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Agenda - Final

Thursday, March 17, 2022

12:00 PM

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Executive Management Committee

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Ara Najarian, Vice Chair

Eric Garcetti, 2nd Vice Chair

James Butts

Sheila Kuehl

Tim Sandoval

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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

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

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

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

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x2 *Español (Spanish)*

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The Committee Meeting begins at 12:00 PM Pacific Time on March 17, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 12:00 PM, hora del Pacifico, el 17 de Marzo de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 25 and 26.

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

CONSENT CALENDAR

- 25. SUBJECT: CRENSHAW AND REGIONAL CONNECTOR RAIL PROJECTS TITLE VI SERVICE AND FARE EQUITY ANALYSIS** [2021-0736](#)

RECOMMENDATION

APPROVE the Crenshaw and Regional Connector Operating Plans Title VI Service and Fare Equity Analysis.

Attachments: [Attachment A - Public Hearing Comments](#)

- 26. SUBJECT: ENCOURAGING THE USE OF PUBLIC TRANSIT** [2022-0126](#)

RECOMMENDATION

AUTHORIZE Chief Executive Officer to make Metro bus, rail, and bike share services free on Transit Equity Day (February 4th), Earth Day (April 22nd), National Bike to Work Day (celebrated with LA County every 3rd Thursday of May) and California Clean Air Day (October 6th) on an annual basis, permanently.

NON-CONSENT

- 15. SUBJECT: METRO BIKE SHARE PROGRAM UPDATE** [2021-0812](#)

RECOMMENDATION

RECEIVE AND FILE Motion Response Work Plan (Attachment A) to Board Motion Item No. 41 approved December 2021.

Attachments: [Attachment A - Motion Response Work Plan](#)
[Attachment B - Metro Bike Share Board Motion No. 41 Presentation](#)

(ALSO ON FINANCE, BUDGET AND AUDIT COMMITTEE)

27. SUBJECT: STATE AND FEDERAL REPORT[2022-0116](#)**RECOMMENDATION**

RECEIVE AND FILE March 2022 State and Federal Legislative Report.

**28. SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS
REPORT**[2022-0113](#)**RECOMMENDATION**

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT[2022-0137](#)

RECEIVE General Public Comment

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

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



Board Report

File #: 2021-0736, File Type: Public Hearing

Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 17, 2022

**SUBJECT: CRENSHAW AND REGIONAL CONNECTOR RAIL PROJECTS TITLE VI SERVICE
AND FARE EQUITY ANALYSIS**

ACTION: APPROVAL

RECOMMENDATION

APPROVE the Crenshaw and Regional Connector Operating Plans Title VI Service and Fare Equity Analysis.

ISSUE

Title VI of the Civil Rights Act of 1964 states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

As a recipient of federal funding, LA Metro is required by the Federal Transit Administration (FTA) to ensure its programs and activities are conducted consistent with the intent of Title VI. The Crenshaw and Regional Connector rail projects are new rail alignments involving federal funding expected to begin operation in 2022. Consistent with Federal Transit Administration Title VI guidelines and Metro’s Title VI Plan, a Service and Fare Equity (SAFE) Analysis of the impacts of service on these two new lines on minority populations is required six months ahead of the start of revenue service.

BACKGROUND

Crenshaw Rail Project:

The Crenshaw Rail Project is an 8.5-mile extension of C Line (Green) light rail from Aviation/Imperial to the Exposition Line at Exposition/Crenshaw (Figure 1), including eight new stations as well as a new Airport Metro Connector station that will provide a direct connector to the new LAX airport people mover system. The Crenshaw Line will be integrated with C Line (Green) operations consistent with the Metro Board adopted Operating Plan.

Figure 1 - Crenshaw Rail Project



Due to the construction of the Airport Metro Connector station, the Crenshaw rail service will be opened in three stages:

- 1) 2022: Westchester/Veterans - Expo/Crenshaw (7 stations); bus bridge Westchester/Veterans station and Aviation/LAX station on the C Line (Green).
- 2) Late 2023: Implement Board 2018 Motion; Full Crenshaw Rail service, integrated with the C Line (Green), with two services:
 - a. Norwalk C Line (Green) - Expo Crenshaw station
 - b. Willowbrook/Rosa Parks C Line (Green) - Redondo Beach C Line (Green)
- 3) Late 2024: Same service patterns as for Phase 2 above with the addition of the Airport Metro Connector station.

Service frequencies in all phases above, up to 6-minute peak, 12- minute midday and weekends, 20-minute evenings, consistent with the rest of the Metro light rail network.

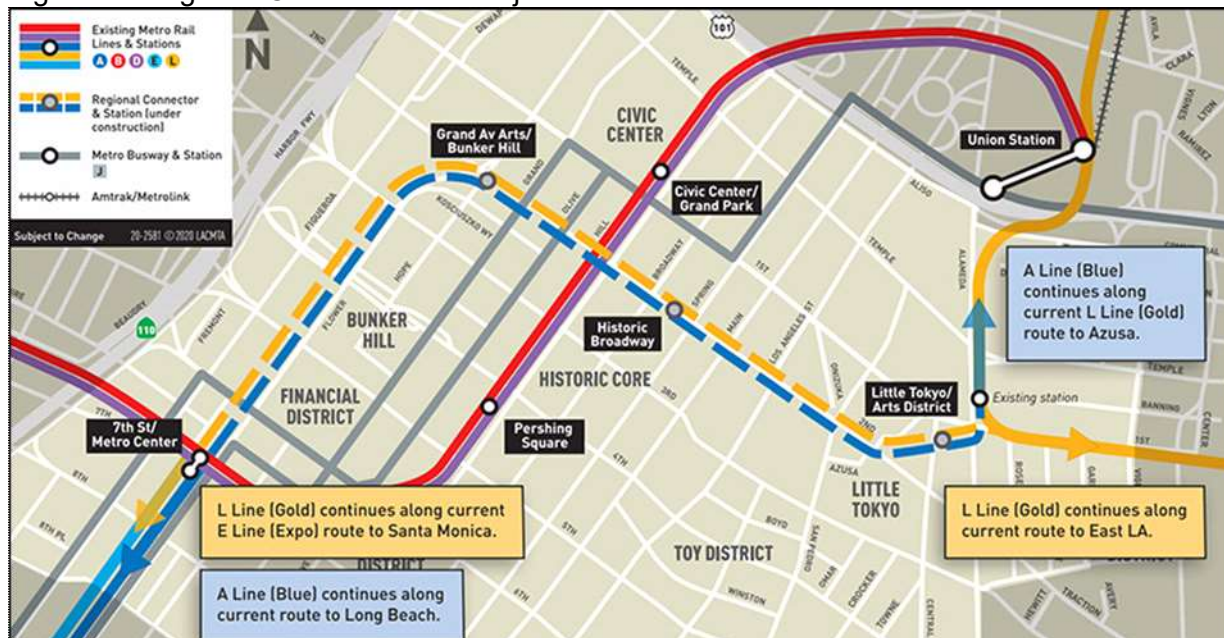
Regional Connector Rail Project:

The Regional Connector Rail Project is a 1.9-mile underground light-rail system with three new stations, connecting Metro Gold Line to 7th Street/Metro Center Station.

Once operations commence, A Line (Blue), E Line (Expo) and L Line (Gold) operations will be reconfigured from 3-line operation to a Board approved 2-line regional operation:

- A Line (Long Beach - Azusa)
- E Line (Santa Monica - Eastside)

Figure 1 - Regional Connector Rail Project



Peak service on both the A Line and E Line will be 6-minute, with 12-minute midday and weekend and 20 min evenings, consistent with the rest of the Metro light rail network.

Summary:

There is no loss of rail service levels with either the new Crenshaw nor Regional Connector rail services. Fares for the reconfigured light rail services will be the same as for other Metro rail and bus services. There will be no bus service changes being made due to either of these new rail services.

DISCUSSION

Metro's Title VI Program, which was updated and approved by Metro's Board in October 2019, requires two analyses to be completed for each new rail line. The SAFE analysis is the second requirement by Title VI presented in this report. The analysis and results represent the service operating plan and fare related impacts from these two projects. The results provide data that will show the impact of minority populations and low-income households by these projects. The impact is measured by Disparate Impact and Disproportionate Burden. The terms Disparate Impact and Disproportionate Burden reflect that notably larger than system average minority population or low-income households are served by or impacted by these projects. Metro used our Title VI Plan as a greater than 5% difference from the system average to measure these impacts.

Disparate Impact

A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority population served by the new lines and the overall percentage of minority riders in the Metro service area is at least five percent.

Disproportionate Burden

Based on 200% of the Federal Poverty Level in 2019 for a three-person household, Metro defines low-income riders at \$41,500 or less annual household income in the Metro service area of Los Angeles County. A disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income households served by the new lines and the overall percentage of low-income households in the Metro service area is at least five percent.

A finding of a disparate impact on a minority community requires Metro to evaluate alternatives and mitigate burdens where practicable.

Crenshaw Rail Service Plan Title VI Service and Fare Equity Analysis:

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new Crenshaw rail line based 0.5-mile catchments around the new line. The relevant data is shown in Table 1 below.

Table 1

	Population	Minority Population	Minority Percent	Households	Low Income Households	Low Income Household Percent
Crenshaw Rail Project	177,720	159,028	89.5%	68,026	30,375	44.7%
Metro Service Area	9,417,605	6,634,742	70.5%	3,176,713	1,089,941	34.3%
Difference Comparison			19.0%			10.3%

Note: The Metro Service Area information is from the October 2019 Title VI Update Report to the Metro Board. The source of data is 2017 American Community Survey.

The minority population served by the new Crenshaw rail service (see Figure 2) comprises 89.5 percent of the overall population the new line will serve, which is 19 percent higher than the 70.5 percent average for Metro's overall service area. However, the project is a benefit to both the corridor and the minority population the new line will serve. Therefore, by adding a new rail service and not reducing other rail or bus services, the disparate impact is positive for the minority population and does not require any review of alternative options for mitigation.

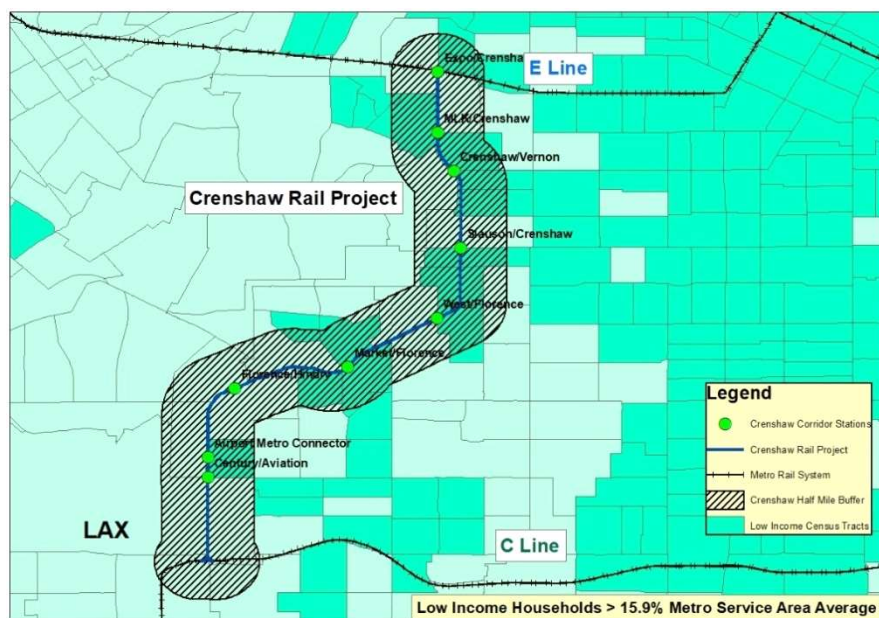
Figure 2 - Crenshaw Rail Line - Minority Population



The Low-income households served by the new Crenshaw rail service (see Figure 3) comprise 44.7 percent of the households. This is 10.3 percent higher than the Metro Service Area average of 34.3% for low-income households. However, the project is a new rail line that will provide beneficial new transit service for the corridor minority population and low-income households. Therefore, the disproportionate burden is positive for the low-income population and does not require any review of

alternative options for mitigation.

Figure 3 - Crenshaw Rail Line - Low Income Population



Regional Connector Rail Service Plan Title VI Service and Fare Equity Analysis:

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new Regional Connector rail line based on being within 0.5 miles of the alignment. The relevant data is shown in Table 2 below.

Table 2

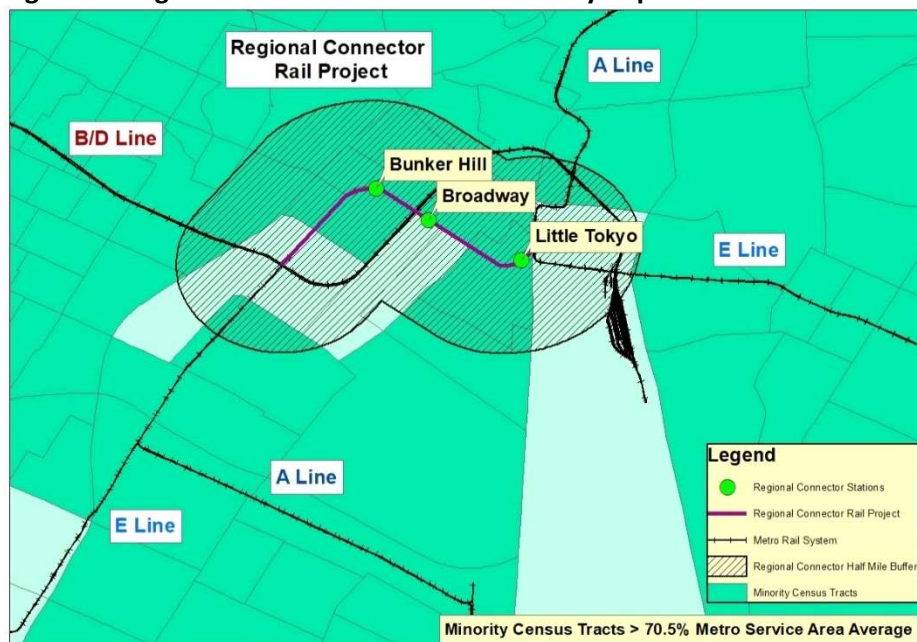
	Population	Minority Population	Minority Percent	Households	Low Income Households	Low Income Household Percent
Regional Connector Rail Project	88,478	64,918	80.7%	37,922	20,375	53.7%
Metro Service Area	9,417,605	6,634,742	70.5%	3,176,713	1,089,941	34.3%
Difference Comparison			10.2%			19.4%

Note: The Metro Service Area information is from the October 2019 Title VI Update Report to the Metro Board. The source of the data is the 2017 American Community Survey.

The minority population served by the new Regional Connector Stations (see Figure 4, 0.5-mile catchment) will comprise 80.7 percent of the overall population the new line will serve, 10.2 percent

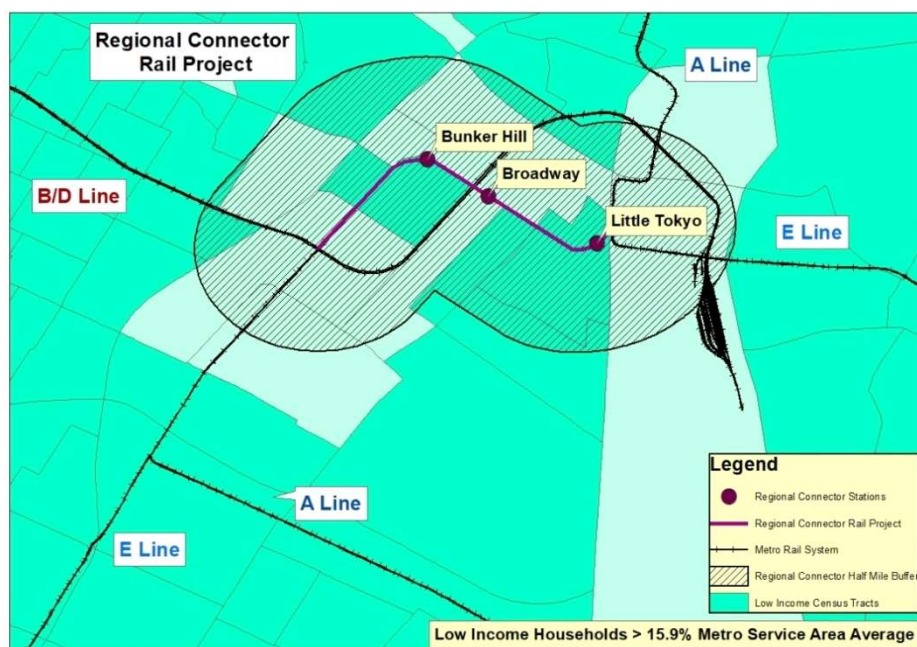
higher than the 70.5 percent average for Metro's overall service area. However, the project benefits both the corridor and the minority population the new line will serve. Therefore, the disparate impact is positive for the minority population and does not require any review of alternative options for mitigation.

Figure 4 - Regional Connector Rail Line - Minority Population



The Low-income households that will be served by the new Regional Connector Stations (see Figure 5, 0.5-mile catchment) comprise 53.7 percent of the households. This is 19.4 percent higher than the Metro Service Area average of 34.3% for low-income households. However, the project is a benefit to both the corridor and the low-income households the line will serve. Therefore, the disproportionate burden is positive for the low-income population and does not require any review of alternative options for mitigation.

Figure 5 - Regional Connector Rail Line - Low Income Population



Conclusion:

The Service Equity Analysis shows that both Minority and Low-Income populations are impacted based on Metro's threshold of at least 5%, which both exceed. However, the new Crenshaw and Regional Connector rail service each add service to the network and provide new high quality mobility options, benefiting minority populations and low-income households that these new corridors will serve.

Both projects add service to the network, hence the term "benefits". Metro will not reduce bus or other rail service to implement these two new rail lines. Both projects follow the established Metro systemwide fare structures. As a result, Metro concludes any disparate impact or disproportionate burden under Title VI are positive and will not require mitigation.

Metro followed requirements of FTA Circular 4702.1B and met the legal test for disparate impact as follows:

(1) Metro has a substantial legitimate justification for the proposed service changes as it works to expand access to high quality rail service and facilities across the Metro service area; and (2) Metro has no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider's legitimate program goals with the opening of Crenshaw and Regional Connector rail services. Staff is therefore requesting the Metro Board adopt this analysis in support of the impending introduction of Crenshaw and Regional Connector rail service.

Metro conducted public hearings virtually at 10 am Saturday February 12, and 6 pm Tuesday February 15, 2022, to present the Title VI Service and Fare Equity Analysis and receive public comment. A summary of comments received is included as Attachment A to this report.

The notice of intent to hold these public hearings was published in the following publications:

- Asian Journal (LA.)
- Korea Times
- La Opinión
- Los Angeles Sentinel
- Press Telegram
- Pasadena Star News
- Rafu Shimpo (Japanese)
- San Gabriel Valley Tribune
- Southwest Wave
- South Bay Daily Breeze
- Watts Times
- World Journal (Chinese Daily News)

Information regarding the proceedings was also shared via public announcements at the January and February Metro Regional Service Council meetings, posts on Nextdoor and Metro's blog, The Source, eblasts to Service Council stakeholders and project stakeholders, and take one brochures distributed aboard Metro buses.

FINANCIAL IMPACT

The results of this Title VI analysis for the Crenshaw and Regional Connector rail service plans does not alter and element of these projects in terms of facilities or services planned to operate when revenue service begins.

Impact to Budget

There is no impact to the approved Metro FY22 budget. The introduction of revenue service on these two new rail lines will be included in the Metro FY23 budget request and that request will not change as a result of this analysis.

EQUITY PLATFORM

The Title VI Service and Fare Equity Analysis is required to consider the impact of the future service plans for the Crenshaw and Regional Connector rail lines on minority and low-income communities. A separate Title VI analysis was conducted in project development to assess and address design, construction, and property impacts from these two projects. This analysis only addresses service and fare equity.

The analysis concludes that these projects impact a larger number of minority populations and low-income households than system average. However, the project impacts are benefits in the form of new high-quality transit service for the communities they will serve, with no loss in other transit service or options, and at the same affordability levels as other Metro transit services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

NEXT STEPS

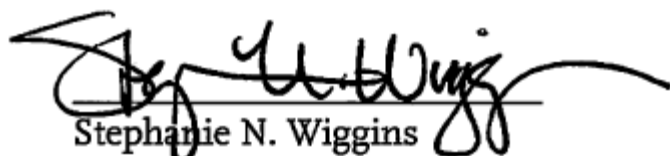
This analysis once adopted completes the requirement for a Title VI Service and Fare Equity Analysis at least six months in advance of revenue service commencing for the Crenshaw and Regional Connector rail lines which are expected to open later in 2022.

ATTACHMENTS

Attachment A - Public Hearing Comments

Prepared by: Joe Forgiarini, Acting Senior Executive Officer, Service Development, Scheduling, and Analysis (213) 418-3400

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus Operations (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

**Attachment A - Public Comments received on Title VI Analyses of
Crenshaw Light Rail Project and Regional Connector Transit Project Service Plans**

Commenter Name	Comment	Date Received	Method of Submission	Agency Response
Mark R. Johnston	<p>1/ Long Beach to Azusa or Pomona and especially Montclair is WAY too long of a line to function with any kind of on time performance. Should be Long Beach to East LA (for now). And Santa Monica to Azusa. Now if you were to send the Blue Line up Alameda instead of the WSAB, then maybe that works by cutting some time and distance off. Or you can try alternating trains, but will you right a tight enough operations plan to make that happen(?)</p> <p>2/ Crenshaw South Bay line issue is not right either. Part of the issue in my opinion is because you chose to put a very poorly placed Bike Path on METRO OWNED right of way along Slauson, We have so few good corridors and this was wasted on a bike-walk path that will basically be inhabited by trash, homeless etc. Your Redondo Beach (and someday Torrance) line should have been thru routed thru LAX and Inglewood and then out the Slauson ROW to the Blue and WSAB station in South Gate. Crenshaw is ok from Norwalk/605 to Exposition Blvd and eventual Wilshire and Hollywood. This would have created 4 directional service to the LAX Rail Station/People Mover connection. We need to start thinking outside the box and further ahead when piecing and connecting lines- we still do a very poor job at junctions and connection points. Thank you.</p>	2/11/2022	Email to servicechanges@Metro.net	<p>Rail schedules will be designed for reliable operations.</p> <p>The West Santa Ana Branch has adopted a preferred alignment that includes the east side of downtown LA to Union Station.</p> <p>Thanks for the suggestion for a Slauson rail corridor. There is no rail project proposed for that corridor at this time.</p>
Brenda Ashby	Crenshaw Manor the neighborhood in which I live is located in direct proximity to the Crenshaw/LAX Line. The opening will provide much-needed transportation to many along its path. The completion of the Title VI Analysis will ensure the minority populations and others impacted by this 8.5 project that is being conducted consistent with FTA guidelines. I am looking forward to the completion of the Title VI Analysis.	2/12/2022	eComment	Metro also looks forward to opening the Crenshaw/LAX Line in 2022 once construction, testing, and training are completed.
Jose Dennis Alabaso	It's still okay, but I'm concerned about the proposed completion for both the Metro K (Crenshaw) Line and the Regional Connector Projects. First, they all knew that the Metro K (Crenshaw) Line is still 98% complete	2/12/2022	eComment	Metro looks forward to opening the Crenshaw/LAX and Regional Connector

Commenter Name	Comment	Date Received	Method of Submission	Agency Response
	and it looks like the Los Angeles Regional Connector is about to be completed sometime the Fall of this year (2022). My other main concern is the extension for the South Bay Metro C (Green) Line that should add with the Redondo Beach/South Bay Galleria Transit Center and of course the proposed Torrance Transportation Center which will open on or before 2030. Are there any possible way to help speed up the processes?			Lines in 2022 once construction, testing, and training are completed for both projects. Comments relating to the Green Line Torrance Extension Project will be shared with that project team.
Peter Wei	With the current service plan, I'm seriously concerned that the section between Willowbrook/Rosa Parks station and Aviation/Imperial station will become a bottleneck for future LAX service increase demands. After the Airport Metro Connector (AMC) begins operation in 2024, the Crenshaw/LAX line will become one of the main ground transportation options for LAX. A frequency of 20 minutes during evening/late night is not enough to serve one of the busiest airports in the world. Even the 12 minute off peak and weekend service is not enough once the LAX ridership picks up.	2/15/2022	eComment	Simulations suggest the proposed operating plan can be operated reliably through the junction west of Imperial/LAX Station. Rail frequencies are set systemwide but can be adjusted based on ridership levels on each line.
Wayne Wright	My comments for the two upcoming projects... LAX/Crenshaw Line (K Line) Have no issues with what Metro will open up with, would like South Bay & Westside service development to look hard again on the bus routes that Metro will be serving the K Line in the future, as well as the municipals that want to connect with the K Line . Would like to see two shuttles between Westchester Veterans Station & the existing Aviation C Line Station....	2/15/2022	Email to servicechanges@Metro.net	Metro will be working with LAWA to ensure an efficient connection is available to LAX shuttles and the LAX People Mover once it opens if that occurs prior to the opening of the Airport Metro Connector Station. Metro does not operate bus service into the LAX terminals due to the congestion and not wanting to

Commenter Name	Comment	Date Received	Method of Submission	Agency Response
	<p>Shuttle one: which would operate direct from Westchester Veterans K Line station to Aviation C Line Station, via Aviation Bl</p> <p>Shuttle two: which can be operated by LAX to operate from Westchester Veterans K Line Station to central terminal area of LAX, that would operate via Aviation, Arbor Vitae, Airport, to 96th St, to 96th St bridge to central terminal area, or use Century Blvd. from Aviation.</p> <p>Reason: is by going all the way to Aviation C Line Station, passengers would have to go all the way to that Station to catch G Line LAX shuttle, which would be time consuming & out of the way, the shuttle from Westchester Veterans K Line Station to LAX central terminal area is better & direct if LAX would provide the shuttle.</p> <p>Regional Connector: two of the 3 proposed stations I have concerns for & they are...</p> <p>Bunker Hill: existing Foothill Transit commuter busses & Big Blue Bus Rapid 10 & LADOT DASH cover by the Bunker Hill Station, would like to see Metro routes like the 53, 55, 60 & other Metro lines if possible, to serve the future Bunker Hill Station.</p> <p>2nd & Broadway: since proposed station is already covered by numerous Metro routes & municipal routes, I have no comments for future 2nd & Broadway Station.</p> <p>&...last Little Tokyo Station: would like to see not only LADOT DASH & Metro 30 line serve the little Tokyo Station, but want G-Trans 1x to serve that station as well & maybe Montebello bus lines? & some Metro routes close to the little Tokyo Station also.</p>			<p>duplicate LAWA shuttle bus services.</p> <p>Metro will review options to bring some bus lines closer to the new station at Bunker Hill, subject to provision of necessary bus stops which is under consideration with City of LA.</p> <p>The new station at Little Tokyo will be served by both Metro and DASH bus lines. Other municipal bus lines may also opt to serve this station.</p> <p>Rail operating hours are established systemwide. There are no plans to extend service beyond the current 12 midnight last trips.</p>

Commenter Name	Comment	Date Received	Method of Submission	Agency Response
	<p>Would like trains to operate till nearly 1 or 2 am on the A & E Line & separate on the K Line also when K Line & Connector opens.</p> <p>Thank you...</p>			
Faramarz Nabavi	<p>I wanted to express my concern about the proposed operational plan for the K Line and G Line. believe the original staff proposal would have been better, and I'm concerned that because of some elected officials in the South Bay, in a more affluent area that is not subject to the same type of Title VI concerns that affect the Crenshaw Corridor and also the existing G Line corridor east of the airport station's -- Aviation Station, that the operational plan that Metro is currently pursuing is going to unduly reduce the amount of service to people who are supposed to be protected under Title VI. I believe the original staff proposal would have been better, and I'm concerned that because of some elected officials in the South Bay, in a more affluent area that is not subject to the same type of Title VI concerns that affect the Crenshaw Corridor and also the existing G Line corridor east of the airport station's -- Aviation Station, that the operational plan that Metro is currently pursuing is going to unduly reduce the amount of service to people who are supposed to be protected under Title VI. And so I would urge staff to present to the board, based on the additional analysis they've done, the pros and cons of going back to the original staff proposal based on the Title VI analysis. I don't believe that the current proposal, which was driven by the board, meets the Title VI requirements of being better than what staff had originally proposed. So I respectfully request the implementation of the original plan. Thank you.</p>	2/15/2022	Phone	<p>Metro Board adopted Operating Plan for Crenshaw LAX rail service does not reduce service levels at any existing station. A Title VI analysis is required for any operating plan for a new rail line.</p>



Board Report

File #: 2021-0812, **File Type:** Contract

Agenda Number: 15.

**FINANCE AND BUDGET COMMITTEE
MARCH 16, 2022**

**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2022**

SUBJECT: METRO BIKE SHARE PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Motion Response Work Plan (Attachment A) to Board Motion Item No. 41 approved December 2021.

ISSUE

The Board of Directors approved Motion Item No. 41 “Improving the Effectiveness and Sustainability of Metro Bike Share” in December 2021 (Attachment B). The Motion directs staff to report back in 90 days. This report provides staff’s response.

BACKGROUND

The Metro Bike Share (MBS) program was launched in July 2016 in partnership with the City of Los Angeles and is in its fifth year of operation. It continues to provide a service to Los Angeles County residents with more than 200 stations located in the Downtown Los Angeles, Central Los Angeles, Westside, and North Hollywood service areas. MBS recently expanded and launched new service in Hollywood offering a total of 12 stations and a new mobility option for residents in this community. Both the Westside and the North Hollywood service areas, although initially launched as Smart systems, have now been converted to a Classic system. As MBS has grown, greater connectivity has been achieved between the service areas as well as an improved user experience. To date, a total of 1.3 million trips have been taken, 4.4 million miles have been traveled, and 4.2 million pounds of CO2 have been averted. In addition, the operator, Bicycle Transit Systems (BTS), has achieved its Disadvantaged Business Enterprise (DBE) commitment of 22.37% overall.

Over the last two COVID impacted years, MBS has continued to remain in full operation. However, as with other programs, ridership has been negatively impacted. Latest ridership figures from January 2022 show year-over-year improvement but are still lower than pre-COVID ridership. Sanitation protocols continue to be implemented as well as other guidelines as directed by the CDC and the Los Angeles County Public Health Department. Despite these challenges, in September

2021 MBS agreed to a one-year sponsorship deal with DoorDash valued slightly over \$1 million. The agreement includes placing DoorDash decals on bicycles and stations. The revenue obtained from this agreement will offset ongoing Operations and Maintenance (O&M) costs. Staff is coordinating with Metro Communications to support the continuation of sponsorship opportunities.

In addition, demographic data of MBS users is provided below. The data is from the MBS Annual Survey conducted in calendar years 2020 and 2021.

MBS Annual Survey - Demographic Data			
		2020	2021
Gender			
	Male	59.08%	57.82%
	Female	38.35%	40.26%
	Non-Binary	2.58%	2.03%
Race/Ethnicity			
	Caucasian/White	44.51%	47.79%
	African American	7.45%	14.59%
	Latinx/Hispanic	23.73%	19.01%
	Asian/Pacific Islander	18.82%	11.07%
	Native American	1.18%	3.62%
	Other	4.31%	3.92%
Income			
	\$24,999 or less	16.00%	14.35%
	\$25,000 - \$49,999	17.72%	20.02%
	\$50,000 - \$74,999	19.76%	24.20%
	\$75,000 and above	46.51%	41.53%
Age			
	16-24	9.67%	19.66%
	25-34	36.31%	47.37%
	35-49	33.08%	24.92%
	50 years and older	20.95%	8.06%

*Multiple responses allowed

The current deployment of MBS represents Metro's initial implementation of a regional bike share program. The deployment is accomplished primarily through the contract with BTS, which is in the final year of the 7-year term set to expire July 31, 2022.

DISCUSSION

MBS is currently deployed under its initial pilot implementation. While bike share was not a new service when MBS was launched, it was nevertheless the first deployment by Metro. As with many services and programs, the initial deployment provides many learning opportunities which have informed the program's direction. The points and directives contained in Board Motion No. 41 identify issues and challenges to be addressed by the program to ensure MBS's success in meeting the agency's sustainability and equity goals and the program's goals to increase utilization, growth, and regional mobility.

The Board's Metro Bike Share Motion includes directives (A) to (F) along with clarifying information. Overall, staff is proposing to address this Motion with a number of immediate, short-term and mid-term actions. The actions include work to be performed directly by staff as well as through contract/consultant services. Examples of staff actions include steps to replenish the bike fleet and ensure uninterrupted service. Staff is also actively engaged with the City of Los Angeles and has reached out to other parties who have expressed past interest and/or with whom MBS has routine dialog. Staff's goal is to identify and create a working group comprised of regional interested parties to assist with the review of MBS and the development of the final recommendations.

Staff is also proposing to use consultant services in response to the Board Motion. One immediate action is to modify an existing task order to support the Market Survey, planning/development of the Industry Forum and in identifying funding and/or legislative opportunities. In addition, staff is recommending that a consultant be secured to support the evaluation of MBS and assist in the development of the final recommendations as identified in Motion Directive F.

Staff has prepared the following update, addressing each of the directives identified in the Motion. A more detailed action plan is provided as Attachment A.

Board Motion Item No. 41

(A) An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.

Metro staff continues to address the issue of bicycle loss and theft through loss prevention and recovery activities. Bicycle loss is expected as part of the cost of business operations given the public nature of the program with the level of loss/theft experienced in the US and around the world at 1% to 2% a month. Although there is an acknowledgement that some loss will continue to impact the system and that the program's losses have grown during the pandemic as compared to pre-pandemic levels, the goal is to continue to implement efforts and strategies that reduce loss and theft while increasing recovery.

Staff has identified a myriad of actions/tactics to mitigate the loss and improve fleet retention and recovery efforts. Attachment A outlines 10 actions that staff is pursuing. These actions include:

- Purchasing bicycles to re-establish the fleet size;
- Purchasing and installing GPS equipment on all bicycles;
- Improving the operator's lost/missing bike recovery rate;

- Deploying a marketing/awareness campaign;
- Implementing technical system improvements;
- Implementing new inventory protocols to ensure a consistent and stable service to the public.

Staff is keenly aware of the need to re-establish the MBS fleet and is currently in discussions with the operator, BTS, to secure additional bicycles and GPS equipment with a target of the April Board meeting with recommendations to address the purchase of the bicycles and GPS equipment. Additionally, despite the proposed efforts to reduce loss and missing bicycles, staff anticipates that there will continue to be bicycle loss. To maintain a consistent and stable fleet, staff is developing a protocol to maintain a readily available inventory. Staff is currently reviewing available data to best determine the minimum inventory level required to support a stable operation. The inventory will enable the contractor to swap out bicycles in need of maintenance and to replace missing or lost bicycles. The goal will be to maintain a consistent deployed fleet size for public use.

(B) An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide and keeping fare cost low.

Staff is proposing to include a request in the Market Survey (Motion Directive E) to obtain information from other bike share programs regarding how they address equity, unbanked and digital divide matters. Additionally, this will be included as a topic in the Industry Forum (Motion Directive D). Staff will also continue to engage with the Metro Office of Equity and Race as well as the City of Los Angeles (in particular the Los Angeles Department of Transportation) to review and address current and future equity considerations. Staff has held discussions with TAP and will continue to engage to identify solutions to handle unbanked and digital divide issues. Staff will also investigate alternative/innovative fare and sponsorship options for possible implementation. Finally, staff will include this as an action item in the MBS evaluation study.

(C) A plan to provide uninterrupted service as the next iteration of the program is determined and executed.

Concurrent with the discussions to purchase bicycles and GPS equipment, negotiations with BTS for a contract extension are underway. The extension will allow staff to ensure the continued and uninterrupted operation of MBS, while continuing to address all directives of the Board Motion.

(D) A plan to convene an Industry Forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:

- 1. Continuing Metro Bike Share as a contracted service,*
- 2. Operating the program In-house with Metro employees,*
- 3. A private-sector model with financial subsidy provided by Metro.*

Staff has engaged Metro Micro to understand and learn from their experience. Staff is now working to develop the format, invitees, subject/agenda, and logistics to hold the forum. Staff is proposing that the forum be included as part of the MBS evaluation study and that information gathered from

participants help inform recommendations.

(E) Performing a Market Survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage, loss and prevention, and alternative financing sources like sponsorship and advertising.

Staff is currently compiling all readily available information and will be securing a consultant to conduct an initial Market Survey. In addition to the information listed in the Motion, the survey will also seek to obtain information regarding programs or services offered that address the unbanked and the digital divide.

(F) Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

Staff is working on procuring services from a consultant team to support the review of MBS. Staff will also coordinate with the City of Los Angeles' pending bike share program review/evaluation, as the City's findings may impact MBS operations. Additionally, staff will form working groups and actively engage regional stakeholders and partners to ensure a comprehensive, transparent, and realistic evaluation of MBS. Working group participants may include other cities who have had bike share and cities that have not as well as Council of Government organizations (COG), and Community-Based Organizations (CBO). Staff is also working on plans to improve market awareness and customer engagement to support the operation and ensure the overall quality of the future MBS program. The evaluation of the current program and feedback from working group(s) will result in recommendations to provide a roadmap ensuring a successful, regional, equitable and viable bike share program. Staff is targeting to complete the evaluation by fall 2022.

Equity Platform

In support of the response to the Motion, several activities will be implemented in the next 3 to 12 months. Activities include implementing a plan to reduce theft and increase recovery of missing bikes making more of them available. Staff will continue to work with Metro Security and the program's LAPD liaison, each of which have provided support to the theft/recovery task force. Staff will also engage with programs that can offer support to certain users in need of access to more long-term transportation. In addition, staff will be developing a plan focused on increasing accessibility to individuals who are unbanked or face a digital divide; keeping fares low and increasing reduced fare and LIFE participation; conducting a Market Survey of other bike share programs and an Industry Forum to learn about best practices including increasing participation from marginalized groups and reducing barriers for people in EFCs.

Given the demographic information collected from the annual surveys, staff is aware that bike share ridership is not representative of Metro ridership or Los Angeles County demographics. However,

results from the survey show that there is an increase in utilization by females as well as African American/Black and Native American MBS users. Staff will work to improve user data collection to better understand potential barriers to the MBS system and address or mitigate them in the future. As delineated in Motion Directive B, staff will work to improve awareness of the utilization of the program and will ensure that the future MBS program addresses equitable access and increased diversity actions/recommendations.

In addition, staff will be working with community groups and other organizations such as NABSA and NACTO, to gather their feedback and incorporate it in the recommendations moving forward. Information from users will also be gathered to inform the future program. Activities will be carried out to ensure CBOs and community members in EFCs, including those who are unbanked or have a digital divide, are aware and can fully participate. Staff engagement will include community outreach efforts in EFCs, providing information in various languages, and targeted communication using different forms (print, online, social). The information gathered through this process will help inform the recommendations for a new operations model for the future MBS program.

DETERMINATION OF SAFETY IMPACT

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Metro Bike Share program has demonstrated effectiveness in providing a mobility service to Los Angeles County residents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following strategic plan goals:

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

NEXT STEPS

Upon Board approval, staff will complete the negotiations for the contract modification with BTS with the goal of returning in April for approval. Staff will also continue to move forward with the actions as outlined in the Motion Response Work Plan and with the procurement of the consultant teams in support of responding to other aspects of Motion No. 41.

ATTACHMENTS

Attachment A - Motion Response Work Plan

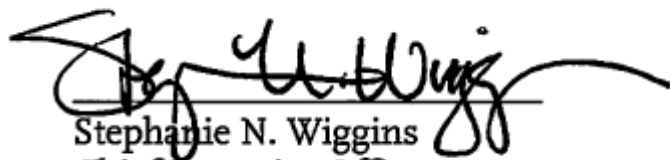
Attachment B - Board Motion Item No. 41 (November/December 2021)

Prepared by: Eric Houston, Senior Manager, Operations, (213) 922-4063

Paula Carvajal-Paez, Senior Director, Operations, (213) 922-4258

Ken Coleman, Deputy Executive Officer, Operations, (213) 922-2951
Shahrazad Amiri, Acting Deputy Chief Operations Officer, (213) 922-3061

Reviewed by: Conan Cheung, Deputy Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

Attachment A – Motion Response Work Plan

Metro Bike Share Motion Response Work Plan

This work plan is in response to Metro Bike Share Motion No. 41 passed by the Metro Board of Directors in December 2021. The plan involves a multi-prong approach to developing a comprehensive, transparent, and collaborative recommendation to support the future of the Metro Bike Share Program. The plan will address the following goals, as identified in the Motion:

- Address the fleet size and loss/theft;
- Ensure equity;
- Keep fares low and address unbanked and digital divide concerns;
- Ensure continued service;
- Improve and expand regional participation;
- Ensure long-term viability (technology, cost, cost-sharing, new funding sources);
- Confirm role of Metro Bike Share as an affordable, accessible public transportation and mobility option that improves the quality of life, supports meeting regional climate goals and meets Metro's agency goals;

In addition to the goals, the plan will also include actions to:

- Examine the role and impact of micro-mobility services;
- Establish performance metrics and associated data analytics;

To accomplish this, staff will move forward with a new evaluation of the program and take a series of immediate actions – such as to 1) engage an existing task order Consultant to assist with the development of the Industry Forum, support the Market Survey, and conduct an evaluation of funding opportunities; 2) extend the current BTS contract, procure replacement bikes and install GPS units on all bikes; and 3) conduct an evaluation of the MBS program taking into consideration the information gathered through the directives in the Motion, and propose recommendations for the future program. The goal is to complete the evaluation and have recommendations by fall 2022 and initiate action on the future operational model of MBS.

Specific actions/tactics tied to the Motion include:

Motion Directive A – Action Plan to stabilize the fleet and actions to identify, prioritize and address theft			
#	Action/Tactic	Notes	Schedule/Timeline
1a	Draft and update theft/loss mitigation strategies	Initial mitigation strategy drafted. Staff will continue to develop, refine, implement, and evaluate strategies	<ul style="list-style-type: none">• Completed and will update as appropriate
2a	Obtain information via Market Survey	Initiate procurement action to obtain information on loss/theft and any mitigation strategies via market survey of other operators.	<u>Immediate:</u> <ul style="list-style-type: none">• Procurement process initiated• Secure consultant support within 30 days• Target completion of work in 2 months

Attachment A – Motion Response Work Plan

3a	Procurement of bikes to replenish fleet – new bikes to be equipped with GPS	Staff is actively engaged in Procurement action with the Operator. Procurement action is currently pending final negotiations and agreement on terms for O&M and replenishment.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> Targeting April Board approval <p><u>Short Term:</u></p> <ul style="list-style-type: none"> Completion dependent upon number of bikes procured and final delivery schedule
4a	Retrofit existing bike fleet with GPS	Staff is actively engaged in Procurement action with the Operator. Procurement action is currently pending final negotiations and agreement on terms for O&M and replenishment.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> Targeting April Board approval
5a	Bike fleet replenishment/inventory policy	Staff is developing a protocol to maintain a readily available inventory with the goal of maintaining a consistent deployed fleet size for public use.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> Targeting April Board approval
6a	Develop and launch marketing/informational campaign to address user confusion and negligence about returning bikes to docking stations	Staff to work with Metro Communications and MBS Operator to initiate the development of the campaign.	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> Target launch of campaign to tie-in with the receipt of new bikes
7a	Engagement with law enforcement to aid in recovery of stolen bikes	Continuation of staff engagement with Metro Security and LAPD liaison.	<p><u>On-going:</u></p> <ul style="list-style-type: none"> Staff continuing current engagement and will examine opportunities to improve recovery efforts
8a	Discussion with Operator to improve missing bike recovery rate	Staff reviewed current recovery rate and initiated discussions on additional resources for fleet recovery. Possible engagement with other Metro departments and community programs to mitigate any concerns regarding loss of primary means of transportation.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> Operator providing data on recovery rate and recovery process (non-systems related) <p><u>Short Term:</u></p> <ul style="list-style-type: none"> Development and implementation of process improvements Target implementation by spring/summer 2022
9a	Develop and implement system improvements to better monitor and report on bike fleet, identify misplaced or missing bikes and improve recovery response time	Fleet monitoring and alerting improvements (due to availability of GPS data) to better understand fleet utilization and improve the identification of missing bikes.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> Current performance metrics and reporting practice under review

Attachment A – Motion Response Work Plan

		Includes the review of performance metrics and reports. Staff to review current practices and identify improvements.	<ul style="list-style-type: none"> Improvements to monitoring and reporting practices will be implemented in collaboration with Operator
10a	Develop and deploy system improvements to deter bike theft	Implementation of system or technical improvements – TAP, payment fraud prevention, rider alerts, payment collection, station rebalancing, etc.	<u>On-going:</u> <ul style="list-style-type: none"> Staff will continue to work on these items and implement as feasible
Motion Directive B – Action plan to address equitable access (address unbanked, digital divide and keeping fare low)			
#	Action/Tactic	Notes	Schedule/Timeline
1b	Obtain information via Market Survey and Industry Forum	Initiate action to obtain information on unbanked, digital divide and fare information via Market Survey. Separately, include further engagement as necessary as part of Industry Forum.	<u>Immediate:</u> <ul style="list-style-type: none"> Procurement process initiated Target completion of Market Survey work in 2 months <u>Short Term:</u> <ul style="list-style-type: none"> Target completion of task order work in summer 2022
2b	Include as part of Metro Bike Share Program evaluation	Specific tasks include: <ul style="list-style-type: none"> Ensure inclusion of equity, unbanked, digital divide, and reduced fares in the future operation. Review sponsorship opportunities, including possible targeted fiscal sponsorships. Identification and evaluation of possible alternative fare models based on equity considerations. 	<u>Mid Term:</u> <ul style="list-style-type: none"> Target completion of evaluation by fall 2022
3b	Engagement with Metro’s Office of Equity & Race and LADOT	Review current delivery of bike share from an equity perspective and identify recommendations for current and future consideration.	<u>On-going:</u> <ul style="list-style-type: none"> Staff to continue engagement with both Metro’s Office of Equity & Race and LADOT <u>Short Term:</u> <ul style="list-style-type: none"> Identification and implementation of recommendations

Attachment A – Motion Response Work Plan

4b	Engage with TAP on current best practices for unbanked	Collect information from TAP on current approach to this issue and learn how this may further support MBS	<u>Immediate:</u> <ul style="list-style-type: none"> Initiated discussions with TAP to identify current solutions within TAP and recommend additional modifications for MBS
5b	Engagement with Metro LIFE and other reduced fare programs	Review of current Metro Bike Share utilization of Metro LIFE and other Metro reduced fare programs to identify opportunities and solutions to increase participation.	<u>Immediate:</u> <ul style="list-style-type: none"> Staff reviewing current data and participation levels Identification and development of initial opportunities and solutions to increase participation <u>Short Term:</u> <ul style="list-style-type: none"> Coordination with appropriate departments and implementation of approved and achievable solutions
Motion Directive C – Plan to provide uninterrupted service			
#	Action/Tactic	Notes	Schedule/Timeline
1c	Extension of current Operator contract	Staff has prepared contract documents required for the modification and is actively responding to proposal and information submitted by Operator. Procurement action pending final negotiations and agreement on terms for O&M and replenishment.	<u>Immediate:</u> <ul style="list-style-type: none"> Targeting April Board approval
Motion Directive D – Plan to convene Industry Forum			
#	Action/Tactic	Notes	Schedule/Timeline
1d	Engagement with Metro Micro	Staff discussion with Metro Micro regarding their Industry Forum	<u>On-going:</u> <ul style="list-style-type: none"> Staff held initial discussion and will continue to engage with Metro Micro staff as the Bike Share forum is developed
2d	Hold Forum	Conduct the Industry Forum as part of evaluation of Metro Bike Share program.	<u>Immediate:</u> <ul style="list-style-type: none"> Create framework & structure of the Forum Target to hold Forum in summer 2022

Attachment A – Motion Response Work Plan

Motion Directive E – Perform Market Survey			
#	Action/Tactic	Notes	Schedule/Timeline
1e	Collection of existing information	Staff is compiling all existing and readily available information. This information will be provided to consultants for further verification.	<u>Immediate:</u> <ul style="list-style-type: none"> Task to be completed within 30 days
2e	Conduct initial Market Survey of other programs	Initiate procurement action to conduct the initial Market Survey.	<u>Immediate:</u> <ul style="list-style-type: none"> Procurement process initiated Secure consultant support within 30 days Target completion of work in 2 months
3e	Engagement with NABSA, NACTO, and other bike share groups	Ongoing engagement with industry and working groups to obtain additional marketplace information that can aid in future Metro Bike Share development.	<u>Immediate:</u> <ul style="list-style-type: none"> Collaborate with organizations and groups on Market Survey and Industry Forum <u>Short Term:</u> <ul style="list-style-type: none"> Actively participate in industry discussions, including the NACTO bike share working group
4e	Include as part of the Metro Bike Share Program evaluation	Review existing program information. Conduct follow up research and data gathering activities in support of the development of recommendations for the future operation and expansion of Metro Bike Share.	<u>Mid Term:</u> <ul style="list-style-type: none"> Target completion of evaluation by fall 2022
Motion Directive F – Recommendations			
#	Action/Tactic	Notes	Schedule/Timeline
1f	Identification of funding source and legislative opportunities	Initiate action for support to identify traditional and innovative funding sources and legislative opportunities	<u>Immediate:</u> <ul style="list-style-type: none"> Staff working with Government Relations and Grants to identify funding opportunities Procurement process initiated Secure consultant support within 30 days Target completion of work in 2 months
2f	Work with Metro Communications on current DoorDash extension and/or future opportunities	Collaborate with Metro Communication on possible future	<u>Immediate:</u>

Attachment A – Motion Response Work Plan

		opportunities through Metro's advertising vendors	<ul style="list-style-type: none"> Staff will prepare information with updates on MBS in preparation for next steps
3f	Coordination with LADOT	Coordinate with LADOT on pending bike share program review. Coordination shall occur at both staff and consultant level.	<u>On-going:</u> <ul style="list-style-type: none"> Staff will continue on-going coordination, support and discussion with LADOT and consultants
4f	Metro Bike Share Program Evaluation and Path Forward	<ul style="list-style-type: none"> Evaluation to provide recommendations which shall address items from motion. Evaluation shall be transparent, with coordination and collaboration with regional partners and stakeholders. 	<u>Mid Term:</u> <ul style="list-style-type: none"> Target completion of evaluation by fall 2022
5f	Stakeholder and customer engagement	Ensure that the new MBS contains an on-going stakeholder engagement process to support implementation of the new program and support on-going operations. Stakeholders to include MBS partners, CBOs, COGs, local cities. Ensure Customer engagement process to monitor the performance and quality of MBS services, includes engagement with EFCs.	<u>Immediate:</u> <ul style="list-style-type: none"> Staff to develop initial outline/plan of working group(s) Analysis of current feedback and comments regarding bike share Review of current engagement practices and identify opportunities for improvement <u>Short Term:</u> <ul style="list-style-type: none"> Develop and incorporate an on-going process to ensure consistent stakeholder and customer engagement

Notes:

On-going: Existing activity that will continue
 Immediate: Completion or action within 3 months
 Short Term: Completion or action within 6 months
 Mid-Term: Completion or action with 12 months
 Long Term: Completion or action longer than 12 months



Board Report

File #: 2021-0743, **File Type:** Motion / Motion Response

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 18, 2021

Motion by:

DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL

Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

Item 15

Los Angeles County
Metropolitan Transportation Authority

Finance and Budget Committee
March 16, 2022

Executive Management Committee
March 17, 2022



Metro Bike Share Program Update

Background

- MBS launched in July 2016 in partnership with the City of Los Angeles
- MBS serves Los Angeles County residents with more than 200 docked stations located in the Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood
- To date, 1.3 million trips have been taken, 4.4 million miles have been traveled, and 4.2 million pounds of CO2 have been averted
- Demographics: 50% Caucasian/White; 20% Latinx; 15% African-American; 40% Female; Household income - 34% less than \$50K and 58% less than \$75K; 47% of users are 25-34 years old and 8% are 50 years and above
- Contract with current operator, Bicycle Transit Systems, ending July 2022
 - DBE goal of 22.37% met and on target
- In September 2021, MBS agreed to a one-year sponsorship deal with DoorDash valued at slightly over \$1M will offset O&M
- Motion No. 41 directs staff to implement several actions in preparation for future MBS program model



Motion Response Work Plan

- Staff developed a work plan to respond to motion
- Current actions in the work plan include:
 - **Directive A: Stabilize Fleet and Address Theft**
 - Implementing a theft mitigation plan that includes launching an educational campaign
 - Engaging (ongoing) with Metro Security and LAPD liaison
 - Negotiating with Operator to purchase new bikes and GPS units to stabilize fleet (April 2022 Board action)
 - **Directive B: Equitable Access for Unbanked, Address Digital Divide and Keep Fares Low**
 - Creating an equity plan to address unbanked and the digital divide
 - Engaging OER, TAP, City of LA and other groups on best practices for technology solutions



Motion Response Work Plan

- Directive C: Provide Uninterrupted Service
 - Negotiating with BTS to extend contract by 12 months (April 2022 Board action)
- Directive D: Convene Industry Forum
 - Creating framework for Industry Forum that will include goals, objectives, topics, identification of subject matter experts
 - Consultant work underway to support Forum development
- Directive E: Perform Market Survey for Best Practices
 - Conducting Market Survey of other operators to gather information about existing bike share programs
- Directive F: Provide Recommendations for Future Model
 - Procuring consulting services for Motion Response support and final recommendations for new program and funding opportunities
 - Working with GR and Grants to identify additional funding



Next Steps

- Staff will complete negotiations for contract modification with BTS with the goal of returning in April 2022 for approval
 - Modification includes ongoing O&M and fleet replenishment
- Staff will move forward with the actions as outlined in the *Motion Response Work Plan* (Attachment A)
- Staff anticipates identification of new model by fall 2022





Metro

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

Board Report

File #: 2022-0113, File Type: Oral Report / Presentation

Agenda Number: 28.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 17, 2022

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

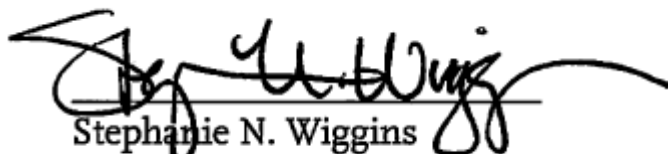
RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

Update report covering the month of March 2022 by the Chief Program Management Officer.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **Airport Metro connector (AMC)** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **G Line BRT Improvements Project** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **I-5 North County Enhancements** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **Division 20 Portal Widening Turnback** - Rick Meade, Sr EO Project Mgmt., (562) 524-0517
- **Presentation** - Yohana Jonathan, Mgr, Project Control, (213) 418-3031



Stephanie N. Wiggins
Chief Executive Officer





































Program Management Major Project Status Report

Presented By


Bryan Pennington


Chief Program Management Officer


PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
Crenshaw/LAX					Project is 99.6% complete. Contractor is not applying sufficient work force to complete their remaining scope of work. Remaining work is primarily completion of system integration testing, and punch-list repair for substantial completion. Metro continues to work with contractor to mitigate the delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems. Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.
Regional Connector					Project is 92% complete. In preparation for an eminent Substantial Completion, comprehensive systems testing is underway at all stations and the guideway. Site restoration at street level throughout the alignment is in high gear; this effort includes ADA ramps, curbs, gutters and sidewalks, and roadway placement / resurfacing and striping. Equity – three of three stations (100%) are within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 1					Project is 75% complete. The current forecast Revenue Service Date is Fall 2024. Efforts to minimize schedule risk continue. Equity - This Project is not located within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 2					Project is 49% complete and proceeding on schedule and within budget. Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Extension-Section 3					Project is 34% complete and proceeding on schedule and within budget. Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Airport Metro Connector					Early Works Phase is 52.9% complete. Underground storm system in progress with cistern installation. Main communications line ductbank within SWY is near completion. Primary station Contractor mobilization is nearly complete, and construction set to start on schedule. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
G Line BRT Improvements					Progressive Design Build Contract Industry Review completed December 2021. RFP released February 2022. Contract award anticipated Summer 2022. Pilot Gate construction and testing complete, closeout anticipated in March 2022. AURs and property acquisitions underway. Equity: 8 of 18 stations (47%) are within or adjacent to Equity Focus Communities
I-5 North County Enhancements					Field work is continuing to ramp up with construction site preparation activities and center median pavement removal at the north end of the project. Equity - This project is not located within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback					Project is approximately 32% complete. Construction continues with the upgraded Train Control software, Phase 1 Track, utilities, and civil work, 1st Street Bridge Rehabilitation and precast girders, and ShooFly installation. A \$75M increase in Life of Project (LOP) was approved on the February 2022 Regular Board meeting. In addition, the project schedule continues to be developed as the project team is working with the contractor to finalize an updated schedule. Equity - 100% of the project is within or adjacent to Equity Focus Communities.

March 2022

 On target

 Possible problem
(5-10% variance)

 Significant Impact
(over 10% variance)

SMALL BUSINESS PROJECT STATUS SUMMARY CHART

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Variance +/-	Status	% Complete	Comments
Crenshaw/LAX	Design	DBE	20.00%	20.81%	+.06%	Exceeding	98.76%	Walsh/Shea Corridor Constructors, JV is exceeding the DBE commitment by 0.81% on Design and 8.72% on Construction.
	Construction	DBE	20.00%	28.72%	+.07%	Exceeding	97.20%	
Regional Connector	Design	DBE	22.63%	24.57%	-.04%	Exceeding	98.11%	Regional Connector Constructors is exceeding the DBE commitment by 1.94% on Design and 2.01% on Construction.
	Construction	DBE	18.00%	20.01%	-.16%	Exceeding	85.33%	
Westside Purple Line Extension-Section 1	Design	DBE	20.25%	20.27%	NC	Exceeding	94.71%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment by 0.02% on Design and has a 2.05% shortfall on Construction. STS submitted a shortfall mitigation plan (1/7/2022) and provided an updated DBE utilization forecast. STS contends the reason for the shortfall is the Tunneling issue set them back and that they should meet their commitment by end of project.
	Construction	DBE	17.00%	14.95%	+.21%	Shortfall	75.01%	
Westside Purple Line Extension-Section 2	Design	DBE	25.31%	36.01%	-.01%	Exceeding	81.15%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 10.70% and has a 2.46% shortfall on Construction. TPOG has a shortfall mitigation plan on file. TPOG contends the shortfall is due to a timing issue/work scheduling of when DBEs will start work; anticipates DBE utilization to increase in the 1 st quarter of 2022 and the 4 th quarter of 2022.
	Construction	DBE	17.00%	14.54%	+.20%	Shortfall	52.42%	
Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	19.21%	-.16%	Exceeding	91.68%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on Design by 8.02% and has a 1.66% shortfall on Construction. FKTP contends the shortfall is due to timing/work scheduling. FKTP expects shortfall to mitigate when excavation work ramp up in Q1 2022.
	Construction	DBE	17.10%	15.44%	+.05%	Shortfall	69.79%	
Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	18.13%	+.20%	Shortfall	80.26%	Tutor Perini/O&G, A Joint Venture (TPOG) has a 1.12% shortfall on Design and a 14.53% shortfall on Construction. TPOG contends the shortfall is due to change orders/modifications under Metro's review with pending payment to DBE's.
	Construction	DBE	21.00%	6.47%	+.07	Shortfall	26.99%	
Airport Metro Connector (Station)	Construction	SBE	20.79%	0.00%	NC	TBD	7.21%	This contract is ramping up. Tutor Perini Corporation has not reported any SBE utilization and 0.09% DVBE utilization to date.
		DVBE	4.96%	0.09%	-.04%	TBD		
G Line BRT Improvements	PDB	TBD	TBD	TBD	TBD	TBD	TBD	Contract Award anticipated Summer 2022. Progressive Design Build (PDB)
1-5 North County Enhancements	Construction	DBE	13.01%	0.00%	NC	TBD	3.49%	Contractor received their first payment in September 2021, but no participation has been reported to-date.
Division 20 Portal Widening Turnback	Construction	SBE	19.34%	7.16%	-.16%	Shortfall	44.38%	Tutor Perini Corporation (TPC) has a 12.18% SBE shortfall and is exceeding the DVBE commitment by 0.51%. TPC currently has a shortfall mitigation plan on file and expects an increase of SBE participation when trackwork commence in the 3 rd quarter.
		DVBE	3.31%	2.80%	-.65%	Shortfall		

CRENSHAW/LAX TRANSIT PROJECT

BUDGET	Approved	Previous	Current
TIFIA	LOP*	Period**	Forecast**
\$2,148M	\$2,058M	\$2,148M	\$2,148M
Variance from Approved LOP:		\$90M (4%)	\$90M (4%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract - Board Approval June 2013

**Excludes finance costs and includes \$10M Non-TIFIA activities

SCHEDULE	Approved	(REVENUE OPERATION)
Original	Rebaseline	Previous Current
Oct.2019	May 2020	Period Forecast*
		Summer 2022 Summer 2022
Variance from Original:		+973d (43%) +1,006d (45%) ⚠
Variance from Revised Schedule:		+766d (31%) + 799d (33%) ⚠

*Current Forecast is Contractor's December Schedule update

- **Safety:** Project Hours: 11,299,732 Recordable Injury Rate: 1.80 vs. The National Average: 2.4 (as of December 2021)
- Overall Project Progress is 99.6% complete
- Contractor is not applying sufficient specialty work force to complete remaining work, testing/test reports on time
- Remaining work is primarily the completion of system integration testing, and punch-list repair for substantial completion
- Metro continues to work with contractor to minimize delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems
- **Equity** - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities



Downtown Inglewood Station – Train testing



Leimert Park Station – Main entrance plaza

March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)





Metro 4

Construction Committee

Los Angeles County Metropolitan Transportation Authority

REGIONAL CONNECTOR TRANSIT PROJECT

BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$1,402M	\$1,420M	\$1,755M	\$1,755M
Variance from Approved LOP:		\$335M (24%)	\$335M (24%) 
Variance from Revised Budget:		\$0	

*At time of the award of contract – Board Approval April 2014

**Excludes finance costs

SCHEDULE

(REVENUE OPERATION)			
<u>Original</u>	<u>Approved**</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
<u>May 2021</u>	<u>Fall 2022</u>	<u>Fall 2022</u>	<u>Fall 2022</u>
Variance from Original:		+480d (19%)	+480d (19%) 
Variance from Revised Schedule:		0d	

*Current Forecast is Metro's February 2022 update

**Approval in process

- **Safety:** Project Hours: 6,877,207 Recordable Injury Rate: 0.73 vs The National Average: 2.4 (as of December 2021)
- Overall Project Progress is 92% complete
- **Little Tokyo/Arts District Station & Surrounding Area:** Station construction and testing continue to be active at all levels and include MEP, finishes, and systems. Station plaza enhancements are also underway
- **Historic Broadway Station:** Structural backfill, MEP, finishes, and systems installations and testing are all underway. Construction of plaza level canopy and features underway. Street restoration continues on second, Broadway and Spring streets
- **Grand Av Arts/Bunker Hill Station:** Finishes, MEP, and systems operations are all engaged in installations and testing. Elevators remain the pacing element for the station
- **Flower Street:** MEP and systems testing continue underground. Street level restorations continue from 3rd Street to Wilshire
- **Trackwork:** Remedial work along alignment on various installations ahead of final acceptance inspections
- **Systems:** Installations of traction power, train control, and communications continuing; comprehensive local and systemwide systems testing continues
- **Equity:** Three of three stations (100%) are within or adjacent to Equity Focus Communities



OSC on 1st Street Leg



Porcelain enamel steel art panels installed at Historic Broadway Station

March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)





Metro 5

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 1



BUDGET

<u>FFGA</u>	<u>Approved LOP* **</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$2,822M	\$2,774M	\$3,129M	\$3,129M
Variance from Approved LOP:		\$355M (13%)	\$355M (13%) 
Variance from Revised Budget:		\$0	

*At time of the award of contract – Board Approval July 2014

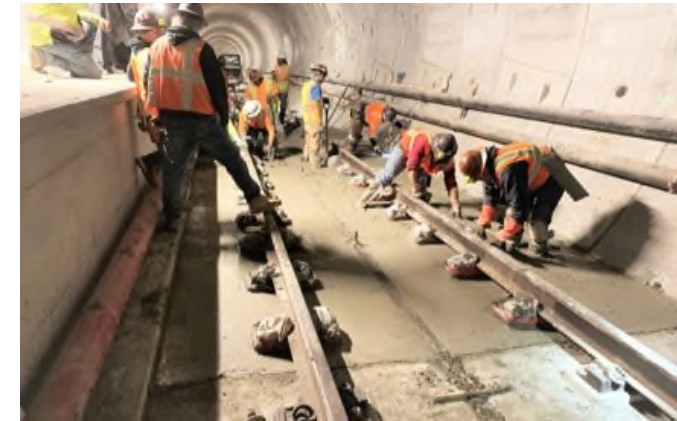
**Excludes finance costs

SCHEDULE

<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Nov.2023	Fall 2024	Fall 2024	Fall 2024
Variance from Original:		+365d (11%)	+365d (11%) 
Variance from Revised Schedule:		0d	

*Current Forecast is Contractor's January 2022 Schedule update

- **Safety:** Project Hours: 6,623,123 Recordable Injury Rate: 1.18 vs. The National Average: 2.4 (as of December 2021)
- Overall Project progress is 75% complete
- **Wilshire/La Brea Station:** West hammerhead and the entrance structure work continue, along with interior MEP installation and appendage construction
- **Wilshire/Fairfax Station:** West concourse and east side level 2 exterior wall concrete activities are underway. Structural work at the entrance plaza and appendages continue. CMU block wall work has commenced
- **Wilshire/La Cienega Station:** East/west hammerhead structure work and appendage construction move forward
- **Reach 1 Tunnel:** Track installation ongoing at the north tunnel. Invert and Walkway concrete placement is complete at the south tunnel
- **Reach 2 Tunnel:** Five out of six cross passages (CPs) have been excavated. Two out of six cross passages (CP 16 & 20) have been completed and concreted
- **Reach 3 Tunnel:** Grouting and spiling mitigation activities continue
- **Budget/Schedule:** The final FTA/PMOC Risk and Contingency Review Report has been provided to Metro
- **Equity:** This Project is not located within or adjacent to Equity Focus Communities



Concrete Placement at Reach 1 North Tunnel



CMU Block Wall Installation at Wilshire/Fairfax Station

March 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 6

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET	Approved	Previous	Current
FFGA	LOP*	Period**	Forecast**
\$2,499M	\$2,441M	\$2,441M	\$2,441M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract – Board Approval January 2017

**Excludes finance costs

SCHEDULE	(REVENUE OPERATION)		
Original	Approved	Previous	Current
Aug. 2025	Rebaseline	Period	Forecast*
Aug. 2025	N/A	Summer 2025	Summer 2025
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:		0d	0d OK

*Current Forecast is Contractor's October Schedule update

- **Safety:** Project Hours: 2,444,432 Recordable Injury Rate: 3.11 vs The National Average: 2.4 (as of December 2021)
- Overall Project progress is 49% complete as of period ending January 2022
- **Century City Constellation Station**
 - Excavation of the station box was 26% complete as of February 16, 2022
 - Excavation of the station entrance was 22% complete as of February 16, 2022
- **Wilshire/Rodeo Station**
 - Both TBMs were being walked through the station box as of February 16, 2022
- **Tunneling**
 - Both tunnel boring machines (TBMs) “Ruth” and “Harriet” are operating within the City of Beverly Hills. Progress to date is as follows:
 - Ruth “BL TBM” (eastbound subway tunnel) – 5,777ft (50%)
 - Harriet “BR TBM” (westbound subway tunnel) – 5,806ft (50%)
 - Both TBMs arrived at Wilshire/Rodeo station in January 2022. As of February 16, 2022, they are scheduled to resume excavating toward Wilshire/La Cienega Station in late February
- **Equity:** This project is not located within or adjacent to Equity Focus Communities.



Constellation Station Entrance Excavation



Ruth Breakthrough at Wilshire/Rodeo Station

March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)





Metro 7

Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 3



BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$3,599M	\$3,224M	\$3,224M	\$3,224M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0 

*At time of the award of contract – Board Approval February 2019

**Excludes finance costs

SCHEDULE

		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Mar. 2027	N/A	Spring 2027	Spring 2027
Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			0d 

*Current Forecast is Contractor's March Schedule update

**Approval in process

- **Safety:** Project Hours: 1,564,285 Recordable Injury Rate: 1.66 vs The National Average: 2.4 (as of December 2021)
 - C1151: Project Hours: 732,123; Recordable Injury Rate: 3.55
 - C1152: Project Hours: 832,162; Recordable Injury Rate: 0.0
- Overall Project Progress is 34% complete
- Final design progress is 94% complete
- **Tunneling**
 - TBM Iris (BR) – Tunneling continues east of the I-405; TBM has mined over 4300 feet (31%)
 - TBM Aura (BL) – Tunneling has completed mining through the Westwood/VA station area; TBM has mined over 2500 feet (18%)
- **Stations**
 - Westwood/VA: Work has commenced for the VA steam tunnel relocation, Support of Excavation, excavation, and demolition of existing vaults
 - Westwood/UCLA: Utility relocations continue; Support of Excavation pile installation continues along Wilshire Blvd
- **Equity:** 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities



Ring Installation in the BL Tunnel



SOE Pile Installation for VA Steam Tunnel Relocation

March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 8

Construction Committee

Los Angeles County Metropolitan Transportation Authority

AIRPORT METRO CONNECTOR (AMC) PROJECT

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$898.6M	\$898.6M	\$898.6M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

*Approved May 2021 Board

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	Fall 2024	Fall 2024
N/A	N/A	+0d (0%)	+0 d (0%)
Variance from Original:			0d
Variance from Revised Schedule:			

*Current Forecast is Metro's May Schedule update

- Early Works Phase construction (52.9% complete) continues with installation of temp systems ductbank within Southwestern Yard. Underground stormwater cistern installation in progress
- Primary Station Construction Contractor mobilization is nearly complete. Construction start date is set and on schedule
- Automated People Mover (APM) Station structural concrete completed. Structural Steel installation in progress
- **Equity:** 100% of the project is located within or adjacent to Equity Focus Communities



Evening shift for Communications Work



LAWA Station work in progress



West cistern installation in progress



Shoring near completion for east cistern

March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 9

Construction Committee

Los Angeles County Metropolitan Transportation Authority

G LINE BRT IMPROVEMENTS PROJECT

BUDGET	Approved LOP	Previous Period	Current Forecast
TOTAL COST	N/A	N/A	\$392 M - \$476 M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK
<i>*Project will work within the annual budget constraints until LOP is established</i>			

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	N/A	Dec 2026
Variance from Original:		+0d (0%)	+0 d (0%) OK
Variance from Revised Schedule:			0d OK
<i>*Current Forecast is Metro's Internal Schedule, Baseline schedule not yet approved at time of update</i>			

- **Progressive Design Build Contract:**
 - Industry Review completed December 2021
 - RFP released on February 10, 2022
 - PDB Contract Award anticipated Summer 2022
- **Pilot Gate:**
 - Construction and testing completed November 2021
 - Test results issued to Metro mid December 2021
 - Closeout anticipated for March
- Utility owner-performed AURs underway at Sepulveda, Vesper and Sylmar
- **Nine Property Acquisitions underway:**
 - Two acquisitions in negotiations after owners were informed of condemnation proceedings
 - Seven acquisitions in appraisal stage
- **Equity:** 8 of 17 stations (47%) are within or adjacent to Equity Focus Communities



DWP Sylmar Undergrounding



DWP Vesper Advanced Utility Relocation

March 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority

I-5 NORTH COUNTY ENHANCEMENTS

BUDGET				SCHEDULE			
	Approved LOP*	Previous Period	Current Forecast	Original	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
TOTAL COST	\$679.3M	\$679.3M	\$679.3M	July 2026	N/A	Summer 2026	Summer 2026
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)	Variance from Original:		+0d (0%)	0d (0%)
Variance from Revised Budget:			\$0	Variance from Revised Schedule:			N/A
*At time of the award of contract – Board Approval (March 2021)				*Current Forecast is Metro's Internal Schedule, Baseline schedule not yet approved at time of update			

- Construction site preparations are on-going. Center median pavement removal and re-striping at the north section of the project beginning
- Metro continues to work with the Contractor to establish a project baseline schedule
- On-going coordination with project stakeholders: Caltrans, FHWA, City of Santa Clarita, Los Angeles County, CHP, NPS, CDFW
- Next Project Community Meetings are scheduled for February 23rd and May 25th at 6:30pm
- Equity:** This project is not located within or adjacent to Equity Focus Communities



Damaged crash cushion from accident during holidays



Placement of temporary work zone speed radar and stormwater pollution prevention materials



Illegal dumping within the project limits

March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)





Metro 11



Construction Committee

Los Angeles County Metropolitan Transportation Authority

DIVISION 20 PORTAL WIDENING TURNBACK

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$876.7M	\$801.7M	\$876.7M
Variance from Approved LOP:		\$75M (9%)	\$75M (9%) 
Variance from Revised Budget:		\$0	\$0 

*At time of the award of contract – Board Approval (February 2020)

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
Original June 2024	N/A	June 2024	TBD
Variance from Original:		+0d (0%)	TBD 
Variance from Revised Schedule:			TBD 

*Current Forecast is Contractor's Schedule update

- Overall Project progress is 32% complete

Includes Real Estate Acquisitions, Environmental, Design, Contract Mobilization, Early Demolition, Power, Utility contracts and contract change orders and commenced Shoofly installation

- C1136 TPC Portal Widening Turnback Contract

PWT C1136 Contract progress is 38%

Upgrade to Train Control software/hardware (Microlok)

Phase 1 Track, utilities, and civil work continues

1st Street Bridge Rehabilitation 90% complete

1st Bridge 25 out of 36 Precast Girders recently set

- Major Change Orders to Date:

Hazardous Material Removal

1st St Bridge Repairs of Differing Site Conditions

Completion of early utility Contracts

3rd Party Interfaces

Design Revisions (in progress)

- C1184 C3M Traction Power Substation Contract at 64%

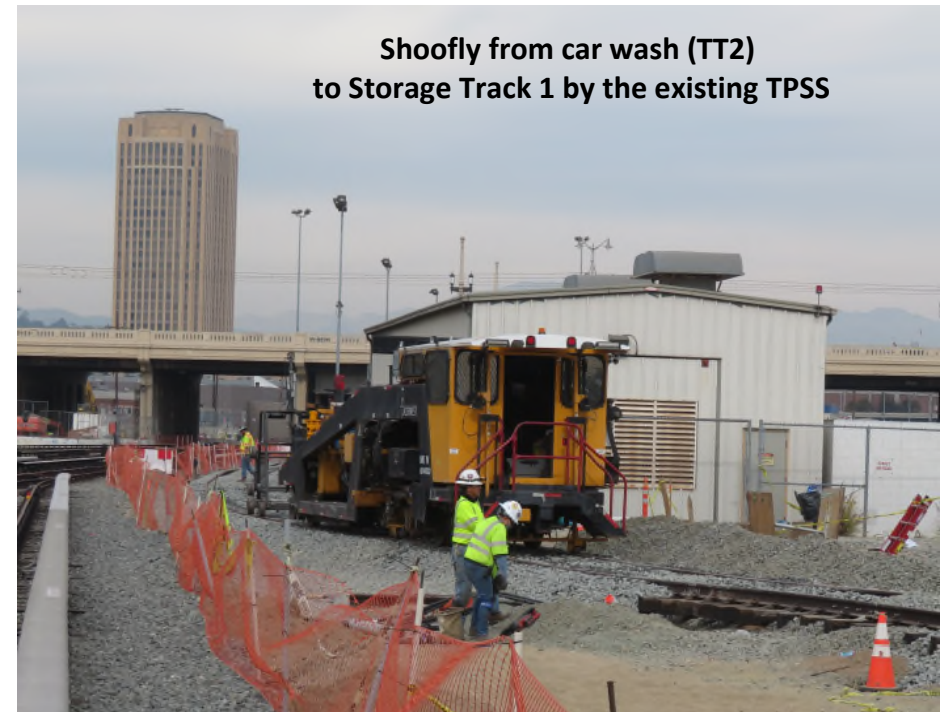
- Coordination with Adjacent Projects

Purple Line Extension (PLE1), Regional Connector;

Metro Center Project, 6th Street Bridge (City of L.A. Project)

- Continued Regular risk assessments to determine budget/schedule

- Equity: 100% of the project is located within or adjacent to Equity Focus Communities



March 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



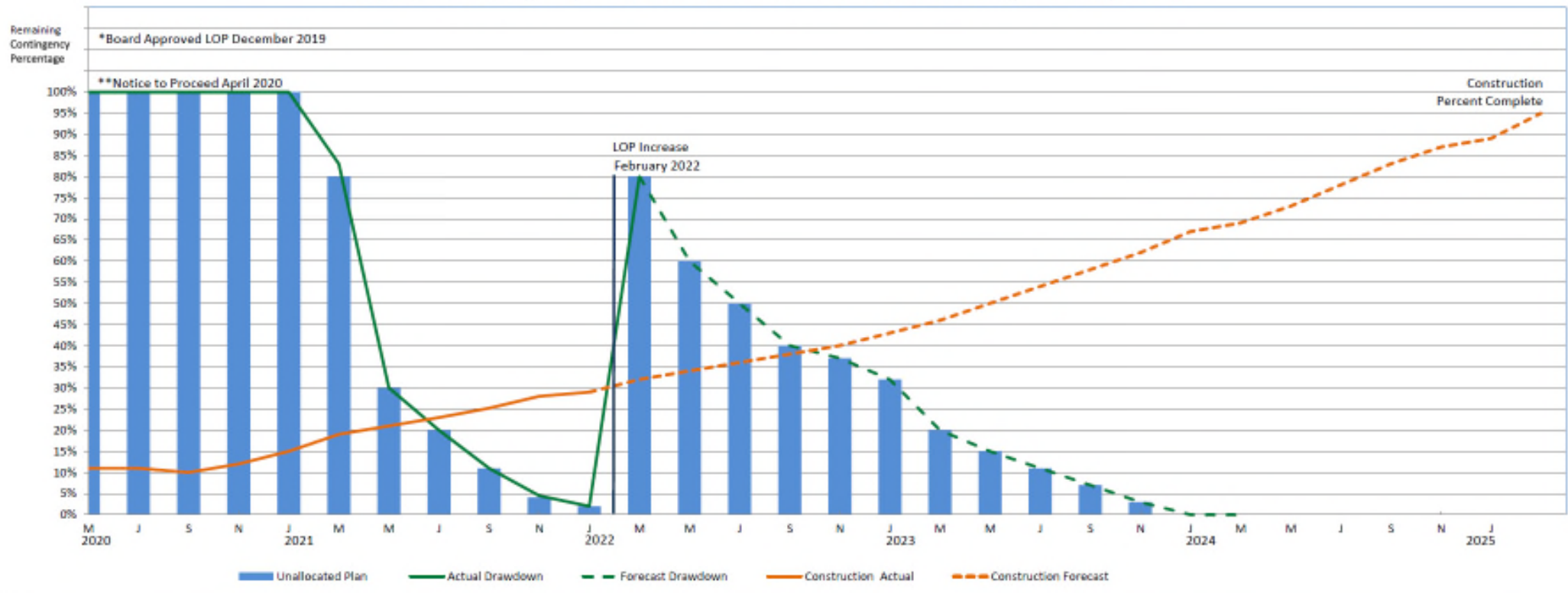
Metro 12

Construction Committee

Los Angeles County Metropolitan Transportation Authority

DIVISION 20 PORTAL WIDENING TURNBACK

Unallocated Contingency Drawdown with Construction Percent Complete Comparison



March 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority