Chen)

6. January 2020 Meeting Date Approval
   5 min
   Action

7. West Santa Ana Branch Update
   15 min
   Attachment 5: West Santa Ana Branch Presentation
   Information
   (Meghna Khanna/Ivan Gonzalez)

8. Financial Forecast Update
   15 min
   Attachment 6: Financial Forecast Presentation
   Information
   (Craig Hoshijima)
9. North San Fernando Valley BRT Information 15 min (Cory Zelmer) Attachment 7: North San Fernando Valley BRT Presentation

10. TAP Update Information 15 min (Robin OHara) Attachment 8: TAP Multimodal Mobility and Mobile App Report

11. I-10 HOV5+ Pilot Information 15 min (Alice Tolar/Robert Campbell) Attachment 9: HOV5+ Pilot Presentation

12. TIMED AGENDA – 11:00 AM
   FTA Section 5310 Appeals Action
   Attachment 10: TAC FTA Section 5310 Appeals
   (Anne Flores/Ruben Cervantes) Appeals Protocol
   Attachment 11: Application Guidelines & Evaluation Criteria
   Attachment 12: Appeals Fact Sheet

13. Other Business

14. Adjournment

TAC Minutes and Agendas can be accessed at: http://www.metro.net/about/tac/

Please call Alex Gomez at (213) 922-7573 or e-mail GomezA5@metro.net with questions regarding the agenda or meeting. The next meeting is TBD (January) in the William Mulholland Conference Room on the 15th floor.
Attachment 1

Subcommittee Agendas
Agenda

Los Angeles County
Metropolitan Transportation Authority

BUS OPERATIONS SUBCOMMITTEE
Mulholland Conference Room – 15th Floor
9:30 am

1. Call to Order
   (1 minute)  
   Action  
   Tracy Beidleman

2. Approval of September 17, 2019 Minutes
   (1 minute)  
   Action  
   BOS

3. Chair’s Report
   (5 minutes)  
   Information  
   Tracy Beidleman

4. Metro Report
   (5 minutes)  
   Information  
   Mercedes Meneses

5. SRTP Funding Update
   (15 minutes)  
   Information  
   Rufus Cayetano/Manijeh Ahmadi

6. FY20 State Transit Assistance (STA)
   Efficiency Test 2nd Draft
   (10 minutes)  
   Information  
   Susan Richan

7. Designation of BOS Representative
   to the TAC  
   (10 minutes)  
   Action  
   Tracy Beidleman

8. Legislative Update
   (10 minutes)  
   Information  
   Raffi Hamparian/Michael Turner

9. Access Update
   (5 minutes)  
   Information  
   Matthew Avancena

10. FTA Update
    (10 minutes)  
    Information  
    Charlene Lee Lorenzo/Arianna Valle/Stacy Alameida
11. Transit Industry Debriefing/Updates  
   (5 minutes)  
   Information  
   All

12. New Business  
   (5 minutes)  
   Information  
   All

13. Adjournment

Information Items:

A. 90-day Rolling Agenda
B. FY20 Subsidy Tracking Matrix
C. FY20 Summary of TDA & STA Capital Claims
D. FY20 TDA/STA/SB1 Claim Summary
E. FY20 Summary of Invoices

BOS Agenda Packages can be accessed online at:  
https://www.metro.net/about/bos/

Please call MERCEDES MENESES at 213-922-2880 if you have questions regarding the agenda or meeting. The next BOS meeting will be held on Tuesday, November 19, 2019, at 9:30 am in the William Mulholland Conference Room, 15th Floor of the Metro Headquarters Building.
Agenda

Los Angeles County Metropolitan Transportation Authority

Streets and Freeways Subcommittee

William Mulholland Conference Room – 15th Floor

1. Call to Order  
   1 min  
   Action (Bahman Janka)

2. Approval of Minutes  
   Attachment 1: September 19, 2019 Minutes  
   Attachment 2: Attendance Sheet  
   Action (Subcommittee)

3. Chair Report  
   5 min  
   Information (Bahman Janka)

4. Metro Report  
   5 min  
   Information (Fulgene Asuncion)

5. Creenshaw North Extension  
   15 min  
   Information (Roger Martin)

6. Legislative Update  
   15 min  
   Information (Raffi Hamperian/ Michael Turner)

7. Caltrans Report  
   10 min  
   Information (Steve Novotny)

8. CTC Update  
   10 min  
   Information (Patricia Chen)
9. ATP Update
   10 min
   Information (Shelly Quan)

10. New Mobility Roadmap
    20 min
    Information (Avital Shavit/ Emma Huang)

11. Sepulveda Transit Corridor
    15 min
    Information (Peter Carter)

12. Others
    10 min

13. Adjournment
    1 min

The next meeting for the Streets and Freeways Subcommittee will be held tentatively on Thursday, November 21st, 2019 at 9:30 a.m. on the 15th floor, William Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: http://www.metro.net/about/sfs/
Attachment 2

Disposition of Subcommittee Actions
Disposition of Subcommittee Actions

October 2019

Bus Operations Subcommittee:

- Approved the September 2019 meeting minutes
- Jane Leonard requests “How Women Travel Presentation”
- Approve the FY20 State Transit Assistance (STA) Efficiency Test
- The subcommittee determined the following BOS TAC representation:
  - Jane Leonard (primary), Viviana Castillo (alternate)
  - Tracy Beidleman (primary), James Lee (alternate)

Local Transit Systems Subcommittee:

- Did not meet in October 2019

Streets and Freeways Subcommittee:

- Approved the September 2019 meeting minutes

TDM/Sustainability Subcommittee:

- Did not meet in October 2019
Attachment 3

October 2, 2019 TAC Minutes

October 2, 2019 Sign-In Sheets
<table>
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<tr>
<th>AGENCY</th>
<th>MEMBER/ALTERNATE (Please check box)</th>
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<td>AUTOMOBILE CLUB OF CALIFORNIA</td>
<td>□ Marianne Kim/ □ Stephen Finnegan</td>
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<tr>
<td>BICYCLE COORDINATOR</td>
<td>✅ Rich Dilluvio/ □ Hannah Woo</td>
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<td>BUS OPERATIONS SUBCOMMITTEE (BOS)</td>
<td>1. □ Tracy Beidleman/ □ James Lee</td>
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<td>2. □ Jane Leonard/ □ Robert Portillo</td>
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<td>CALIFORNIA HIGHWAY PATROL</td>
<td>□ Lt. Saul Gomez/ □ Sgt. Ray Abramian</td>
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<td>CALTRANS</td>
<td>□ Paul Marquez/ ✅ Steve Novotny</td>
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<td>2. □ Greg Farr/ □ Kelly Lamare</td>
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<td>CITIZEN REPRESENTATIVE ON ADA</td>
<td>□ Ellen Blackman/ □ Vacant</td>
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<td>CITY OF LONG BEACH</td>
<td>□ Vacant/ ✅ Michelle Mowery</td>
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<td>1. Kari Derderian</td>
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<td>☑ Corinne Ralph / ☑ Kari Derderian</td>
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<td>1. Richard Marshalian / ☐ Ayala Ben-</td>
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<td>☒ Mary Reyes / ☐ Mario Rodriguez</td>
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<td>☐ David B. MacGregor / ☒ Mario</td>
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<td>Arroyo Verdugo Cities</td>
<td>1. David Kriske / ☐ Roubik Golanian</td>
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<td>Gateway Cities COG</td>
<td>2. Lisa Rapp / ☐ Ed Norris</td>
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<td>Las Virgenes Malibu COG</td>
<td>3. ☐ Rob DuBoux / ☐ Elizabeth Shavelson</td>
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<td>North Los Angeles County</td>
<td>4. ☒ Mike Behen / ☐ Candice Vander Hyde</td>
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<td>6. ☐ Jason Smisko / ☐ Dennis Ambayec</td>
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<td>Marquez</td>
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<td>Westside Cities COG</td>
<td>8. ☐ David Feinberg / ☐ Hany Demitri</td>
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<td>Kreslake/ Metro Operations</td>
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<td>1. Anne Louise Rice/ Karen Sakoda</td>
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<td>1. Eyvonne Drummonds/ Kathryn Higgins</td>
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**LACMTA Technical Advisory Committee**  
Wednesday, October 2, 2019 9:30 a.m.  
Meeting Minutes

**Members Present:** Rich Dilluvio (Bicycle Coordinator), Tracy Beidleman (BOS), Robert Portillo (BOS), Steve Novotny (Caltrans), Greg Farr (Caltrans), Ellen Blackman (Citizen Representative on ADA), Michelle Mowery (City of Long Beach), Kevin Minne (City of LA), Richard Marshalian (County of LA), Mary Reyes (County of LA), Mario Rodriguez (County of LA), David Kriske (Arroyo Verdugo Cities), Lisa Rapp (Gateway Cities COG), Jason Smisko (San Fernando Valley COG), Gilbert Marquez (South Bay Cities COG), David Feinberg (Westside Cities COG), Luz Echavarria (LTSS), Sebastian Hernandez (LTSS), Mike Behen (North LA County), Mark Hunter (TDM), Jill Liu (Metro-chair), Alex Gomez (Metro- alternate chair), Cindy Cho (Metro)

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<tr>
<th>Agenda Item</th>
<th>Major Discussion Points</th>
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<td><strong>1. Call to Order/Roll Call</strong></td>
<td>Jill Liu called meeting to order. Alex Gomez took roll and declared quorum present.</td>
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| **2. Agenda Reports by Standing Committees** | **Bus Operations Subcommittee (BOS)**  
- Tracy Beidleman of Long Beach Transit was elected as the new Chair of BOS subcommittee  
- Presentations  
  - City of Commerce Operator Safety Precaution Program  
  - City of Montebello Electronic Key System Pilot Program  
- Next Meeting – October 15, 2019  
**Local Transit Systems Subcommittee (LTSS)**  
- No meeting held in September, next meeting – November 21, 2019  
**Streets and Freeways Subcommittee**  
- Solicitation packet for the Bicycle Coordinator Primary Member to serve on the Streets and Freeways Subcommittee was distributed on June 20, 2019. Five applications were received as of July 15, 2019.  
- Selection process for a bicycle coordinator was based on experience and current involvement of staff from different cities in bicycle planning and work with bike/ped communities.  
- On September 19th, Streets and Freeway Subcommittee selected and approved the applicant Hanna Woo, a Senior Planner with City of Burbank, to serve as the Bicycle Coordinator primary member on the Streets and Freeways Subcommittee.  
- Hanna Woo would be considered to serve as the Alternate Bicycle Coordinator on Metro’s TAC, pending TAC’s approval.  
- Next Meeting – November 21, 2019  
**Transportation Demand Management (TDM)/ Sustainability Subcommittee**  
- No meeting held in September, next meeting- November 20, 2019 |

TAC Minutes, October 2, 2019
### Agenda Item: Chairperson’s Report

**Metro September Highlights**
- **Multi-year Subregional Programs (MSP)**
  - Metro Board approved the Measure M Multi-year Subregional Program (MSP) in September for the South Bay region
  - Approximately $112M for transportation systems and mobility improvement and $2.9M for highway operational improvement
- **Youth on the Move**
  - Board extended the Youth on the Move one-year pilot program designed to provide free passes for foster youth
  - The age requirement to participate in the program was also lowered to 16 years of age at two Department of Children and Family Service Offices in LA County
- **New Blue (A Line) Improvement Project**
  - Anticipated to be completed in October; Metro will hold celebratory events pending board approval
- **Metro Curbside Management Symposium**
  - Held September 19th-20th, sponsored by Metro, SCAG and FHWA
  - Presentation of local city challenges and opportunities in dealing with demand between new mobility users, TNCs, parking meters, and buses in commercialized corridors
  - ITE’s Curbside Management Practitioner’s Guide was published in November 2018
- **New Mobility Working Group**
  - Contact Emma Huang, OEI LA Metro by October 30th if interested in participating. Meetings anticipated to start in December
- **Congestion Pricing Feasibility Study**
  - Board awarded technical and outreach contracts for the 24-month study. TAC will be engaged in outreach process

### Agenda Item: Consent Calendar

Michelle Mowery made a motion to approve the September TAC minutes and Ellen Blackman seconded. Minutes were approved with three abstentions from Greg Farr, Steve Novotny, and Tracy Beidleman.

### Agenda Item: TAC/SFSC Bicycle Coordinator Approval

Michelle Mowery made a motion to approve Hannah Woo as the TAC and Streets and Freeways Subcommittee Bicycle Coordinator and David Kriske seconded. The motion was approved with no abstentions.

### Agenda Item: CTC & ATP Update (Patricia Chen)

**CTC Meeting Update**
- New Commissioners
  - Tamika Butler, Director of Planning and Equity and Inclusion, Toole Design
  - Hilary Norton, Fixing Angelenos Stuck in Traffic

**Metro ATP Grant Assistance**
- Grant assistance policy is pending Metro Board approval in October
- Proposed for upcoming cycle is to focus on Metro Active Transport program, give priority for agencies compliant with Complete
<table>
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<tr>
<th>Agenda Item</th>
<th>Major Discussion Points</th>
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<td>Streets Policy, and ensure screening of project deliverability (community vetting/input and history of project consideration)</td>
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**Metro 10 Point Policy**
- Upcoming cycle will focus on Complete Streets Policy compliance (required), screening to ensure project deliverability, and MAT program
- Letter of interest is set to go out after Halloween and decisions on grant assistance will be made by February tentatively

**Upcoming Events/Opportunities**
- Southern California Local Road Safety Plan Peer Exchange
  - October 22nd-23rd, 2019, Camarillo
  - Presentations by agencies who have experience on local road safety plans
- Active Transportation Program 2019 Symposium
  - October 29th-30th, 2019, West Sacramento
- Metro Quarterly Workshops on Project Delivery Support
  - October 21st-24th, Metro Headquarters
  - October 29th to do invoice training

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<th>7. First/Last Mile Guidelines (Jacob Lieb)</th>
<th>Status Update</th>
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<td>- Board policy enacted in 2016 requires integration of first/last mile planning and project delivery with all new transit corridor projects</td>
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<td>- New transit stations will be advancing pathway networks or access routes prioritized for transit users to get safely to and from stations</td>
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<td>- Number of corridor projects have completed first/last mile process including Foothill and Airport Metro connector</td>
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<td>- Currently in progress are the East San Fernando Valley corridor and Purple Line Extensions 2 and 3</td>
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<td>- The First/Last Mile Guidelines will establish a standardized process for first/last mile integration</td>
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  - Who’s responsible for what |
  - Funding |
  - Environmental Review |
- Currently working through to establish guidelines and proposed set standards will be presented to a working group for vetting |
- Guidelines are hoped to be presented to the Board in March 2020

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<tr>
<th>8. Crenshaw Northern Extension (Roger Martin)</th>
<th>Project Overview</th>
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<tbody>
<tr>
<td>- Extension of Crenshaw/LAX Line to Hollywood/Highland</td>
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<td>- Connects 4 Metro Rail lines and 5 of top 10 busiest Metro bus lines</td>
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<td>- Measure M provides $2.24B for construction</td>
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<td>Agenda Item</td>
<td>Major Discussion Points</td>
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<td>- Early project efforts will be conducted by the City of West Hollywood with input from City of LA and Metro in conjunction to the Advanced Alternatives Screening Study</td>
</tr>
<tr>
<td></td>
<td><strong>Project Goals</strong></td>
</tr>
<tr>
<td></td>
<td>- Connect the South Bay, LAX area, Inglewood, South LA and Crenshaw District to Mid-City, West Hollywood, Hollywood, and the San Fernando Valley (via Metro Red Line)</td>
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<td></td>
<td>- Improve mobility and system connectivity</td>
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<tr>
<td></td>
<td>- Increase accessibility and equity</td>
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<tr>
<td></td>
<td>- Support transit supportive land use and Transit Oriented Communities policies</td>
</tr>
<tr>
<td></td>
<td>- Project feasibility and constructability</td>
</tr>
<tr>
<td></td>
<td>- Minimize environmental impacts and maximize environmental benefits</td>
</tr>
<tr>
<td></td>
<td><strong>Project History</strong></td>
</tr>
<tr>
<td></td>
<td>- 2000s- planning studies for Crenshaw/LAX line; eliminated segment between Expo and Wilshire Blvd.</td>
</tr>
<tr>
<td></td>
<td>- 2009- Wilshire/La Brea Feasibility Study</td>
</tr>
<tr>
<td></td>
<td>- 2018- Feasibility Study</td>
</tr>
<tr>
<td></td>
<td><strong>Study Area Characteristics</strong></td>
</tr>
<tr>
<td></td>
<td>- Two existing east-west rail lines, congested roadways, slow/unreliable bus service impacts, high travel demand within the Study Area, significant transit supportive land uses, and high level of transit-dependent residents</td>
</tr>
<tr>
<td></td>
<td><strong>Advanced Alternative Analysis Summary</strong></td>
</tr>
<tr>
<td></td>
<td>- Performance measures on travel time/distance, ridership, cost, and cost effectiveness available</td>
</tr>
<tr>
<td></td>
<td>- Analysis looked at community compatibility related to transit-oriented communities, first last mile, and equity</td>
</tr>
<tr>
<td></td>
<td>- There were also environmental considerations- noise, visual, and traffic</td>
</tr>
<tr>
<td></td>
<td><strong>Timeline</strong></td>
</tr>
<tr>
<td></td>
<td>- Currently, in a blackout period before taking the project to EIR and NEPA for combined joint document</td>
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<tr>
<td></td>
<td>- Hoping to have board consider the completed Final Advanced Alternatives Screening Study in Winter 2019</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>9. East San Fernando Valley Transit Corridor EIS/EIR (Christina Baghdasarian)</th>
<th><strong>Project Update</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- June 2018- Board approved Locally Preferred Alternative, selecting at-grade Light Transit (LRT) and Rail Maintenance and Storage Facility (MSF) Option B</td>
</tr>
<tr>
<td></td>
<td>- The at-grade LRT with 14 station will run for 6.7 miles down Van Nuys Blvd and 2.5 miles along San Fernando Road</td>
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<tr>
<td></td>
<td>- The LRT will hold up to 400 passengers per three car train-set which will support the projected 47,000 boardings by 2040</td>
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<td>- Community showed strong support for LRT over BRT</td>
</tr>
<tr>
<td>Agenda Item</td>
<td>Major Discussion Points</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<tr>
<td>-</td>
<td>Regional connections will be made to existing and future transit projects</td>
</tr>
<tr>
<td><strong>Real Estate Acquisitions</strong></td>
<td><strong>-</strong> MSF Option B will include 34 parcels, no residential properties impacted</td>
</tr>
<tr>
<td></td>
<td><strong>-</strong> ROW acquisition on south-west side of intersection (San Fernando/Van Nuys)</td>
</tr>
</tbody>
</table>
| **Additional Board Directives**                | **-** Complete a Grade Crossing Safety Study  
  o Concluded that all LRT crossings could be safely navigated, at-grade  
  **-** Develop a more seamless Metro Orange Line/ East San Fernando Valley LRT Connection  
  **-** Develop a first/last mile plan  
  o Fall 2018- Identify areas to study  
  o Winter 2018- Conduct walk audits around stations  
  o Winter/Spring 2019- Design draft pathway access to/from stations  
  o Summer 2019- Community workshops to share results and receive input  
  o Present- Develop station area plans                                                                                                                      |
| **Timeline**                                   | **-** Remainder of 2019- Final EIS/EIR  
  **-** Early 2020- Board Certification & ROD  
  **-** 2022- Followed by ROW Acquisition, Utility Relocation, and Construction  
  **-** 2028- Open for revenue operations                                                                                                                     |
| 10. Senate Bill 1 State of Good Repair Program | **-** Created by SB1  
  **-** Funds of $105M are eligible annually for transit state of good repair and capital and preventive maintenance work  
  **-** $31M are distributed to LA County  
  **-** Currently at the 3rd cycle requirements have evolved-  
  o Each recipient is still expected to submit project individually, but Caltrans is also requiring resolution of approval by regional entities to certify list  
  **-** Since guidelines were not finalized until August when the Board went dark, Caltrans has agreed to accept drafts of projects through due date, September 1st |
| (Timothy Mengle)                               |                                                                                                                                                                                                                      |
| 11. Understanding How Women Travel Report      | **Purpose**  
  **-** Bring visibility to women’s transportation needs and travel patterns  
  **-** Identify mobility barriers and challenges  
  **-** Shift from “Gender Neutral Planning” to “Gender Responsive Planning”                                                                                   |
<p>| (Claudia Galicia)                              |                                                                                                                                                                                                                      |</p>
<table>
<thead>
<tr>
<th>Agenda Item</th>
<th>Major Discussion Points</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Utilize gender specific data to ensure equitable outcomes in the planning and operations of service</td>
</tr>
<tr>
<td></td>
<td><strong>Study Findings</strong></td>
</tr>
<tr>
<td></td>
<td>- Overall travel behavior</td>
</tr>
<tr>
<td></td>
<td>o women use public transportation more often and make more multi-stop trips</td>
</tr>
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<td></td>
<td>o women make 7 or more trips per day and more women make zero trips</td>
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<td>o 61% of women’s trips on all mods are 10 miles or less</td>
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<td>o household serving trips account for 62% of women’s trips</td>
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<tr>
<td></td>
<td>o women ride more public transit than men</td>
</tr>
<tr>
<td></td>
<td>o women are more likely to travel during mid-day 12pm-4pm</td>
</tr>
<tr>
<td></td>
<td>- Safety</td>
</tr>
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<td></td>
<td>o Considered the largest barrier to riding transit for women in the LA region</td>
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<td></td>
<td>o 60% of female riders feel safe riding Metro in the day and 20% at night</td>
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<td></td>
<td>o Important to look at safety through environmental design principles, safety ambassador programs, etc.</td>
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<tr>
<td></td>
<td>- Accessibility- Vehicle Design</td>
</tr>
<tr>
<td></td>
<td>o Women travel with bags, carts, strollers; 80% of complaints related to strollers are made by women</td>
</tr>
<tr>
<td></td>
<td>- Accessibility- Affordability</td>
</tr>
<tr>
<td></td>
<td>o Women who ride Metro are living in higher poverty rates than male riders</td>
</tr>
<tr>
<td></td>
<td>o 30% of women still pay with cash and don’t benefit from free transfers</td>
</tr>
<tr>
<td></td>
<td>- Reliability- Frequency</td>
</tr>
<tr>
<td></td>
<td>o Top 3 complaints received by female bus riders: passed up, no show, and late schedule</td>
</tr>
<tr>
<td></td>
<td>- Convenience and Comfort</td>
</tr>
<tr>
<td></td>
<td>o ¾ of women’s transit trips are less than 10 miles yet 44% of trips take 60 minutes or more</td>
</tr>
<tr>
<td></td>
<td>o 45% of female bus riders and 57% of female rail riders transfer during their trip</td>
</tr>
<tr>
<td></td>
<td>o 37% of female bus riders and 27% of female rail riders wait more than 15 minutes</td>
</tr>
<tr>
<td></td>
<td><strong>Next Steps</strong></td>
</tr>
<tr>
<td></td>
<td>- Develop a gender action plan prioritizing safety, fare policy, services, station stop and vehicle design</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12. Legislative Update</th>
<th>State Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Michael Turner/Raffi Hamparian)</td>
<td>- Governor has yet to act on-</td>
</tr>
<tr>
<td></td>
<td>o SB277- restructuring local partnership program by putting a formula on it and taking program away from CTC discretion (Metro has no position on this bill)</td>
</tr>
<tr>
<td></td>
<td>o AB784 - exempts zero emission buses from state sales tax (Metro supports this bill)</td>
</tr>
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<td></td>
<td>- Looking at next year’s legislative program:</td>
</tr>
<tr>
<td></td>
<td>o SB664- 2-year bill on how personal identifying information is handled on toll lanes</td>
</tr>
</tbody>
</table>
### Agenda Item

<table>
<thead>
<tr>
<th>Major Discussion Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Trump administration’s rollback of auto emission standards affects the modeling of transportation projects</td>
</tr>
<tr>
<td>o Next round of SB1 funds will not be expected to change. Secretary is committed to working with all regions</td>
</tr>
<tr>
<td>- Executive order by governor to make significant gains in climate reductions goal is no different from before and shouldn’t expect to see any big changes</td>
</tr>
</tbody>
</table>

### Federal Update

<table>
<thead>
<tr>
<th>- National Defense Authorization Act</th>
</tr>
</thead>
<tbody>
<tr>
<td>o Rolling stock comes from China with trade restrictions- language included in both Senate and House for 2020</td>
</tr>
<tr>
<td>o Both clauses include exclusions that are awaiting clarifications</td>
</tr>
<tr>
<td>- Authorization</td>
</tr>
<tr>
<td>o America’s Transportation Improvement Act</td>
</tr>
<tr>
<td>▪ status quo legislation of $6B dollar for 5 years for bridge program</td>
</tr>
<tr>
<td>▪ resiliency provision of $5B to harden transportation assets that are being impacted by climate change</td>
</tr>
<tr>
<td>▪ INFRA Grant program for urban and rural states – CA in policy purgatory because it is neither an urban or rural state</td>
</tr>
<tr>
<td>- Appropriations</td>
</tr>
<tr>
<td>o Fiscal Year 2020 appropriation should be hammered out by November</td>
</tr>
</tbody>
</table>

### 13. Other Business

<table>
<thead>
<tr>
<th>- Next Board Meeting on December 5th</th>
</tr>
</thead>
<tbody>
<tr>
<td>- As the 1st Wednesday of January lands on New Year’s Day, the TAC January meeting will be pushed back. TAC officers will send out a survey to the TAC members to determine what date would work best for a meeting in January. TAC will reconvene in November to make a motion to approve of going dark in December and a new January meeting date.</td>
</tr>
</tbody>
</table>

### 14. Adjournment

Next meeting will be on November 6, 2019 at 9:30 a.m.
Attachment 4

CTC & ATP Update Presentations
ATP Update

November 2019
Outline

- ATP Cycle 5
- Metro ATP Grant Assistance
- Metro 10 Point Policy
- ATP Symposium Highlights
- Local Road Safety Plan Funding
ATP Cycle 5

- $445 million across FY 22, FY 23, FY 24, and FY 25
- November 2019 = Kick off of guidelines/application development workshops
- Spring 2020 = Call for Projects
Metro ATP Grant Assistance

• Adopted Grant Assistance Priorities:

Table 1: ATP Cycle 5 Grant Assistance Priorities

- 75% of overall grant assistance directed to first/last mile projects sponsored by Metro and other local jurisdictions

- 25% of overall grant assistance directed to other state ATP-eligible projects consistent with point assignment criteria, such as:
  - Leverages Measure M
  - LA River Path
  - Rail to River
  - Regional Bike Share
  - I-710 Active Transp. Corridor
  - Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors

- First priority will be assigned to project sponsors that can clearly demonstrate resource/technical limitations that would hinder submission of a complete and competitive grant application

- Secondary priority – should capacity be available to project sponsors without serious resource limitations, priority will be given to project sponsors with an adopted Complete Streets policy or other qualifying document.
Metro ATP Grant Assistance

• Approximately 25 slots available
• Apply through an ONLINE Letter of Interest
• Anticipated timeline:

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Activity Description</th>
</tr>
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<tbody>
<tr>
<td>November 2019 – January 2020</td>
<td>Letter of Interest submission period</td>
</tr>
<tr>
<td>February 2020</td>
<td>Project selection</td>
</tr>
<tr>
<td>February 2020 – March 2020</td>
<td>Project sponsor submits existing project data/information to Metro consultant</td>
</tr>
<tr>
<td>March/May 2020 – June/July 2020</td>
<td>Metro consultant prepares application, project sponsor reviews drafts</td>
</tr>
</tbody>
</table>
## Metro 10 Point Policy

- **Adopted 10 Point Policy:**

<table>
<thead>
<tr>
<th>Table 1: ATP Cycle 5 Point Assignment Method</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project sponsor must have an adopted Complete Streets Policy or other qualifying document in order to be considered for any points.</td>
<td></td>
</tr>
<tr>
<td>A. Disadvantaged Communities</td>
<td>3</td>
</tr>
<tr>
<td>B.</td>
<td></td>
</tr>
<tr>
<td>a. Consistency with Local/Regional Plans – Regional Plans</td>
<td></td>
</tr>
<tr>
<td>• Leverages Measure M</td>
<td></td>
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<tr>
<td>• Implements Board Priorities, such as:</td>
<td></td>
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<tr>
<td>o LA River Path</td>
<td>1</td>
</tr>
<tr>
<td>o Rail to River</td>
<td>and/or</td>
</tr>
<tr>
<td>o Regional Bike Share</td>
<td></td>
</tr>
<tr>
<td>o I-710 Active Transp. Corridor</td>
<td></td>
</tr>
<tr>
<td>o Metro Active Transport, Transit First/Last Mile Program-selected projects and corridors</td>
<td></td>
</tr>
<tr>
<td>• Implements the Active Transportation Strategic Plan</td>
<td></td>
</tr>
<tr>
<td>b. Consistency with Local/Regional Plans – project has robust community support</td>
<td>1</td>
</tr>
<tr>
<td>C. Bonus for First/Last Mile</td>
<td>5</td>
</tr>
<tr>
<td>Total (Up to)</td>
<td>10</td>
</tr>
</tbody>
</table>
Metro 10 Point Policy

- Applies to all projects not awarded through the Statewide Component
- Metro will assign points ~December 2020
ATP Symposium

October 29-30, 2019 in Sacramento

Highlights:

- CTC Commissioner Tamika Butler highlighted the importance of the expertise that comes from using and seeing active transportation infrastructure from a human perspective.
Local Road Safety Plan Funding

- $10 million available to develop LRSP
- Call for applications: October 8, 2019
- Rolling application process – no deadline
  – First come, first serve until funding is exhausted

- LRSP requirement for HSIP
  - HSIP Cycle 10 (April 2020) – highly recommended
  - HSIP Cycle 11 (April 2022) – required

Contact

Shelly Quan
Senior Transportation Planner
quans@metro.net
(213) 922-3075

Patricia Chen
Senior Director, Transportation Planning
chenp@metro.net
(213) 922-3041
OCTOBER 9, 2019 CTC MEETING NOTES
FINANCIAL UPDATES

• AUGUST REDISTRIBUTION 2019: CALIFORNIA EARNED $530 MILLION
• REPORT ON CALTRANS EFFICIENCIES: BOOK ITEM 20
• TRANSPORTATION CASH BALANCES $5 BILLION. TEXAS HAS $8 BILLION. STATE IS ALLOCATING IN EXCESS OF REVENUES TO CATCH UP: POSSIBLE OPPORTUNITIES FOR ADVANCES.
• TIMELY OBLIGATIONS – INVOICE APPROVED WITHIN 9 MONTHS OF OBLIGATION – ADVANCED CONSTRUCTION HELPS. INACTIVE OBLIGATIONS – THE REAL ISSUE; LET’S KEEP WORKING ON IT.
OTHER UPDATES

• TWO NEW COMMISSIONERS ON THE CTC: TAMIKA BUTLER AND HILLARY NORTON. BOTH REPRESENT LOS ANGELES!

• TOLLING AUTHORITY FOR I-105: APPROVED

• LOCAL STREETS AND ROADS REPORT: ALL 538 CITIES AND COUNTIES REPORTED; 55% LESS REQUESTS FOR ASSISTANCE 2019 VS. 2018. PERSISTENT LAST MINUTE REPORTS ARE A BURDEN ON CTC STAFF. THEY WILL LOOK AT WAYS TO AVOID CRUSH IN FUTURE YEARS.

• SAFE VEHICLE RULE: EFFECTIVE NOV. 26, 2019. LOCAL AGENCIES ARE ENCOURAGED TO BECOME FAMILIAR WITH THE RULE.
## LPP UPDATES

**SCHEDULE:** ALL DATES ARE IN 2020; ALL DATES APPLY TO FORMULA AND DISCRETIONARY

<table>
<thead>
<tr>
<th>Month</th>
<th>Action</th>
<th>Responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Draft Guidelines</td>
<td>CTC Staff</td>
</tr>
<tr>
<td>March 25-26</td>
<td>Adopt Guidelines, Call for Projects</td>
<td>CTC</td>
</tr>
<tr>
<td>May 18</td>
<td>Submittals due</td>
<td>Local Agencies</td>
</tr>
<tr>
<td>October</td>
<td>Adopt Program</td>
<td>CTC</td>
</tr>
</tbody>
</table>

Local jurisdictions with a voter-approved fee or an imposed fee which is dedicated solely to transportation uses are eligible to apply for discretionary funds.
DELIVERY SUPPORT WORKSHOPS

• NEXT WAVE: JANUARY 2020. THANK YOU FOR ATTENDING.

• FEEDBACK INCORPORATED: INTERACTIVE TROUBLE-SHOOTING HAS BEEN REPLACED BY NETWORKING AND INDIVIDUAL TROUBLE-SHOOTING BREAK PERIOD

• PLEASE REMEMBER TO RESPOND TO EVENTBRITE SURVEY WITH COMMENTS ABOUT THE OCTOBER WORKSHOPS. COMMENTS ARE GOLD.
Attachment 5

West Santa Ana Branch Presentation
Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Metro

Technical Advisory Committee
November 6, 2019
A. RECEIVE AND FILE Project Status Update:

1. Initial Operating Segments (IOS) analysis;
2. Planning process and delivery schedule; and
3. Public-Private Partnership (P3) delivery procurement
Initial Operating Segments (IOS)

IOS 1: 1-105/Green Line to Pioneer

IOS 2: Slauson to Pioneer
Planning Process and Delivery Schedule Overview

- Technical Environmental analysis (Draft EIS/EIR) and engineering work continues for the entire project and the IOS segments

- Staff is actively coordinating with Union Pacific Railroad (UP) and Ports of LA/LB Union Pacific Railroad (UP)
  - Timely agreement with UP on design and ROW is critical to meeting project schedule and has cost implications

- Key environmental clearance milestone dates:
  - Draft EIS/EIR Release: December 2020
  - Board Selects Locally Preferred Alternative: April 2021
Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
Attachment 6

Financial Forecast Update Presentation
2019 Short Range Financial Forecast

November 6, 2019 TAC Meeting
• Metro maintains a 40-year LRTP Financial Forecast that is updated each year

• The Short Range Financial Forecast:
  – is a 15-year subset of all Metro capital and operating costs
  – identifies fund assignments, or how we plan to allocate Metro’s funds among projects and programs
SRFF Capital Projects and Programs

Revenue Service Hours

- Rail Hours
- Bus Hours

FY 2019 - FY 2028

- Crenshaw/LAX Transit Corridor
- Regional Connector
- WPLE Section 1
- WPLE Section 2
- WPLE 3, ESF-Valley
- West Santa Ana Branch Pn. 1
- Gold Line Ext. to Pomona

Rail

Bus

5,250,000
5,500,000
5,750,000
6,000,000
6,250,000
6,500,000
6,750,000
7,000,000
7,250,000

1,000,000
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Current Financial Outlook

• Continued strong economy and related sales tax receipts
• Increased spending on bus and rail service
• Capital projects advanced or requested as a new commitment
• Grant funding from Metro’s State and federal partners yet to be awarded
• Potentially higher than expected project costs
Current Financial Outlook

• Continued strong economy and related sales tax receipts
• Increased spending on bus and rail service
• Capital projects advanced or requested as a new commitment
• Grant funding from Metro’s State and federal partners yet to be awarded
• Potentially higher than expected project costs
LA Metro Local Sales Tax

Oct 2017 Forecast

Actuals

0.4% Q3'19 vs. forecast
State and Federal Discretionary Grants

LA Metro Anticipated Grants

- Receipts from first SB1 cycles awarded in spring 2018
- New Starts review in progress
- Excludes INFRA, BUILD, Sec. 5339 programs
Fares and Farebox Recovery

- Historic Low

- Trend of Fares and Farebox Recovery from 2017 to 2029

- Red line: Farebox Recovery
- Blue line: Fare Revenue

- Budget Budget Budget Budget


- Expenses $600
- Revenue $300
- Expenses $500
- Revenue $400
- Expenses $400
- Revenue $500
- Expenses $500
- Revenue $600

- Metro

9
Funding Additional Capital Needs

- Reallocate funding
  - Swap, accelerate, sub-recipient funding
- Debt financing
- Value capture
- Tolls
- P3
- Congestion pricing
- Transportation network companies
Summary

- LA Metro benefits from significant local, state, and federal funding for transportation
- Funding levels continue to be strong
- Negative ridership trend, new capital demands, and higher than expected costs create funding challenge
- Solutions range from reprioritizing projects to marginal to significant new revenues
Gracias a todos
Attachment 7

North San Fernando Valley BRT Presentation
Next stop: a new way to travel in the North Valley.
Project Background

> 2016 – Measure M project
  • Description: North San Fernando Valley BRT Improvements
  • $180 million in Measure M Funds
  • Projected opening by FY 2025 to meet Measure M and Twenty-Eight by '28 schedule

> 2017 – Completed Environmental Framework Report

> 2018 – Started Alternatives Analysis (AA)
Initial Study Area
Common BRT Elements

Signal Priority

Stations

Vehicles

Dedicated Lanes

Branding & Image

Convenient Fare Collection
AA Study Alternatives
Proposed Project
Identified in AA Study
Summer 2019 Outreach

• Following additional noticing and outreach, approximately 4,400 comments were received

• Comments organized into key topic areas:
  o Routes and Stations
  o Service Quality and Frequency
  o Traffic and Parking
  o Land Use and Property Impacts
  o Public Safety
  o Outreach

• Approximately 15 letters from organizations and elected officials were received as of September 23, 2019.
Proposed Project following October Board Action
Next Phase of Study

• **Purpose:** Evaluate Proposed Project and design variations; Continue coordination with NextGen Bus Study and City of Los Angeles.

• **Consider:**
  - Service Options
  - BRT Infrastructure
  - Cost Effectiveness
  - Community Input
  - Technology Advances
  - Routes and Station Locations
  - Street Design
  - Ridership Forecasts

• **Provide:** Continued outreach to engage affected stakeholders including Equity Focus Communities, residents, students, community-based organizations, and businesses in advance of key decision points

• **Outcomes:**
  - Refined Proposed Project
  - Assessment of the appropriate level of environmental review
  - Maintain Measure M Schedule
Thank You!

Questions?
Attachment 8

TAP Multimodal Mobility and Mobile App Report
Multimodal Mobility and Mobile App Report

Manish Chaudhari, Senior Director of Solutions Architecture
TAP Technical Systems
LA Metro

October 28, 2019
TAP Bio

• Contactless, chip-based smart card system
• 27 TAP agencies including 3800 regional buses, 124 rail stations (growing exponentially!) + paratransit
• 24M regional transactions/month
• Over 750 different products on fare table
• Over 1.5M passes and $12M of Stored Value sold/month
• Over 450 LA county outlets selling $16M/month
• Website sales of over $2M/month
MaaS – TAPforce
The Multisystem Approach

Account-Based Payment Methods

L.A. County Transit System: Metro + 25 Agencies

Multi-modal Connections

And more...
Benefit: Offer Equity

Cash loading offers access to the unbanked for all TAP programs.
Benefit: Incentivize Behavior

TAPforce enables us to partner with programs to change behavior

Example: Lyft Promo
Benefit: Cross-Program Discounts

Provides discounts across multiple programs
- Easy promo codes
- Discounts for different groups
  - LIFE
  - Bikeshare
  - Zip Codes
New and Upcoming Enhancements

Farebox Upgrade
New and Upcoming Enhancements

TAP is coming to retail kiosks in October
New and Upcoming Enhancements

1. TAP Stretch
2. TAP Mini
3. TAP Flex
Thanks!
Attachment 9

HOV5+ Pilot Presentation
I-10 Express Lanes Program

HOV5+ PILOT IMPLEMENTATION PLAN
A DEGRADATION MITIGATION STRATEGY

Technical Advisory Committee
November 06, 2019
## Historical Context

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1973</td>
<td>Facility initially opens as a busway.</td>
</tr>
<tr>
<td>1974</td>
<td>HOV3+ vehicles temporarily allowed in busway during a 3-month transit strike.</td>
</tr>
<tr>
<td>1976</td>
<td>HOV3+ vehicles allowed to use busway during peak periods.</td>
</tr>
<tr>
<td>1981</td>
<td>HOV3+ vehicles allowed to use busway at all times.</td>
</tr>
<tr>
<td>2000</td>
<td>HOV2 vehicles allowed to use busway during non-peak periods.</td>
</tr>
<tr>
<td>2013</td>
<td>Busway converted to ExpressLanes.</td>
</tr>
</tbody>
</table>
I-10 ExpressLanes Performance Challenges

- Additional I-10 travel time has been added to the Metro Silver Line schedule to keep buses on time.
- Up to 19% of Foothill Transit Silver Streak buses operate behind schedule.
- Significant proportion of traffic mis-representing vehicle occupancy to improperly obtain toll-free travel.

**58% increase in ExpressLanes trips**
from 10,093,413 in FY14 to 15,924,317 in FY18

**201% increase in HOV-Only minutes**
from 1,101 in FY14 to 3,314 in FY18

**12.5% decrease in AM Peak ExpressLanes speeds**
from 60.8 mph in FY14 to 53.2 mph in FY18
Addressing the Performance Challenges

In the I-10 ExpressLanes, the following vehicles travel toll-free:

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOV 3+</strong></td>
<td><strong>HOV 5+</strong></td>
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<tr>
<td>DURING PEAK PERIODS</td>
<td>AT ALL TIMES</td>
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<tr>
<td><strong>HOV 2+</strong></td>
<td></td>
</tr>
<tr>
<td>DURING OFF-PEAK PERIODS</td>
<td></td>
</tr>
</tbody>
</table>

Pilot objectives:
- Keep transit moving in the ExpressLanes.
- Move more people more efficiently in the ExpressLanes.
- Reduce occupancy misrepresentation in the ExpressLanes.
Potential Effects of Pilot

- Overall mobility benefit of approximately **$3.7 million per day** in time/delay cost savings corridor-wide.

- Increase in ExpressLanes person-throughput by **600 persons/day** (a 4% increase for ExpressLanes throughput)

- Increase in end-to-end travel times in the general-purpose lanes by 4 minutes on average.

- Increase in congestion of the eastbound I-10 ExpressLanes at I-605 due to forced merging into the general-purpose lanes.

- Improvements in transit travel time reliability, based on qualitative evaluation by subject area experts.

- Provision of a more long-term sustainable toll strategy that is less susceptible to congestion—especially congestion caused by vehicles that mis-represent occupancy.
Implementation Plan Development

Informed by:

• Nine focus groups
• 2,400 public surveys
• 15 interviews with peer agencies and key corridor partners
• Consultation with
  – Caltrans District 7 & Headquarters
  – FHWA
  – California Highway Patrol

Findings:

• Robust outreach and marketing needed to build pilot support
• Offer incentives to motivate HOV formation
• Offer mitigation strategies to ease any adverse pilot impacts
• Keep stakeholders and partners engaged throughout the process
Implementation Plan

- Public education and marketing campaign
- Mitigation strategies and incentives
- Roadside signage changes
- Mobile App for occupancy declaration and verification
- Before-and-after data collection and evaluation
- Concurrence from Caltrans and FHWA
- Estimated Pilot Cost: $6.2 million
Metro is prepared to implement the Implementation Plan and will begin immediately upon Board approval.

**Timeline and Next Steps**

- **Pre-implementation Period**: Dec. 2019 (PIP Devt.)
- **Implementation Period**: Jan. 2020 – Sept 2020 (M1-9)
- **Go Live + 2-month Introductory Grace Period**: Oct. 2020 – Nov. 2021 (M10-23)
- **Post-Pilot Evaluation**: Dec. 2021 – March 2022 (M24-27)
- **Board Review**: April 2022 – May 2022 (M28-29)
- **Transitional Period**: June 2022 – May 2024 (M30-54)
Attachment 10

TAC FTA Section 5310 Appeals Protocol
TECHNICAL ADVISORY COMMITTEE

TAC Roles and Responsibilities: TAC is an Advisory Committee and serves as the appeal body for Metro Grant Programs including the Call for Projects, Transit Oriented Development (TOD), FTA Section 5310, to name a few. TAC’s primary role and responsibility is to provide an objective, technical, and countywide perspective in the appeals process. TAC’s role is also to objectively listen to project sponsors’ appeal for funding. Based on the merits of the appeal, it is TAC’s role to recommend whether the project is justified to receive funding from the Board approved TAC Appeal Reserve fund. Projects are not to be reevaluated or rescored. Metro staff can concur, reject or recommend alternatives to the TAC recommendations. To ensure TAC’s countywide role, these protocols shall govern:

- The Alternate TAC member shall only participate in the meeting when the primary TAC member is not present.
- Ex-officio members are not allowed to vote.
- For projects for which their respective agency has submitted an application(s) or appeal(s), TAC members and/or Alternates are prohibited from providing oral testimony.
- TAC members and/or Alternates should not participate in TAC discussion concerning project(s) their agency sponsored so as not to be perceived as taking an advocacy role.
- Motion seconds should be made from an agency/jurisdiction/League of Cities/TAC Subcommittee representative other than the agency/jurisdiction/League of Cities/TAC Subcommittee representative that originated the motion.
- Any discussion involving the public will be allowed when acknowledged and determined appropriate by the TAC Chairperson.
- TAC discussion and motion development is intended for TAC members’ participation only.
Attachment 11

Application Guidelines & Evaluation Criteria
APPLICATION GUIDELINES & EVALUATION CRITERIA

The following sections Part I-Part IV of the Fiscal Year (FY) 2019 Solicitation for Proposals outlines in detail the application content required and the maximum score possible for each scoring segment of the application.

PART I - GENERAL INFORMATION

Project Goal

In this section of the application, indicate how the proposed project addresses gaps and barriers identified in the 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County found at: http://media.metro.net/projects_studies/fta5310/images/2016-2019_coordinated_plan_072015.pdf

Description of Agency or Organization

Briefly describe your agency or organization using the space provided including:

1. Transportation related programs and services currently managed and provided including target populations served, areas served, days/hours of service, and where applicable total fleet size (identifying the number of vehicles that are federally funded).

2. The number of individuals who currently receive transportation assistance managed/provided by your agency or organization, including a specific breakdown by age (65 years of age or older and those under 65 years old) by disability (those who use a wheelchair or other mobility device and those who do not need a mobility device), and by income.

3. Attach a map or brochure to your application showing the existing service area of your agency or organization, as well as any proposed expansion requested to be funded (if applicable).

PART II - PROJECT NARRATIVE & EVALUATION CRITERIA

Part II consists of five sections (A-E). To receive the maximum number of points for each section, ensure that the narrative responses are clear, concise, complete and accurate and specifically address the evaluation criteria that are provided as guidance for each section.

Section A: Scope of Work, Need, Objectives, Coordination and Outreach (Up to 40 points)

To receive the maximum number of points, provide a detailed and clear description of the project proposed, including need and objectives. Also, discuss coordination and outreach efforts. Vehicle funding requests require a completed “Vehicle Purchasing Schedule,” included as Attachment A. Please address the following evaluation criteria as applicable to the proposed project:
1. Describe the transportation services currently provided (if any), the existing transportation service fleet (if any), and the target populations currently served including elderly persons, individuals with disabilities, welfare recipients, and/or eligible low-income individuals. Explain how the award of Program funds will allow your agency/organization to implement, continue, and/or enhance or expand existing services including the project beginning and ending dates. Describe how the proposed project is consistent with the goals of the grant program. Where new and/or enhanced or expanded services are proposed, be specific regarding the change and/or improvements to existing services including: capacity, service hours, service areas, target populations, etc. Further include specific and detailed responses to the items below (a-d) where applicable to the proposed projects (Up to 20 points).

   a. **For vehicle replacement projects**, explain why the replacement vehicle(s) are needed. Complete and attach the “Vehicle Replacement Request Form” included as Attachment B. If requesting alternative fuel vehicle(s), justify the need and indicate whether your agency has the required fuel infrastructure, including the proximity of the fuel station in relation to your agency. Indicate the plan for the disposition of the vehicles being replaced (e.g. backup or sell). Provide a cost/benefit analysis, if proposing to lease instead of procure vehicle(s).

   b. **For operating projects including operating, vehicles, and/or equipment expenses supporting “new” and/or enhanced or expanded service**, describe the new service and/or the growth in demand for transportation services by the target populations that your agency or organization is experiencing. Describe and include the service routes and schedules including trip coordination strategies conducted in support of the project and/or to be pursued; also, specify if your agency or organization will operate the service or will contract for the services. Discuss any projected increase in the number of clients to be served, target population(s), area(s) served, type of service to be provided, and how the enhanced and/or expanded service will increase the capacity of the services currently being provided. Indicate the new or additional days/hours of service to be provided per year, as well as the projected number of annual one-way passenger trips and miles each vehicle will travel during its useful life. If requesting funding to purchase vehicles for new or expanded transportation service, complete the “New Service or Service Expansion Vehicle Request Form” included as Attachment C.

   c. **For communication and computer equipment, hardware and/or software, or any other eligible miscellaneous equipment replacement in support of eligible projects**, provide a detailed description of the make, model, and year of the equipment to be replaced. Explain how it is currently being used to support your service and how its replacement is needed to improve service efficiency. List the specific items to be purchased and attach three (3) like-kind estimates with this application. Estimates can be quotes received from manufacturers or Internet sites, advertisements, or product catalogs. Use the average cost of the three estimates to calculate the unit cost in the proposal. Complete and attach the “Communication/Computer Equipment Request Form” included as Attachment D.
d. **For improved passenger facilities**, attach two photos that show existing conditions and describe the proposed facility improvements. For transit stop improvements, provide the project’s location and service area (including street names), as well as the total annual boardings and alightings at each location.

2. Explain how the proposed project meets and is consistent with the goals and objectives of the Section 5310 Program as applicable, and how it addresses gap(s), barriers, goals and/or strategies identified in the 2016-2019 Coordinated Public Transit – Human Services Transportation Plan for Los Angeles County www.metro.net/projects/fta5310. Include references to any other studies, surveys, or other information that were used to develop the project and substantiate its need using qualitative and/or quantitative analyses **(Up to 10 points)**.

3. Explain how the proposed project (new, continuing, and/or enhanced/expanded) was developed or is being implemented in consultation with interested parties to ensure adequate coordination of existing and proposed transportation services, including seeking and considering comments and views of affected private and public transportation providers. Specify the agencies, groups, or stakeholders involved in the development of the proposed project and/or its implementation phase and their roles (such as health and human services agencies, agencies from the private sector, non-profit agencies, transportation providers, and members of the general public) to successfully implement the project, support coordination of services, and avoid duplication **(Up to 5 points)**.

4. Discuss how the project is or will be marketed to promote public awareness and expand coordination efforts with other parties **(Up to 5 points)**.

**Section B: Project Implementation, Operating and Management Plans**

**Up to 20 points**

To receive the maximum number of points, describe your agency/organization’s project operating and management plans as applicable to new, continuing, and/or enhanced/expanded project proposal. Complete and attach a proposed project schedule and provide key project milestones, potential risks along with associated mitigation strategies. Assume the start of eligible activities to be approximately eight (8) months after the application deadline. Please include and address each of the following as applicable to the proposed project:

1. Describe the project’s management plan, key milestones, and schedule, including a brief description of 1) the role of key personnel and their relevant experience with implementing/managing similar transportation projects; and 2) any professional services to be procured by the applicant after grant award and the proposed procurement method to be used **(Up to 8 points)**.

2. Describe your agency or organization’s contingency plan to avoid service disruption due to staffing, mechanical, or technical problems. Further include response to the item (a) below if applicable to the proposed project **(Up to 8 points)**.
FY 2019 Section 5310 Application Guidelines & Evaluation Criteria

a. For new, continuing, expanded and/or enhanced vehicular transportation service projects, describe your agency or organization’s driver training program, maintenance program (i.e., daily pre-trip and post-trip inspection, and description of preventive and routine maintenance policies and procedures). Include/attach your agency or organization’s fleet information, including spare ratio, before and after funding request. Responses shall apply to directly operated and/or contracted services.

3. Describe your agency or organization’s experience and history in providing transportation services, including the number of years. Also, include the number of years your agency has provided transportation services or managed similar projects or programs funded with Section 5310 funds (or other federal programs). If your agency or organization will be providing transportation services for the first time, specify the number of years it has provided non-transit services to elderly persons, individuals with disabilities, welfare recipients, and/or eligible low-income individuals (Up to 4 points).

Section C: Performance Indicators and Project Effectiveness (Up to 20 points)

To receive the maximum number of points, identify the performance measures applicable to the proposed project to ensure that stated objectives are being met (ref. Application Part II., Section A.2). Please address the following evaluation criteria:

1. Provide quantitative and qualitative project performance measure(s) as required for each project type for each calendar year during the life of the proposed project. Include the methodology used to develop the performance measure estimates. Discuss any other performance indicators applied to the proposed project, such as projections for annual vehicle use and number of persons receiving travel training. In all cases use calendar year 2018 as the base year when developing and projecting future performance indicators (Up to 10 points).

All performance measure data listed below under your proposed project type, must be identified in Part II of the grant application.

a. For Section 5310 Traditional Capital
   i. Gaps in Service Filled - The actual or estimated number of seniors and people with disabilities afforded mobility annually as a result of the Traditional Capital Section 5310 project.
   ii. Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the Traditional Section 5310 Capital project.

b. For Section 5310 Other Capital and Operating
   i. Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.
ii. **Physical Improvements** - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.

iii. **Ridership** - Actual or estimated annual number of rides measured by one-way passenger trips provided for seniors and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.

2. Explain how each applicable Program performance measure (ref Section C.1) will be used by the agency/organization to evaluate the effectiveness of the project in meeting the transportation needs of the targeted population(s). Identify strategies to mitigate performance measures that are not achieving the stated objectives **(Up to 4 points)**.

3. Describe the management tools and/or procedures to be used for collecting, tracking, and reporting the project’s performance, including the on-going management and evaluation of performance indicators **(Up to 6 points)**.

**Section D: Project Financial Plan / Project Readiness (Up to 10 points)**

Project Readiness is essential in determining whether a project is ready for funding. It is important that subrecipients provide accurate and complete information for evaluating project readiness. Complete the Project Financial Plan table located in Section D of the application. Please provide the projected expenditure amounts by quarter. Include a description of how the schedule is realistic to enable project completion based on the years of requested funding (if the project is currently funded with other grants, please take that into consideration) **(up to 10 points)**.

**Section E: Budget Justification (Up to 10 points)**

Describe the assumptions for developing the budget for the proposed project included in Part III of the application. All costs must be broken down, and a detailed description for how you determined each cost must be provided. The total project net cost calculated should be the net of operating revenues (i.e., operating cost - farebox revenue collected = net cost). Please address the following (1-4) evaluation criteria **(up to 10 points)**:

1. Assumptions used to prepare the budget, such as quantity and level of service, basis for costs, inflation rate and prior experience. Include maintenance and repair costs, cost of fuel, casualty and liability insurance, and other administrative and direct costs; in-direct costs are ineligible. Note: The maximum amount of program funds that can be used for administrative expenses is five (5) percent of the total project cost.

2. Identify all sources and amounts of operating revenue, including farebox revenue where applicable and revenue from local, state, and/or federal discretionary and/or formula grants that are proposed to be used to fund the proposed project.

3. Identify the total amount of federal funds requested from the specific Section 5310 Program and discuss the eligibility of the proposed expenditures.
4. Specify the amount and source of non-USDOT Local Match funds committed for the proposed project to meet statutory local match requirements. In addition:

a. If providing cash match, attach a **Local Match Commitment Letter** to your application. The letter must:
   
   i. include the local match amount committed to the project  
   ii. include the specific source of funding (i.e., Prop A., Donations)  
   iii. be placed on your agency letterhead  
   iv. be signed by a duly authorized representative

b. If providing in-kind match, attach an **In-Kind Commitment Letter** to your application (in place of local match commitment letter). The letter must:

   i. include a detailed description of each in-kind item or service
   ii. include the real or approximate value of each item or service
   iii. describe how each value was determined (e.g., actual, appraisal, fair market value, independent cost estimate)
   iv. provide formulas/methodologies or assumptions used for determining the costs
   v. state if any of the contributions were obtained with or supported by federal funds
   vi. be placed on your agency letterhead
   vii. be signed by a duly authorized representative

**PART III - PROJECT BUDGET**

Complete the corresponding budget sheet(s) for the proposed project program fund (Section 5310) and project category (traditional capital, other capital, and/or operating). Include all sources of revenue, including user fees and fares. Review all cell notes included in worksheets.

**Important!** Total Project Expenses must equal the Total Project Funding requested.

1. Identify and record project expenses over the proposed period of performance. Administration expenses may not exceed 5 percent of the total project expenses. All expenses must be eligible, reasonable, and justified.

2. Each project must be fully funded; proposed local matches over the required minimum are acceptable. Reference **FEDERAL SHARE, TRANSPORTATION DEVELOPMENT CREDITS, AND LOCAL MATCHING REQUIREMENTS** for each program to determine match requirements. Eligible local match may include (but are not limited to) state and local funds, revenues from grants or contracts with others, donations and local fund raising projects, non-USDOT federal funds and direct in-kind contributions.

3. Include all revenue from grants, donations, and local fund-raising projects that will be used to fund your proposed project.

4. Identify the source of local or in-kind match.
PART IV - CERTIFICATIONS

Private Nonprofit (501(c)(3)) Organizations – Status Inquiry and Certification

Applicants claiming eligibility based on its status as a private nonprofit (501(c)(3)) organization must complete the status inquiry and certification.

Organizations must obtain verification of its incorporation number and current legal standing from the California Secretary of State Information Retrieval/ Certification & Records Unit (IRC Unit). The “Status Inquiry” document must be attached as an appendix to the application. To assist your organization in obtaining this information, use one of these two methods:

1. To obtain Corporate Records Information over the Internet, go to https://businesssearch.sos.ca.gov. Enter the name of your agency or organization. If its status is active, print the page and submit it as proof. If you are unable to find its status online, go to option 2 and follow instructions. If the verification of your status is not available at the time you submit your application, you must indicate the date on which you requested the verification and the estimated date it will be forwarded to the Los Angeles County Metropolitan Transportation Authority.

2. If your agency or organization is unable to locate the information on-line, it may obtain the “Status Inquiry” document by making a written request (including a self-addressed envelope) to:

   Secretary of State
   Certification and Records
   P.O. Box 944260, Sacramento, CA 94244-2600

Nonprofit organizations must be recognized under section 501(c)(3) of the Internal Revenue Code and must obtain a letter from the federal Internal Revenue Service confirming the organization’s 501(c)(3) status. The letter must be attached as an appendix to the application.

Local Government Authority Certification

A local governmental authority includes: a political subdivision of a State, such as a city or county; a state authority or an authority of a political subdivision of a State; and a public corporation, board, or commission established under the laws of a State.

Metro may award funds to a local governmental authority to implement Traditional Section 5310 Capital projects under two conditions. First, if the governmental authority certifies that there are no non-profit organizations readily available in the area to provide the service. Second, if the governmental authority is approved by the state to coordinate services for elderly individuals and individuals with disabilities.

For governmental authorities certifying that there are no non-profit organizations readily available in the area to provide the service, a public hearing is required and must be completed between the release date of the FY 2019 Solicitation of Proposals and the due date of the application. A copy of the public hearing notice and a letter summarizing the
outcome of the hearing signed by the authorized representative must be attached as part of the application. Please schedule accordingly taking into consideration the minimum required 30-day public comment period prior to the date of the public hearing.

General Certifications and Assurances Summary

All applicants must sign the General Certifications and Assurances Summary form, in which the applicant assures that it will comply with federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G (“Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions”) and incorporated by reference in the Funding Agreement to be executed by/between Metro and successful applicants.

Civil Rights Certification

All applicants must attach a Civil Right Certification Letter describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary of lawsuits should include the date of complaint, lawsuit received and/or acted on, description status or outcome, corrective action taken, and date of final resolution. If no lawsuits or complaints were received or acted on, the letter should indicate that, “There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements.” This letter should also discuss if your agency or organization has a Title VI Plan. If not, please explain why and provide a date your agency or organization anticipates completing the plan. Discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English. This letter is to be printed on letterhead, signed by a duly authorized representative, and attached to the application.

Current Grant Subrecipient Compliance

All applicants must indicate whether or not they are a current FTA Section 5310, 5316, 5317 grant recipient/subrecipient. If yes, applicants must indicate whether or not they are in good standing or in compliance with their existing Agreement and/or Scope of Work.

Debarment/Suspension Certification

All applicants must certify that neither they nor their contractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any federally assisted transactions.
Attachment 12

Appeals Fact Sheet
FTA Section 5310 Program
Enhanced Mobility of Seniors and Individuals with Disabilities
2019 Applicant Summary Sheet

Completed by Metro

Agency Score: 81.67  Funding Line Score: 82.33

Applicant: City of Whittier

Project Title: City of Whittier Dial-A-Ride Replacement Vehicles

Project Description Summary:
Traditional Capital assistance to procure three (3) Class B buses, and three (3) Class D Minivans for replacement for Dial-A-Ride program.

Project Financial Summary:

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<td>Funding Request (5310)</td>
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Evaluation Criteria & Project Score

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<td>Project Implementation, Operating and Management Plans</td>
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<td>Performance Indicators and Project Effectiveness</td>
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<td>Project Financial Plan / Project Readiness</td>
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<td>Budget Justification</td>
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<td><strong>Total</strong></td>
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FTA SECTION 5310 PROGRAM
Enhanced Mobility of Seniors and Individuals with Disabilities
2019 Appeal Fact Sheet

Applicant: City of Whittier

Project Title: City of Whittier Dial-A-Ride Replacement Vehicles

Brief Project Description: Purchase of six replacement Dial-A-Ride Vehicles

Reason for Appeal- New information cannot be introduced. Updated technical information (e.g. revised Level of Service, updated ridership/ridership projections) will be allowed as long as the same project limits and scope of work are maintained. No hand-outs will be allowed.

We applied for six vehicles - half of our weekday peak vehicle requirement. All six vehicles are at their replacement life for age and mileage. Maintenance costs and breakdowns are a big financial and operational factor. Passengers are experiencing a high number of breakdowns.

Since our application in July 2019:

Vin# 39399 is at 151,882 miles (from 149,566)

Vin# 12641 has not added any miles to the 92,189 mileage, due to long term breakdown

Vin# 12640 has only added 67 miles due to breakdowns

As a small operator, without access to other federal capital grants, the FTA5310 grant has been our only source of funding to replace our aging fleet, over the years. We are experienced with managing the paperwork and procurement process, having received other FTA5310 grants in the past 14 years to get our fleet to 100% wheelchair accessible. We are members of CALACT and this enables us to use an existing state approved purchasing process.

Whittier Dial-A-Ride has been in operation since the early 1970's. The Cities of Whittier and La Habra Heights have proudly operated a coordinated demand-responsive paratransit service for senior citizens 60 years or older and residents who have a disability, in both cities, since 1996.

We are a very heavily used service with just under 70,000 trips a year covering over 200,000 miles per year. We transport close to 3.5 passengers per hour. The Dial-A-Ride service offers door-to-door service with both seven-day advance reservation and same-day demand responsive services on the following schedule: 7 a.m. to 9 p.m. Monday to Friday and 8 a.m. to 9 p.m. Saturdays and Sundays. We even operate on holidays, from 8 a.m. to 4 p.m.

To miss out by about 1 point, in the scoring, is very hard to justify with the age, mileage, and active use of these vehicles by our senior and disabled residents.

We urge the panel to reconsider our point score based upon our daily need and the condition of our aging fleet. Replacing half our fleet using this grant funding cycle will definitely help senior and disable residents in both cities. We also feel we are worthy recipients based upon our past performance with managing the grants, audits, and the paperwork.
FTA Section 5310 Program
Enhanced Mobility of Seniors and Individuals with Disabilities
2019 Applicant Summary Sheet

Completed by Metro

Agency Score: 82.33  Funding Line Score: 82.33

Applicant: City of Manhattan Beach

Project Title: City of Manhattan Beach Dial-A-Ride Program

Project Description Summary:
Traditional Capital assistance to procure two (2) Class B buses, and two (2) Class F low floor buses for replacement for Dial-A-Ride Program.

Agency is right on the funding line, so they were able to receive partial funding for one vehicle, but the three remaining vehicles are currently not recommended for funding due to funds being depleted.

Project Financial Summary:

<table>
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<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Project Expense:</td>
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<tr>
<td>Local Match:</td>
<td>$51,400 10 %</td>
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<td>Funding Request (5310):</td>
<td>$462,600 90 %</td>
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Evaluation Criteria & Project Score

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<tr>
<th>Criteria</th>
<th>Score</th>
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<tr>
<td>Scope of Work, Need Objectives, Coordination, &amp; Outreach</td>
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<td>Project Implementation, Operating and Management Plans</td>
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The City of Manhattan Beach is appealing the decision of the preliminary funding recommendations for the Fiscal Year (FY) 2019 Solicitation for Proposals for the Federal Section 5310 Program. Funding was approved for one replacement vehicle; however, we are requesting replacement vehicles for three additional buses that have outlived their useful life, use traditional lifts and have three step entrances. The City of Manhattan Beach Dial-A-Ride program currently serves over 1000 riders, both seniors and people with disabilities. We are asking for two Class F, 17-18 passenger buses and one Class B, 12 passenger bus, all low floor models, to replace similar sized buses. Two of these replacement purchases would take place in 2020 and one in 2021. The Class F buses are needed when larger groups of riders attend events such as senior programs and trips, weekly scheduled dinners at restaurants, trips for intellectually and developmentally disabled groups, or weekly shopping shuttles from senior housing complexes to grocery stores.

Our current buses have three steps for riders to board the bus. The low floor buses will especially help riders who have difficulty walking, to board and disembark the bus more safely and independently. Fifty-nine percent of our current riders are 75 years of age or older and 22% of riders use a wheelchair, walker or cane. Additionally, Beach Cities Health District data indicates that 73% of riders are low income, based on the poverty guideline of the Department of Health and Human Services.

One unique aspect about Manhattan Beach Dial-A-Ride is the level of customer service provided. Our brochure states that curb to curb service is provided, and that assistance beyond curb to curb is available when needed. Our policies mandate that drivers offer door to door and door through door service. Drivers are trained and expected to help riders to continue using our service even if their level of care increases with age or disability. Drivers provide assistance with boarding and disembarking. This includes escorting visually impaired riders to the door of their doctor’s office and carrying groceries inside riders’ homes. Additionally, drivers will enter doctor’s offices to look for riders who are not outside waiting. Our biennial customer satisfaction surveys reflect high customer service; 100% of respondents indicate that drivers are courteous and helpful. Over 25% of riders who use our service respond to our biennial survey.

Manhattan Beach Dial-A-Ride transports riders to medical appointments, grocery stores, banks and to the many classes and programs offered by the City. Included in these programs are lunches, exercise classes, mindfulness, support groups, educational seminars and award-winning intergenerational programs and technology classes. Concerts, city events and dinners are among the evening outings that promote socialization. In summary, Manhattan Beach Dial-A-Ride helps riders maintain their independence and improve their quality of life. Three replacement, low floor buses will allow us to do this in a more efficient, safe and customer-friendly manner.
FTA Section 5310 Program
Enhanced Mobility of Seniors and Individuals with Disabilities
2019 Applicant Summary Sheet

Completed by Metro

Agency Score: 74.69  Funding Line Score: 82.33

Applicant: Westside Pacific Villages (WPV)

Project Title: Enhancements to WPV Volunteer Driving Program

Project Description Summary:
Operating assistance to continue and expand WPV’s current volunteer driving and transportation program for seniors.

Project Financial Summary:
Project Expense: $416,005
Local Match: 104,001 25%
Funding Request (5310): $312,004 75%

Evaluation Criteria & Project Score

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**FTA SECTION 5310 PROGRAM**
Enhanced Mobility of Seniors and Individuals with Disabilities
2019 Appeal Fact Sheet

**Applicant:** Westside Pacific Villages

**Project Title:** Enhancements to WPV Volunteer Driving Program

**Brief Project Description:** Related operating expenses to continue and expand current transportation services for seniors.

**Reason for Appeal-** New information cannot be introduced. Updated technical information (e.g. revised Level of Service, updated ridership/ridership projections) will be allowed as long as the same project limits and scope of work are maintained. No hand-outs will be allowed.

Westside Pacific Villages (WPV) is respectfully submitting its appeal for continuation of its currently funded program, in the amount of $91,060 (local match $27,330). These funds would be used to continue WPV’s Volunteer Driving Program and operation of WPV’s currently owned 5310 funded vehicle which was received through funds awarded during the 2017 Metro/FTA 5310 grant cycle. That project started in December 2018 and is schedule to end in March 2022. This appeal request will allow WPV to continue the operating components related to the current 5310 funded project for another year. These components include salary for one part-time driver, gas, van insurance/maintenance, mileage reimbursement for WPV volunteer drivers and the public transportation education programs.

Through our currently funded program, WPV has established a weekly minivan route to local adult daycare centers, grocery stores and other important appointments for our seniors who rely on our transportation program. Since the beginning of this, (April 1, 2019 when WPV’s van went into service) WPV has provided 2718 total rides which included 857 minivan rides for 97 senior passengers. As a result, this project has prevented missed doctor’s appointments, keeps our seniors active and ultimately contributes to healthier outcomes for our seniors. If this appeal is approved, WPV will be able to continue to operate its minivan as currently set up. These are desperately needed by the older seniors we serve, ages 85-102. These seniors have either outlived their ability to drive and/or suffer from dementia. Most of them have live alone, suffer from multiple health issues, and need a safe, reliable source of transportation. WPV’s Driving Program is critically important in providing much needed human interaction with friendly, caring volunteers as does the minivan driver they have come to know and trust. Our part-time driver and volunteer drivers provided arm-in-arm and door-through-door support that most of our seniors need. WPV volunteers have driven over 22,800 miles since April 2019 and our currently funded programs allow us to provide mileage reimbursement. This appeal request includes funding for another year of mileage reimbursement. The reality is, it takes a long time for seniors who feel they no longer have a purpose in life and are afraid to step out of their homes to trust others. WPV not only provides a robust transportation service, but it provides peace of mind to seniors and their families who live far and worry about them. Through our program, seniors maintain their independence, get out and about in the community, and establish new connections/friendships. These activities not only contribute to longevity of life but truly improves the quality of our seniors’ lives. Metro’s continuous partnership with WPV means continuous life empowering programs for older seniors in our service area.
FTA Section 5310 Program
Enhanced Mobility of Seniors and Individuals with Disabilities
2019 Applicant Summary Sheet

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<th>Evaluation Criteria &amp; Project Score</th>
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Agency Score: 76.85  
Funding Line Score: 82.33

**Applicant:** East Los Angeles Remarkable Citizens’ Association (EL ARCA)

**Project Title:** Aging Vehicle Replacement

**Project Description Summary:**
Traditional Capital assistance to procure seven (7) Class B buses for replacement.

**Project Financial Summary:**

- **Project Expense:** $546,000
- **Local Match:** $54,600  
  10 %
- **Funding Request (5310):** $491,400  
  90 %
Applicant: East Los Angeles Remarkable Citizens’ Association (EL ARCA)

Project Title: Aging Vehicle Replacement

Brief Project Description: Capital assistance to procure (7) Class B buses for replacement

Reason for Appeal- New information cannot be introduced. Updated technical information (e.g. revised Level of Service, updated ridership/ridership projections) will be allowed as long as the same project limits and scope of work are maintained. No hand-outs will be allowed.

The East Los Angeles Remarkable Citizens’ Association, Inc., known as EL ARCA, respectfully requests the TAC’s consideration of its project for inclusion as an awardee under the 5% amount budgeted for this purpose. EL ARCA has been providing services to the developmentally disabled since its incorporation in 1969. Twenty three of our vehicles (out of a fleet of 33) are aging vehicles with service time of ten years of more. The seven vehicles selected for replacement are vehicles with mileage use between 171,000 miles and 232,000 miles. The vehicles have high expenditures for repairs and can become safety concerns for transporting our participants. When these vehicles need repairs, they could be grounded for days/weeks before EL ARCA is able to budget the cost of repair.

If EL ARCA is not able to replace the seven aging vehicles, there are 78 participants that could be negatively affected. At this time, EL ARCA does not have any standby vehicles to transport consumers. 25% of EL ARCA’s wheel-chair bound participants ride in one of the seven buses we need to replace. If we were not able to offer transportation to this subset of our population, it would be highly likely that they would stay at home. Parents lack the proper wheel-chair transport to bring them to program. Our experience has shown that these wheelchair-bound consumers constantly face rejection when applying to attend other day centers due to their mobility status.

Because of their developmental disabilities and medical conditions, our clients are usually not able to use generic services. Many of our clients have behavioral concerns that would not allow them to use Access or other generic resource due to concerns such as eloping behaviors and self-injurious behaviors. Our clients on the Autism spectrum need the consistency that EL ARCA transportation services provides (same driver, same route, same routine).

EL ARCA prides itself in helping the most vulnerable of the developmentally disabled population. Our numbers show that. At the Bell facility, 43% of the participants are wheel-chair bound. If you were to look at similar programs, this is a ratio that no one else would accept from a financial and operational standpoint. EL ARCA does not reject or “wait list” consumers that are wheel-chair bound. They are the ones in most need of services.

In closing, EL ARCA is respectfully requesting approval to be a recipient of the 5% allocation of funds put aside. EL ARCA scored 76.85, well above the limit for funding consideration. Your support of our quest in replacing aging vehicles will help 78 participants consistently attend the day program they call their second home.
FTA Section 5310 Program  
Enhanced Mobility of Seniors and Individuals with Disabilities  
2019 Applicant Summary Sheet

Completed by Metro

Agency Score: 68.33  
Funding Line Score: 82.33

Applicant: City of Pico Rivera

Project Title: Pico Rivera Transportation- Traditional Capital

Project Description Summary:
Traditional Capital assistance to procure three (3) Class D minvans, and equipment for expansion. Pico Rivera would like to in-house its Dial-A-Van (DAV) demand-response service for resident seniors or disabled persons.

Project Financial Summary:

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Evaluation Criteria & Project Score

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Applicant: City of Pico Rivera

Project Title: Pico Rivera Transportation

Brief Project Description: Pico Rivera would like to in-house its Dial-A-Van (DAV) demand-response service for resident seniors or disabled persons (Capital funds for 3 minivans and equipment).

Reason for Appeal- New information cannot be introduced. Updated technical information (e.g. revised Level of Service, updated ridership/ridership projections) will be allowed as long as the same project limits and scope of work are maintained. No hand-outs will be allowed.

Agency Score: 68.33

The City of Pico Rivera Dial-A-Van (DAV) program is offered to disabled residents of any age, and senior residents, aged 55 years or older. DAV provides free, curb-to-curb, transportation within the City and for medical appointments anywhere within six miles of City Hall. Currently, DAV services are provided Monday through Friday from 8:00 a.m. – 11:00 a.m. and 12:00 p.m. – 4:00 p.m. Reservations, to utilize the transportation service, must be made at least seven days in advance of travel. At present, operations are provided by a contracted vendor utilizing two City owned 2010 El Dorado National, Aerotech Model, gasoline vans that will soon exceed their 10 year life expectancy. Moreover, one of the two vans is often out of operation due to maintenance, mechanical failure, or lack of available staff to drive the vehicle. In addition, services going to and from the Senior Center are limited with pick-up and drop-off times at 8:30 a.m., 10 a.m., 1:00 p.m., and 3:00 p.m. only; forcing residents to limit their activities and time spent receiving critical services such as nutritional assistance through the Senior Center congregate meal program. Continuing issues with the contracted vendor’s customer service and restricted operations has led to decreased ridership though costs for these contracted DAV services have continued to rise.

The award of Program funds will allow the City of Pico Rivera to transition to an in-house DAV service; substantially enhancing operations and enabling increased flexibility and oversight to address the complaints and concerns that were substantiated in the Comprehensive Operational Assessment. The new in-house DAV service will be made available from 7 a.m. – 5:00 p.m., that coincide with Senior Center hours. Also, in-house services will allow for select extended hours so residents can attend special events outside of normal operating hours. Furthermore, there will be no designated pick-up and drop-off times at the Senior Center which will allow for riders to come and go as their personal schedule dictates. The enhanced services will also provide for three (3) vans, with two (2) always in operation during established program hours, and one (1) to provide additional service during peak hours, as well as be available in the event a van is down for service or due to mechanical issues. As a part of the in-house DAV program, the City will hire four (4) part-time drivers to ensure adequate staffing levels to operate the vans during all program hours.

The City of Pico Rivera anticipates that these changes will increase DAV ridership by approximately 30 persons per day; an increase of almost 100% in ridership over the existing service. Therefore, award of funds to implement the in-house DAV program will result in increased levels of service to meet the current and future access needs of the senior and disabled communities; allowing these at-risk populations to better address their health, social well-being, and overall quality of life.
FTA Section 5310 Program  
Enhanced Mobility of Seniors and Individuals with Disabilities  
2019 Applicant Summary Sheet

Completed by Metro

Agency Score: 67.33  
Funding Line Score: 82.33

Applicant: City of Pico Rivera

Project Title: Pico Rivera Transportation- Operating

Project Description Summary:
Operating assistance to operate ADA vehicles for Dial-A-Ride transportation program for two (2) years. Pico Rivera would like to in-house its Dial-A-Van (DAV) demand-response service for resident seniors or disabled persons.

Project Financial Summary:

Project Expense: $ 65,600
Local Match: 16,400 25 %
Funding Request (5310): $ 49,200 75 %

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The City of Pico Rivera plans to use operating funds to purchase real-time tracking software, which will be able to track where the vehicles are in order to provide accurate information to riders and management. It will also enhance the quality of service and increase efficiency resulting in improved customer (individuals with disabilities and seniors) experiences. Radios will also be purchased to allow dispatch and drivers to communicate effectively. A new office space will also be implemented so drivers can efficiently pick-up their route schedule and complete paperwork. It will also allow management to effectively oversee reservations and customer service.