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**Agenda - Final**

**Thursday, May 21, 2020**

**11:30 AM**

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## **Executive Management Committee**

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## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

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

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

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

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

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

**CALL TO ORDER****ROLL CALL****11. SUBJECT: CENTINELA GRADE SEPARATION**[2020-0199](#)**RECOMMENDATION****CONSIDER:**

- A. RECEIVING AND FILING the Centinela Grade Separation Screening Analysis for Design Concepts/Engineering Design Report;
- B. APPROVING Project Definition as an Aerial Grade Separation at the Florence/Centinela Crossing of the Crenshaw/LAX Line supported by Bus Bridging during the Construction Period;
- C. FILING an environmental Statutory Exemption pursuant to CEQA;
- D. Authorizing staff to proceed with preliminary engineering and final design services on the Centinela Grade Separation. This is not a request for construction funding.

**Attachments:**[Attachment A - Map of Inglewood Projects](#)[Attachment B- Centinela Grade Separation Screening Analysis for Design Conc](#)[Attachment C - Rendering of Above-Ground Aerial Grade Separation](#)[Presentation](#)**(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)****19. SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE**[2020-0308](#)**RECOMMENDATION**

RECEIVE AND FILE Transit Safety and Security Report.

**Attachments:**[Attachment A - System-Wide Law Enforcement Overview March 2020](#)[Attachment B - MTA Supporting Data March 2020](#)[Attachment C - Key Performance Indicators March 2020](#)[Attachment D - Transit Police Summary March 2020](#)[Attachment E - Homeless Update March 2020](#)**(ALSO ON OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE)**

**29. SUBJECT: STATE AND FEDERAL REPORT**[2020-0299](#)**RECOMMENDATION**

RECEIVE AND FILE State and Federal Legislative Report.

**30. SUBJECT: MEDICAL CLINIC SERVICES**[2020-0264](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to increase Contract Modification Authority (CMA) specific to the contracts listed below to continue providing medical examinations and drug and alcohol collections for employees and job candidates, increasing the total cumulative not-to-exceed contract amounts by \$850,000 from \$5,321,075 to \$6,171,075:

**Contract No. Contractor**

PS62402786A Concentra Medical Center - Commerce (formerly U.S. Healthworks Commerce)

PS62402786B Concentra Medical Center - Los Angeles (formerly U.S. Healthworks - Los Angeles)

PS62402786C Concentra Medical Center - Van Nuys (formerly U.S. Healthworks - Van Nuys)

PS62402786E ProHealth-Glendale Occupational Medical Group (formerly Glendale Memorial Occupational Medical Group)

PS62402786F CareOnSite

**Attachments:**[Attachment A - Procurement Summary](#)[Attachment B - Contract Modification Change Order Log](#)[Attachment C - DEOD Summary](#)**31. SUBJECT: FILMING LIAISON ON THE METRO SYSTEM**[2020-0282](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS66940000 for filming liaison services to The Hollywood Locations Company, Inc. for 5 years, generating an estimated \$1,500,000 revenue for Metro, subject to resolution of protest(s), if any.

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

**32. SUBJECT: METRO SYSTEM ADVERTISING (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL)**[2020-0306](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System, with OUTFRONT Media Group, LLC, to temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract, with monthly payments of 55% of actual sales revenues, from May 15, 2020 to December 31, 2020, and to re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020; and
- B. EXECUTE Modification No. 1 to Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System, with Intersection Parent, to temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract, with monthly payments of 55% of actual sales revenues from May 15, 2020 to December 31, 2020, and to re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020.

**Attachments:**      [Attachment A - Revenue Advertising Update Presentation](#)  
[Attachment B - Revenue Change Summary](#)  
[Attachment C - Procurement Summary](#)  
[Attachment D - Change Order Modification Log](#)  
[Attachment E - DEOD Summary](#)

**35. SUBJECT: CORONAVIRUS RECOVERY TASK FORCE**[2020-0324](#)**RECOMMENDATION**

RECEIVE AND FILE this status report on the recently established Coronavirus Recovery Task Force.

**Attachments:**      [Attachment A - Presentation](#)

**36. SUBJECT: EMERGENCY RELIEF: FULL-PRICE PASSES**[2020-0355](#)**RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl and Butts directing the CEO to:

- A. Provide relief for current frequent riders by initiating the sale of promotional passes at 50% the cost of full-price passes:
  - 1. Promotional Day Pass: \$3.50
  - 2. Promotional 7-Day Pass: \$12.50

## 3. Promotional 30-Day Pass: \$50.00;

- B. Provide these promotional passes for not less than six months from the date regular boarding practices resume;
- C. In conjunction with the debut of these promotional passes, suspend the sale of full-price passes;
- D. Prepare a marketing plan to engage frequent riders on these fare changes, with particular focus on helping cash-paying frequent riders take advantage of these promotional fare products and transition to cashless, TAP-enabled payments;
- E. Develop recommendations for cost reductions of the Regional EZ Pass (Base and Zones 1 through 15) that meet the same affordability goals as the 50% pass reductions above;
- F. Report to the Executive Management Committee within 120 days after the initiation of the sale of promotional passes with a report on the status of pass sales and recommendations for permanent reductions to the cost of full-price passes that promote affordability by making break-even points more in line with industry standards; and
- G. Report to the Board in 120 days with an implementation plan for a fare capping/best fare system that allows riders to take advantage of pass products without having to put up money upfront.

**37. SUBJECT: COVID-19 CALL TO ACTION**[2020-0354](#)**RECOMMENDATION**

RECEIVE oral report regarding COVID-19 Call to Action.

**Attachments:**      [Presentation](#)

**SUBJECT: GENERAL PUBLIC COMMENT**[2020-0340](#)

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**



Metro

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

## Board Report

File #: 2020-0199, File Type: Contract

Agenda Number: 11.

### PLANNING AND PROGRAMMING COMMITTEE

MAY 20, 2020

### EXECUTIVE MANAGEMENT COMMITTEE

MAY 21, 2020

**SUBJECT: CENTINELA GRADE SEPARATION**

**ACTION: APPROVE RECOMMENDATIONS**

### **RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the Centinela Grade Separation Screening Analysis for Design Concepts/Engineering Design Report;
- B. APPROVING Project Definition as an Aerial Grade Separation at the Florence/Centinela Crossing of the Crenshaw/LAX Line supported by Bus Bridging during the Construction Period;
- C. FILING an environmental Statutory Exemption pursuant to CEQA;
- D. Authorizing staff to proceed with preliminary engineering and final design services on the Centinela Grade Separation. This is not a request for construction funding.

### **ISSUE**

In December 2018 the Metro Board approved the initiation of an engineering and environmental study to support development of the Centinela Grade Separation (Item #2018-0245). The study has been conducted in cooperation with the City of Inglewood and has included the development of 15% design and a Funding and Delivery Strategy Plan for the project.

Board approval is needed to approve funding to advance engineering design to include the preparation of construction bid documents. Approval of a funding plan is needed to support final design and construction activities for the grade separation with minimal impacts to the construction, opening and operation of the Crenshaw/LAX (CLAX) LRT Project.

### **BACKGROUND**

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### History

The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for CLAX was completed in 2011. Applying Metro's Grade Crossing Policy in 2011 resulted in a determination that an at-grade crossing application was appropriate. In 2013 the California Public Utilities Commission (CPUC) granted approval of the at-grade crossing pending inclusion of several supplemental measures intended to improve safety and increase queuing and traffic capacity. The final at-grade crossing is currently nearing completion in accordance with all the CPUC's supplemental requirements.

In 2015 the City of Inglewood approved the construction of a 72,000 seat NFL Stadium approximately 1.5 miles south of the Centinela/Florence crossing. Additional development adjacent to the stadium including a performance arts venue, residential units, retail and office space, hotel rooms, and 25 acres of new recreational park and amenities were also approved. More recently, in February 2018, the City of Inglewood initiated the environmental clearance process for the proposed Inglewood Basketball and Entertainment Center (IBEC), which includes an 18,000-seat arena for the Los Angeles Clippers near the NFL stadium. Attachment A includes a map of these projects and expected events.

All of the aforementioned developments were approved or proposed after the 2011 CLAX EIR/EIS certification and are anticipated to generate additional traffic which was not considered in the original Grade Crossing Policy analysis. To mitigate some of this anticipated increase in traffic, developers have funded the citywide installation of a traffic signal priority system and the City of Inglewood has developed special event traffic and access management plans for the venues under construction and future

IBEC. The City of Inglewood remains concerned about the potential increase in regional trips and the associated traffic impacts of having an at-grade crossing at Centinela/Florence. Metro Board action in 2017 directed staff to conduct grade separation feasibility studies to address these concerns. In November 2018 the Metro Board received the initial feasibility findings and directed staff to initiate an engineering design study and supportive environmental analysis to be funded in cooperation with the City of Inglewood.

### **DISCUSSION**

The Centinela Grade Separation Screening Analysis/Engineering Design report (Attachment B) evaluated three alternatives to be considered for grade separation (LRT Aerial Grade Separation, LRT Below Grade Undercrossing, and LRT At Grade with Centinela and Florence lowered). The analysis has identified the LRT Above Grade-Aerial Grade Separation (Attachment C) which elevates the CLAX LRT on a bridge above the Centinela/Florence at-grade intersection to be the less impactful to the community and the operation of the CLAX LRT Line. The aerial grade separation will remove the required crossing gates and warning systems currently required for the at-grade crossing. It will not have permanent right-of-way or utility impacts as noted with the other alternatives under consideration. The aerial grade separation will allow the CLAX LRT to operate efficiently and add capacity to the intersection to accommodate the mobility needs of the planned regional sports/entertainment venues in the City of Inglewood.

The preliminary project costs ranged from \$185-\$241 million with the recommended design option



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falling in the middle of this range. The recommended aerial grade separation includes the costs for a bus bridge to operate during the construction phase of the project. This cost is based on advanced conceptual design (15% level of engineering) and should be considered preliminary pending further refinement in the Preliminary Engineering (30% design) and Final Design (100% design) phases of project design.

### Environmental Clearance

The California Environmental Quality Act (CEQA) provides for Statutory Exemptions for certain activities and specified actions. According to CEQA Guidelines Section 15282 (g) "Any railroad grade separation project which eliminates an existing grade crossing, or which reconstructs an existing grade separation as set forth in Section 21080.13 of the Public Resources Code" is to be considered statutorily exempt from the analysis required under CEQA. The grade separation at Centinela Avenue meets the criteria for Statutorily Exempt projects.

In order to further support the Statutory Exemption finding, community outreach efforts were conducted with adjacent property owners and stakeholders in the vicinity of the project. These included the City of Inglewood Councilmembers Dotson and Padilla, Mayor Butts, Westchester Rotary Club, St. John Chrysostom Church, St. Mary's Academy and the Inglewood Park Cemetery. Outreach will continue during the upcoming design and construction phases to incorporate community concerns.

Technical reports are under development on traffic, air quality, visual, noise, vibration, real estate and acquisition, parklands and community facilities, construction impacts and utilities. Initial analysis is indicating minimal environmental impacts with the proposed grade separation project which cannot be mitigated appropriately during project design, construction and operation. The project will have significant beneficial effects on traffic and circulation.

### Equity Platform

The Project is consistent with the recently adopted Metro Equity Platform Framework and will bring new benefits of enhanced mobility and regional access to minority and/or low-income populations within the Project area. In 2015, the City of Inglewood identified that 56.5 percent of its residents in Downtown Inglewood are African American and 35.7 percent are Hispanic (2015 City of Inglewood, Inglewood TOD Existing Conditions Report), while 20.7 percent of the residents in the City of Inglewood are classified as living in poverty (2017, American Community Survey). Additionally, Metro staff will work with the City of Inglewood to look to the Equity Platform Framework as the project outreach engages residents, stakeholders, elected representatives, resource agencies and community-based organizations in the project area.

### **DETERMINATION OF SAFETY IMPACT**

These actions will not have any impact on the safety of our customers and/or employees because this project is at the beginning of the design phase.

### **FINANCIAL IMPACT**

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Funding for Design- The Board approved \$2,200,000 in the FY 2020 budget for Professional Services in Cost Center 4350, Project 405406 (Centinela Grade Separation). The sources of funds are Local Prop A, C and TDA Administrative funds. These funds are not eligible for bus and/or rail operating or capital expenses. Staff is currently working to identify additional funds for inclusion in the proposed FY 2021 budget to complete preliminary engineering and design services. Authorization for further work to proceed is subject to approval of funding in the FY 2021 budget. Since this is a multi-year project, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Funding for Construction- Funding for the construction of the project is not included in the Metro Long Range Transportation Plan Financial Forecast or Measure R or Measure M Expenditure Plans and has not been approved by the Board. Should Metro pursue construction of this project, it will require a determination of payment responsibility and the identification of potential funding sources.

Metro staff is actively working with the South Bay Cities Council of Governments and the City of Inglewood to develop a funding plan for the project that considers the availability and eligibility of funding sources, and upon Board direction, attempt to secure the funds. Metro has not yet programmed any funding for the construction of the project, either directly or through the multi-year subregional programs (MSP), where projects are nominated by the subregion. The South Bay Cities COG has supported the use of \$130,000,000 for the project from one of the MSP for the subregion, the Subregional Equity Program (SEP). As construction is not a topic for discussion at present, the use of the SEP funds for funding of projects will be discussed in the June/July Board cycle. Metro has allocated funding for the SEP starting in FY 2043 in the Long Range Transportation Plan Financial Forecast and has not developed yet an administrative process to program SEP funds to the subregions.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

A grade separation at Centinela/Florence intersection would support the goals outlined in the Metro Vision 2028 Strategic Plan by addressing the mobility challenges in the project area including increasing travel demand, travel times, and roadway congestion. Specifically, the Project meets Vision 2028 Goal #4, Transform LA County through regional collaboration and national leadership, as this project will be advanced through a close partnership with the City of Inglewood to solve a regional challenge, as the special events at the NFL Stadium and other event venues in and around the Entertainment District at Hollywood Park are expected to attract attendees from throughout the region.

## **ALTERNATIVES CONSIDERED**

The Board could choose not to approve any or all the recommendations. This is not recommended as this would further delay the construction of the project and not be in operation in time for the City of Inglewood to host the planned major events (i.e. FIFA World Cup and 2028 Olympics).

## **NEXT STEPS**

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Upon Board approval, staff will proceed with preliminary engineering and final design services and continue to work with the City of Inglewood and the South Bay Cities Council of Governments to secure the necessary construction funding for the project.

**ATTACHMENTS**

Attachment A - Map of Inglewood Projects

Attachment B - Centinela Grade Separation Screening Analysis for Design Concepts/Engineering Design Report

Attachment C - Rendering of Above-Ground Aerial Grade Separation

Prepared by: Dolores Roybal Saltarelli, DEO, Countywide Planning & Development, (213) 922-3024

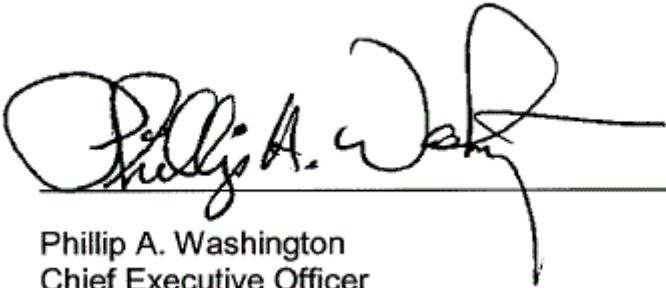
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Debra Avila, Chief Vendor Contract Management Officer, (213) 418- 3051



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Phillip A. Washington  
Chief Executive Officer

# Map of Inglewood Projects



NFL Stadium (72,000 seats) & Performance Arena (6,000 seats)

- 50 Stadium events (incl. 22 NFL games, two on weekdays and 20 on weekends)
- 75 Arena events
- 10,000 parking spaces
- 23,600 event demand

Forum (17,500 seats)

- 82 events (37 large events)
- 3,000 parking spaces
- 5,400 event demand

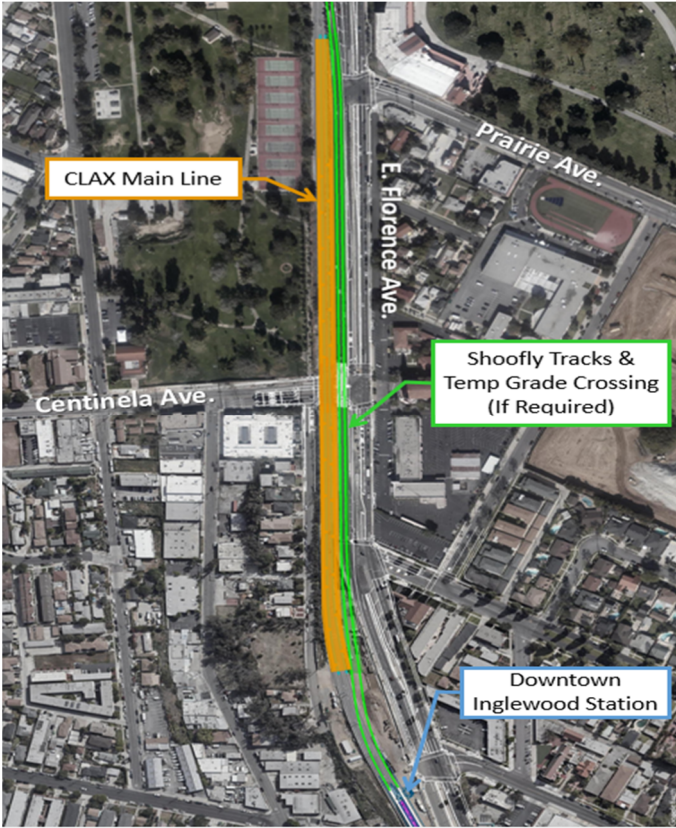
Inglewood Basketball & Entertainment Center (Clippers Arena, 18,000 seats)

- 105 events (44 large events)
- 3,500 parking spaces
- 5,700 event demand

(Event Information Source: Inglewood)

## Legend

- Metro Green Line
- Metro Crenshaw/LAX Line (proposed)
- Inglewood's People Mover (proposed)



## Screening Analysis for Design Concepts

Centinela/Florence Grade Separation  
Conceptual Engineering Design Study

DRAFT Technical Memorandum

*Inglewood, CA*  
May 15, 2020

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# 1 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is evaluating the Grade Separation of the Crenshaw/LAX (CLAX) light rail transit (LRT) line at the intersection of Centinela and Florence Avenues (Project). The intention of the grade separation is to address concerns about potential increases in regional trip-making and impacts to traffic at the planned at-grade crossing related to significant future development adjacent to the crossing. This planned at-grade rail crossing is located within a quarter-mile of downtown Inglewood adjacent to existing activity centers (the Forum), new projects under construction (Inglewood NFL Stadium, Performance Arena, and Hollywood Park Development Area), and proposed future activity centers and transit infrastructure (Inglewood Basketball and Entertainment Center and Transit Connector).

The purpose of this screening analysis technical memorandum (memo) is to develop grade separation alternatives to a level that helps facilitate consensus on the scope of the project so major project components and the project's footprint can be clearly defined. The alternative concept development, analysis, and initial screening criteria presented here were prepared in a collaborative effort with Metro and Metro's environmental consultant. This memo aims to describe: three (3) main design concepts and the basis of their development, initial screening criteria for high-level analysis, the results of that initial screening analysis, and a recommendation of the most promising alternative to be advanced to a 15% level of engineering.

## 1.1 Background

The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for CLAX was completed in 2011. Applying Metro's Grade Crossing Policy in 2011 resulted in a determination that an at-grade crossing application was appropriate. In 2013 the California Public Utilities Commission (CPUC) granted approval of the at-grade crossing pending inclusion of several supplemental measures intended to improve safety and increase queuing and traffic capacity. The final as-built grade crossing would include all of the CPUC's supplemental requirements.

In 2015 the City of Inglewood (CITY) approved the construction of a 72,000 seat NFL Stadium approximately 1.5 miles south of the Centinela/Florence crossing. Additional development adjacent to the stadium including a performance arts venue, residential units, retail and office space, hotel rooms, and 25 acres of new recreational park and amenities were also approved. In 2018 the CITY initiated the environmental clearance process for the proposed Inglewood Basketball and Entertainment Center (IBEC). All of the aforementioned developments were approved or proposed after the 2011 CLAX EIR/EIS certification and are anticipated to generate additional traffic which was not considered in the original Grade Crossing Policy analysis.

To mitigate some of this anticipated increase in traffic, developers have funded the citywide installation of a traffic signal priority system and the CITY has developed special event traffic and access management plans for the venues under construction and future IBEC. The CITY remains concerned about the potential increase in regional trips and the associated traffic impacts of having an at-grade crossing at Centinela/Florence. A

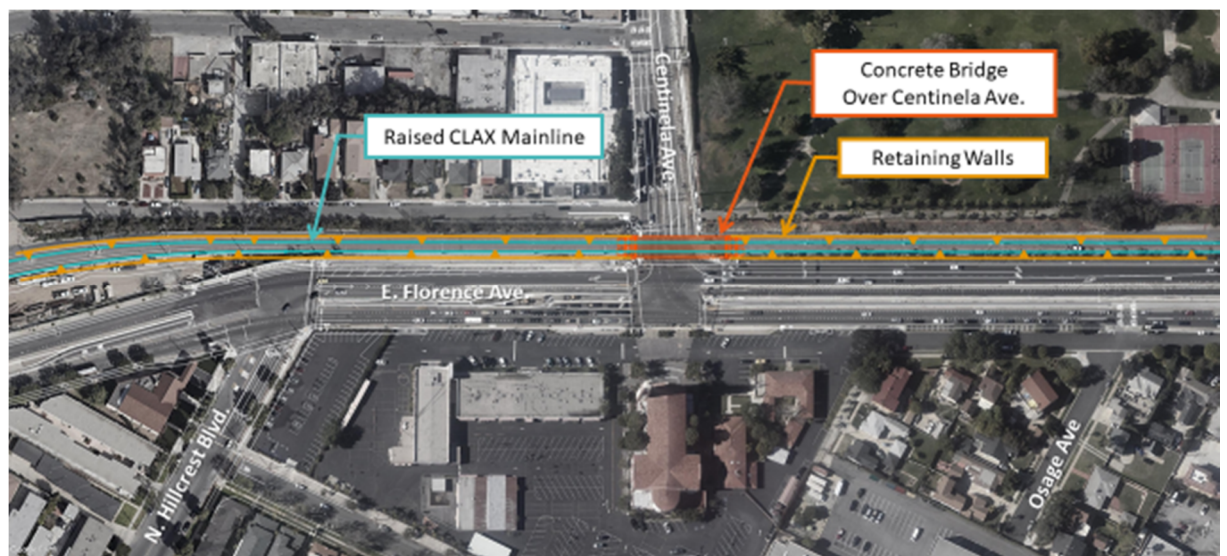
Metro Board action in 2017 directed staff to conduct grade separation feasibility studies and initiate the environmental clearance process to address these concerns. In December 2018 the Metro Board received the initial feasibility findings and directed staff to initiate an engineering design study to be funded in cooperation with the CITY.

## 2 Proposed Alternatives

### 2.1 Alternative 1A – LRT Above Grade

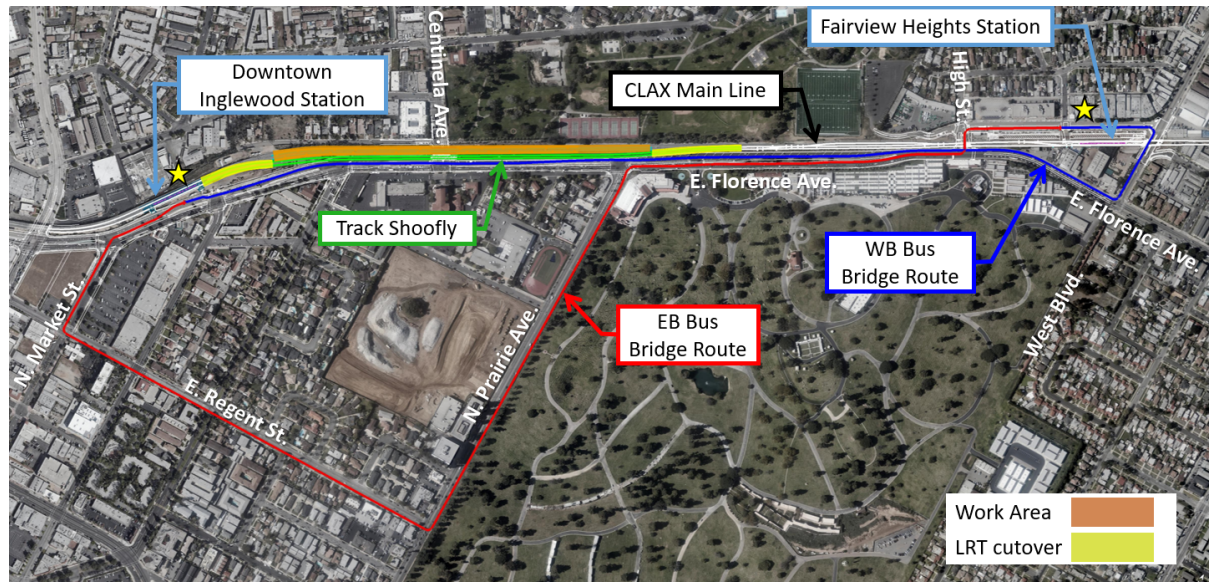
Alternative 1A proposes to elevate the CLAX LRT on retained fill with a precast concrete girder bridge above the Centinela/Florence intersection which would remain at grade. The LRT limits of Alternative 1A extend approximately 2950 feet from just east of the Downtown Inglewood Station to just west of the Fairview Heights Station. Alternative 1A utilizes a temporary double-track shoofly to maintain rail operations during the grade separation construction.

**Figure 2-1. Alternative 1A – LRT Above Grade**



Source: HDR

**Figure 2-2. Alternative 1A – LRT Above Grade Shoofly and Temporary Bus Shuttle Route**



Source: HDR

## 2.1.1 Geometric Configuration

### Roadway

The roadway modifications in Alternative 1A would be limited to the grade crossing removal, sidewalk and curb ramp modifications at the Centinela/Florence intersection. The proposed grade separation structure would provide a minimum of 16' vertical clearance. A traffic signal proposed as part of the previous CLAX design at La Colina Drive and Centinela Avenue would need to be removed; the intersection would be changed to stop control. The sidewalk on the eastside of Centinela Avenue would extend south to the intersection of Florence Avenue and a new crossing would be introduced at the northeast and northwest corners of Florence Avenue and Centinela Avenue. The street profile of Centinela Avenue would be adjusted slightly associated with the grade crossing panel removal. La Colina Drive would remain unchanged (see Attachment A1 for Alternative 1A Roadway Layout).

### LRT Alignment

The track replacement limits of Alternative 1A extend approximately 2950 feet from just east of the Downtown Inglewood Station to just west of the Fairview Heights Station.

Alternative 1A proposes to elevate the CLAX LRT line approximately 25' above the existing Centinela Avenue roadway elevation at the crossing. The track raise is proposed to be achieved using retained fill sections with ballasted track at a maximum grade of 3.3% and a precast concrete girder bridge with direct fixation track above the Centinela/Florence intersection. No changes were made to the CLAX horizontal alignment. The tracks would be on ballast on the retained fill section, and direct fixation on the bridge.



The existing CLAX horizontal alignment and the proposed vertical alignment would allow for operating speeds of 45 MPH adjacent to the Downtown Inglewood Station and 65 MPH going east over Centinela Avenue to the Fairview Heights Station. See Attachment A1 for the proposed Alternative 1A LRT plan and profile.

During construction, a temporary shoofly track would be constructed in the westbound lanes of Florence Avenue to allow LRT passenger operations to continue. The proposed shoofly horizontal and vertical alignments allow for operating speeds of up to 35 MPH adjacent to the Downtown Inglewood Station and up to 50 MPH going east along Florence Avenue towards North Prairie Avenue. See Section 2.1.7 for additional discussion on LRT operations during construction.

Key geometric characteristics of Alternative 1A are summarized in Table 2-1 below.

Table 2-1. Alternative 1 (1A, 1B, 1C) Key LRT Geometric Features				
Condition	Horizontal Alignment	Max Grade	Vertical Clearance to Centinela Ave	Operating Speeds
Temporary	Shoofly in WB Florence Ave	Top-of-Rail (TOR) profile to match existing Florence Avenue roadway profile	Shoofly is at-grade	35 MPH adjacent to Downtown Inglewood Station, 50 MPH going east to Fairview Heights Station
Permanent	No change to CLAX alignment	3.3%	16' minimum permanent design	45 MPH adjacent to Downtown Inglewood Station, 65 MPH going east to Fairview Heights Station
Source: HDR				

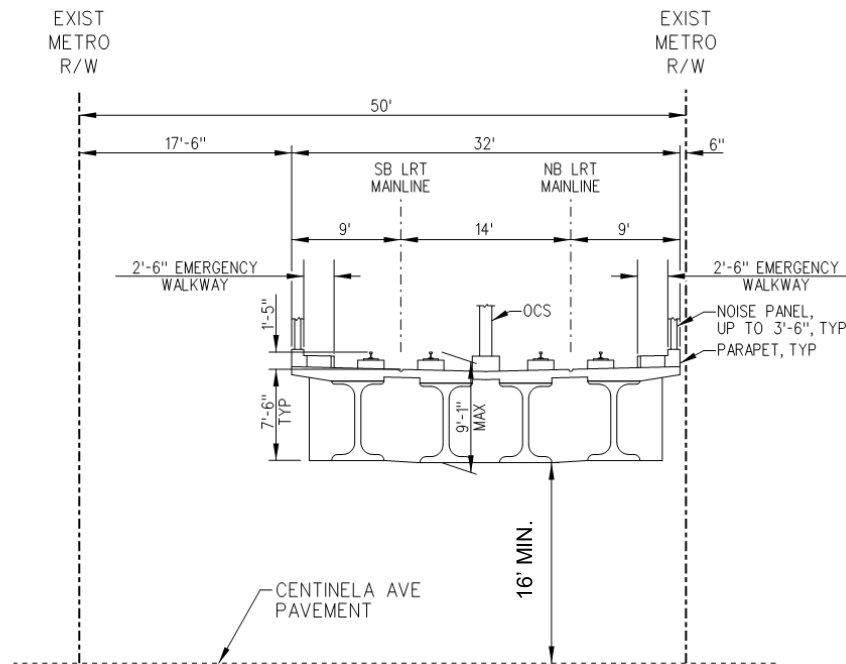
## 2.1.2 Right-of-Way Requirements and Impacts

No permanent right-of-way impacts are anticipated at this time.

## 2.1.3 Structure Configuration

The aerial structure is a single-span precast posttensioned Caltrans wide flange girder superstructure with the cast-in-place (CIP) concrete deck supported on seat type cantilever reinforced concrete abutments on pile foundations (see Figure 2-3 for preliminary bridge deck section). The overall structure width is 32 feet including emergency walkways, and total structure length is 150 feet. The proposed structure depth is 7 feet, 6 inches.

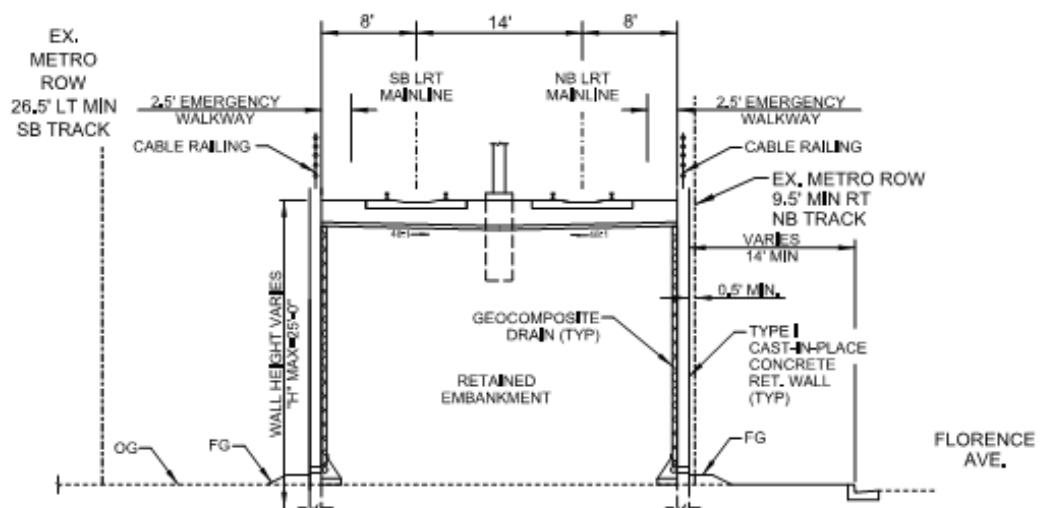
**Figure 2-3. Alternative 1A – Preliminary Bridge Section**



Source: HDR

The retaining walls would extend approximately 1000 feet west of Centinela and 725 feet east of Centinela. The maximum design height is approximately 25 feet. The retaining wall type, to be determined, could be cast-in-place concrete wall, or mechanically stabilized earth (MSE) wall. See Figure 2-4 for a preliminary retained fill section.

**Figure 2-4. Alternative 1A – Preliminary Retained Fill Section**



Source: HDR

## 2.1.4 Drainage Impacts

Alternative 1A would only create minor impacts to the existing drainage facilities since there is no proposed trenching or grading below the existing surface.

Drainage impacts for Alternative 1A:

- Proposed track drainage west of Centinela Avenue would flow westerly and would connect to the existing drainage network and flow back east towards Centinela Avenue within the existing underdrain
- Proposed track drainage east of Centinela Avenue would flow easterly and would connect to the existing drainage network and flow back west towards Centinela Avenue within the existing underdrain

## 2.1.5 Utility Impacts

The most significant conceptual relocation for all three alternatives involves an existing 60" ductile iron water line owned by LADWP Water. The line is located approximately 255' east of Centinela/Florence with approximately 7-8' of cover below the existing CLAX alignment.

The water line's location and depth place it potentially in conflict with the proposed retaining wall footings for Alternative 1A. A combination of additional protection, special footing design, or relocation, would need to be evaluated during final design in conjunction with the retaining wall type selection.

In the locations where the proposed temporary shoofly track crosses an existing utility, the utility must be protected in place by concrete encasement or steel casing.

## 2.1.6 Stage Construction and Traffic Handling

During construction, Alternative 1A would require shifting of the existing tracks onto WB Florence Avenue with a shoofly alignment from approximately 300' west of Hillcrest Boulevard to approximately 500' east of Prairie Avenue. A bus shuttle between the Downtown Inglewood and Fairview Heights Station would be utilized when track cutovers and signal testing occurs. See Figure 2-2.

While the lane configuration on Centinela Avenue remains unchanged, the lane configuration along Florence Avenue is reduced to accommodate the shoofly alignment between west of the Downtown Inglewood Station and east of Prairie Avenue. The shoofly alignment reduces the width of Florence Avenue by 25.5' on the west side of Centinela Avenue and by 38.5' on the east side of Centinela Avenue. Pedestrian circulation would be maintained throughout construction.

The proposed construction sequence of Alternative 1A is as follows:

1. Construct shoofly tracks and temporary grade crossing. Through traffic on Florence reduced to two lanes in each direction, the EB left turn lane at Centinela reduced to one lane.
2. Track cutover to the shoofly. CLAX line would operate on the shoofly tracks after testing. Demolish the existing tracks. Construct the proposed retaining walls and bridge abutment.



3. Temporary weekend closures of Centinela Ave to install the precast bridge girders. Traffic would be detoured, See Attachment D1.
4. Construct the bridge superstructure, tracks, OCS and other system components.
5. Track cutover to proposed track. Conduct testing. Demolish the shoofly tracks, temporary crossing. Restore street and sidewalk.

The construction duration is estimated at 29 months.

See Attachment D1 for preliminary Alternative 1A Stage Construction and Traffic Handling.

### 2.1.7 LRT and Bus Operations during Construction

The shoofly alignment would shift a small portion of existing track off of the CLAX main line just east of the Downtown Inglewood Station and enter Florence Avenue approximately 300' west of Hillcrest Boulevard. The shoofly continues east along Florence Avenue utilizing ballasted track embedded into Florence Avenue with TOR set to match the existing Florence Avenue roadway profile until approximately 500' east of Prairie Avenue. The shoofly alignment then turns back north out of Florence Avenue and rejoins the CLAX main line with another small segment of shifted existing track west of the Fairview Heights Station. The shoofly geometric configuration allows for operating speeds of up to 35 MPH adjacent to the Downtown Inglewood Station and up to 50 MPH going east along Florence Avenue towards North Prairie Avenue.

In addition to the CLAX main line track shifts and embedded track in Florence Avenue, temporary systems (train control, communications, and traction power), structural concrete curb walls, duct banks, and underdrains would be required for the shoofly.

A temporary at-grade crossing would also be required at the intersection of the shoofly alignment and Centinela Avenue to allow for traffic operations to continue during construction. The temporary at-grade crossing would require CPUC approval and be constructed to Permanent Grade Crossing standards including placement of temporary traffic signals, pedestrian warning devices, vehicle quadrant gates, and pedestrian swing gates, hand railing, signage and other forms of pedestrian channelization.

The shoofly tracks and construction laydown area would occupy the proposed bus terminal at the Downtown Inglewood station. The existing layout facility on La Brea Avenue south of Manchester Blvd is expected to be used for layover during construction.

The staging approach to this Alternative also requires a bus shuttle between the Downtown Inglewood and Fairview Heights Station when track cutovers and signal testing occurs. It is assumed that each track cutover between the shoofly and CLAX main line would take approximately five months. At the Downtown Inglewood station, passengers would board and alight at the curbside on Florence Avenue. At the Fairview Heights station, boarding and alighting would take place on Redondo Blvd. See Figure 2.2 for the potential bus shuttle route.

During the cutover periods, the CLAX would remain in service north of the project site, but the Light Rail Vehicles (LRV) would not have access to the maintenance yard.

Provisions are needed to accommodate light duty maintenance, daily inspections on the mainline, and hauling vehicles to and from the yard when necessary.

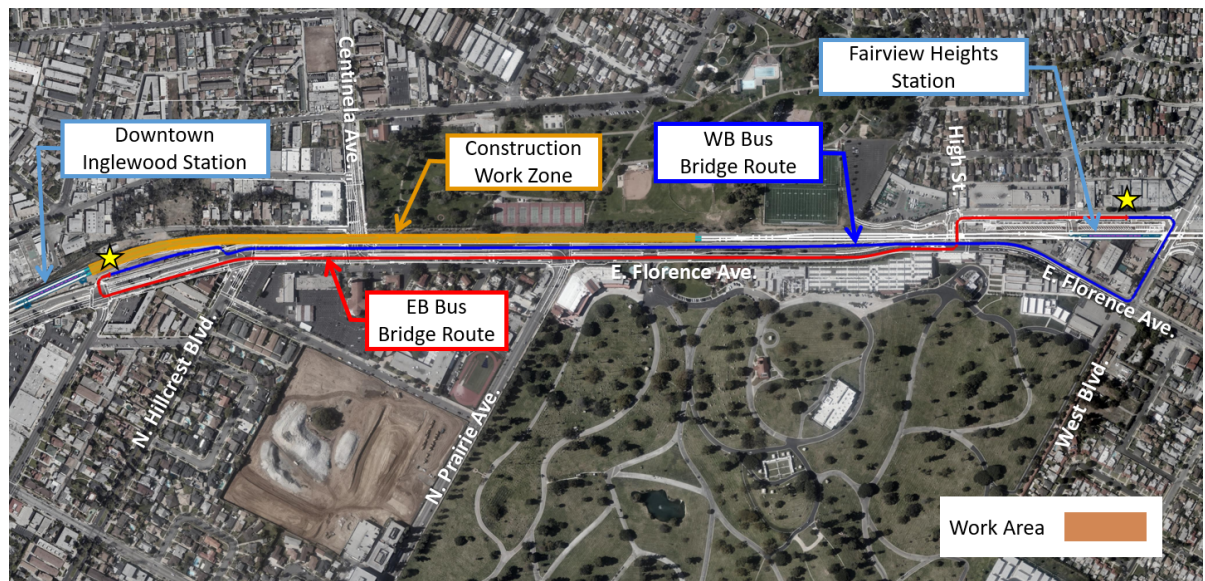
## 2.1.8 ROM Cost Estimate

The current ROM cost for Alternative 1A is approximately \$241M inclusive of a temporary track-shoofly and bus shuttling, all project soft cost, contingencies, and other direct and indirect costs.

## 2.2 Alternative 1B – LRT Above Grade Without Shoofly

Alternative 1B proposes the same track and roadway modifications as Alternative 1A but utilizes bus shuttling exclusively in place of a temporary shoofly alignment.

**Figure 2-5. Alternative 1B – LRT Above Grade without Shoofly**



Source: HDR

### 2.2.1 Geometric Configuration

#### Roadway

Roadway geometry would remain at its existing lane configuration with the same modifications as described in Alternative 1A.

#### LRT Alignment

The proposed modifications, key geometric characteristics, and operating speed for the permanent LRT condition are the same as Alternative 1A.

Utilizing a bus shuttle during construction negates the need to construct and remove a temporary shoofly track. The proposed modifications to raise the CLAX main line above Centinela/Florence would be constructed prior to the full opening of the CLAX main line

with potential night and weekend closures of the Centinela/Florence intersection as required to place the precast concrete girder bridge above the existing roadway.

## 2.2.2 Right-of-Way Requirements and Impacts

No permanent right-of-way impacts are anticipated at this time.

## 2.2.3 Structure Configuration

The structure configuration is similar to Alternative 1A.

## 2.2.4 Drainage Impacts

Drainage impacts are similar to Alternative 1A with the exception that shoofly underdrains and the need to accommodate shoofly related track drainage are no longer required.

## 2.2.5 Utility Impacts

Alternative 1B would have the same potential utility impacts and relocation approach as Alternative 1A, except all the modifications related to the shoofly. The 60" ductile iron water line owned by LADWP is the most significant potential impact.

The primary difference with Alternative 1A is that no relocations would be required in Florence Avenue to accommodate a temporary shoofly during construction.

## 2.2.6 Stage Construction and Traffic Handling

Alternative 1B would include the same construction activities as Alternative 1A but without the construction/demolition of the shoofly. Roadway geometry would remain at its existing lane configuration with a small impact to the northeast and northwest corners due to the implementation of k-rail to protect the proposed construction areas. There would be no need for railroad crossing gates and would therefore alleviate turning movements onto Centinela Avenue. Pedestrian circulation would be maintained throughout construction. The construction duration is estimated at 23 months. See Attachment D2 for preliminary Alternative 1B Stage Construction and Traffic Handling.

## 2.2.7 LRT and Bus Operations during Construction

The staging approach for Alternative 1B requires the CLAX line to be out of service between the Downtown Inglewood Station and Fairview Heights stations during construction. Alternative 1B would exclusively utilize a bus shuttle between these two stations for passenger movements during the full duration of construction.

The proposed bus terminal at the Downtown Inglewood station would be in service maintaining bus operations during construction.

The CLAX line would remain in service north of the project site during construction, but the Light Rail Vehicles (LRV) would not have access to the maintenance yard. Provisions are needed to accommodate light duty maintenance, daily inspections on the mainline, and hauling vehicles to and from the yard when necessary.

## 2.2.8 ROM Cost Estimate

The current ROM cost for Alternative 1B is approximately \$200M inclusive of bus shuttling, all project soft cost, contingencies, and other direct and indirect costs.

## 2.3 Alternative 1C – LRT Above With Delayed Opening of CLAX Main Line

Alternative 1C proposes the same track, structure, roadway, and structural configurations and modifications as described above for Alternatives 1A and 1B. Alternative 1C also has the same drainage, right-of-way, and utility impacts as Alternative 1B. In Alternative 1C, the opening of the CLAX mainline would be delayed through the project limits to allow all construction to be completed with the railroad offline.

**Figure 2-6. Alternative 1C – LRT Above Grade without Shoofly**



Source: HDR

### 2.3.1 Stage Construction and Traffic Handling

Alternative 1C features the same construction activities and traffic handling as Alternative 1B.

### 2.3.2 LRT and Bus Operations during Construction

As the CLAX main line would not be operation, no bus shuttle is necessary between the Downtown Inglewood and Fairview Heights Stations. The proposed bus terminal at the Downtown Inglewood station would be available for bus service.

### 2.3.3 ROM Cost Estimate

The current ROM cost for Alternative 1C is approximately \$186M inclusive of all project soft cost, contingencies, and other direct and indirect costs.



## 2.4 Alternative 2 – LRT Below Grade

Alternative 2 would lower the existing CLAX LRT line using a combination of semi-depressed guideways (u-wall trench sections) and a cut-and-cover box section under the Centinela/Florence intersection which would remain at grade. The track replacement limits of Alternative 2 extend approximately 3,000' from just east of the Downtown Inglewood Station to just west of the Fairview Heights Station. Figure 2-7 below illustrates the Alternative 2 components. Similar to Alternative 1A, Alternative 2 would utilize shoofly tracks to maintain the CLAX line operation during construction. See Figure 2-2 for the shoofly tracks layout and the temporary bus shuttling routes.

**Figure 2-7. Alternative 2 – LRT Below Grade**



Source: HDR

### 2.4.1 Geometric Configuration

#### Roadway

The roadway modifications in Alternative 2 are limited to the Centinela/Florence intersection and the connection to the grade separation structure. Similar to Alternative 1 (1A, 1B, 1C), the traffic signal proposed as part of the previous CLAX design at La Colina Drive and Centinela Avenue would need to be removed and the intersection would operate under stop control. The sidewalk on the eastside of Centinela Avenue would extend south to the intersection of Florence Avenue and a new crossing would be introduced at the northeast and northwest corners of Florence Avenue and Centinela Avenue. The street profile of Centinela would be modified slightly associated with the grade crossing panel removal. The street profiles for Florence Avenue and La Colina Drive remain unchanged (see Attachment A2).

## LRT Alignment

For Alternative 2 the track would be lowered approximately 24'-29' below existing top-of-rail through Centinela Avenue with a maximum depth of approximately 32' east of the crossing. No changes would be made to the existing CLAX horizontal alignment.

Initially, two vertical alignments were studied for Alternative 2. Both vertical alignments maintain a minimum of 15' of vertical clearance in the cut-and-cover box section under Centinela Avenue and 16' of vertical clearance below struts in the u-wall trench sections.

The first vertical alignment option involved the relocation of a 39" CITY storm drain line approximately 10' below Centinela Avenue and a 60" LADWP water line approximately 7' below existing ground east of the crossing. This option was removed from consideration due to the substantial constructability challenge that would require closures of Florence Avenue.

The second vertical alignment option proposes to raise the 39" SD and 60" water lines to the extent possible to minimize the LRT lowering and excavation. The 39" SD would include a protection channel integral to the cut-and-cover box roof under Centinela Avenue and the 60" water line would pass through the U-wall trench section either concrete encased or with a utility bridge.

Maintaining the existing CLAX horizontal alignment, coupled with the proposed vertical alignment, would allow for operating speeds of 45 MPH adjacent to the Downtown Inglewood Station and 65 MPH going east to the Fairview Heights Station. See Attachment A2 for the proposed Alternative 2 LRT plan and profile.

During construction, a temporary shoofly track would be constructed in the westbound lanes of Florence Avenue to allow LRT passenger operations to continue at the same operating speeds as Alternative 1 (1A, 1B, 1C). See Section 2.3.7 for additional discussion on LRT operations during construction. Key geometric characteristics of Alternative 2 are summarized in Table 2-2 below.

**Table 2-2. Alternative 2 Key LRT Geometric Features**

Condition	Horizontal Alignment	Max Grade	Vertical Clearance	Operating Speeds
Temporary	Shoofly in WB Florence Ave	TOR profile to match existing Florence Avenue roadway profile	Shoofly is at-grade	35 MPH at Downtown Inglewood Station, 50 MPH east to Fairview Heights Station
Permanent	No change to CLAX alignment	5%	<ul style="list-style-type: none"> <li>• 15' min. – Cut-and Cover Tunnel</li> <li>• 16' min. – U-Wall Strut</li> </ul>	45 MPH at Downtown Inglewood Station, 65 MPH east to Fairview Heights Station

Source: HDR

## 2.4.2 Right-of-Way Requirements and Impacts

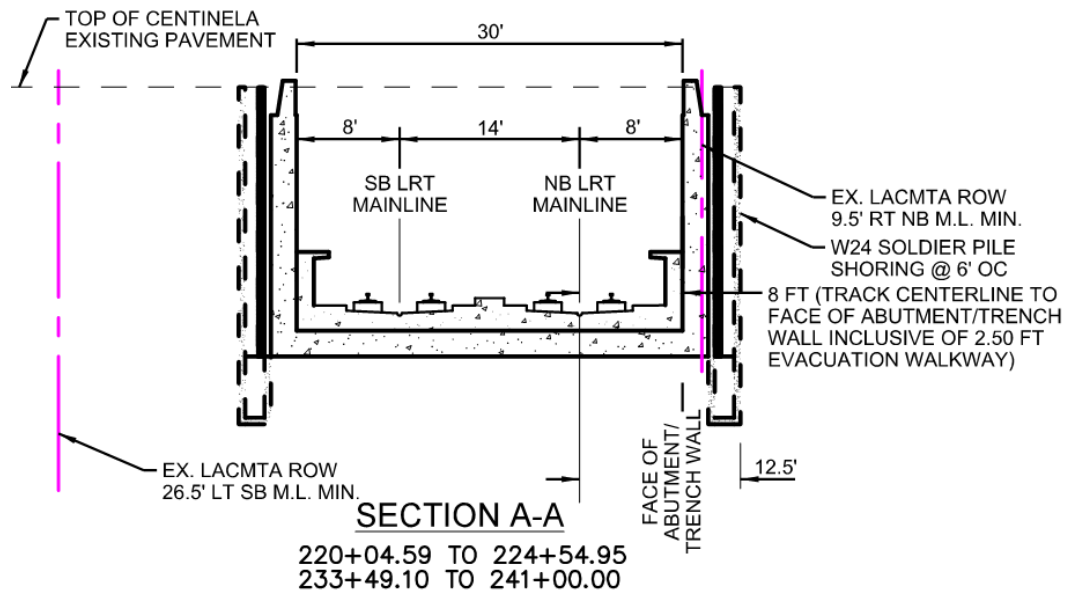
No permanent right-of-way impacts are anticipated at this time.

## 2.4.3 Structure Configuration

Structurally Alternative 2 consists of U-section walls with and without struts and a single span cut-and-cover reinforced concrete box structure under Centinela Avenue.

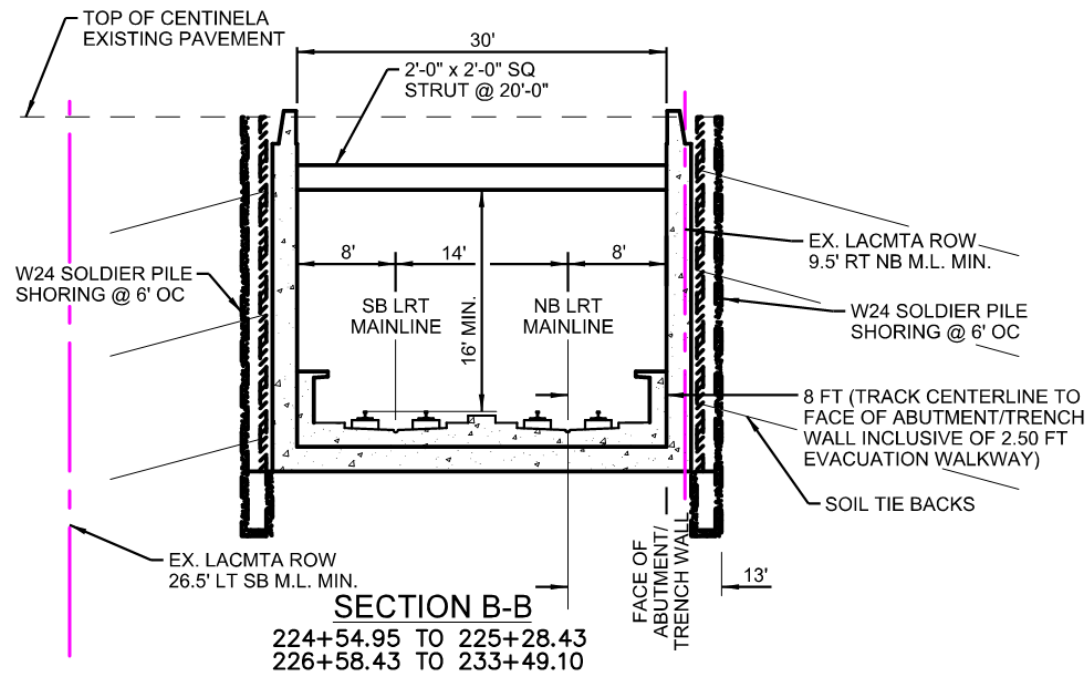
The width of the U-section is 30' between the faces of walls, the length is approximately 540' west of Centinela and 1,440' east of Centinela, and the maximum design height is 32' where the alignment travels below the raised 60" water line. Standard U-section walls are proposed for depths up to 20' below existing top of rail and strutted U-section walls are proposed when the depth is between 20' and 32'. The standard U-Section walls are proposed to be constructed using soldier piles for shoring that would potentially require tie-backs when excavation exceeds 20 feet. See Figures 2-8 and 2-9 below.

**Figure 2-8. Alternative 2 – Standard U-Section**



Source: HDR

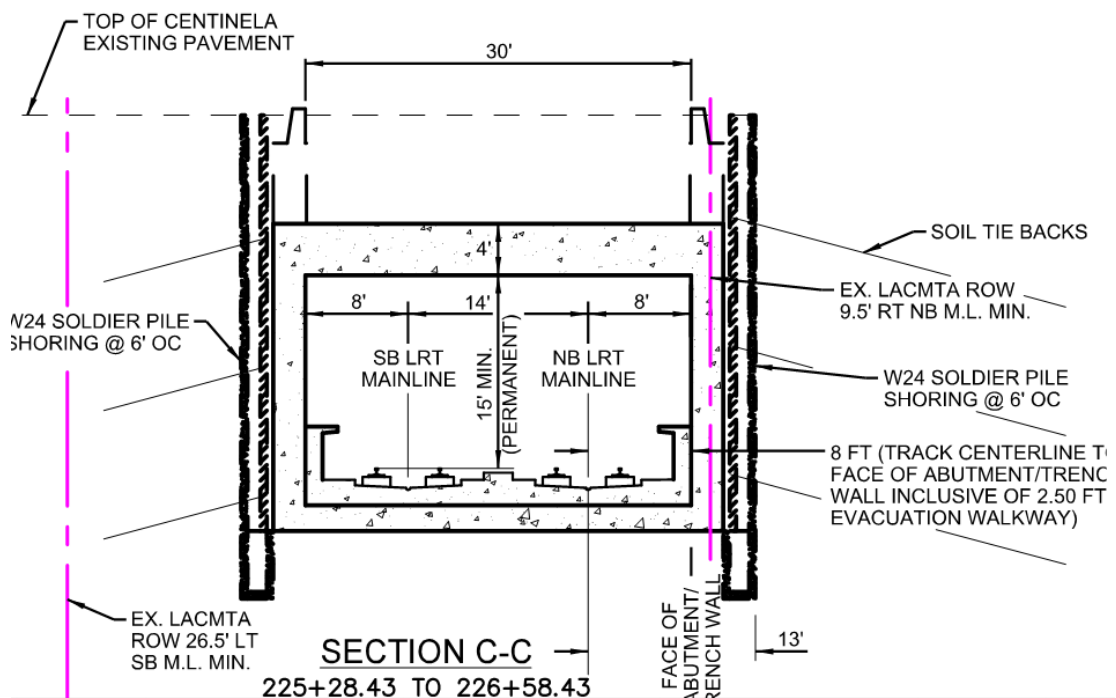
**Figure 2-9. Alternative 2 – U-Section with Struts**



Source: HDR

The cut-and-cover box under Centinela Avenue has a span of 30' between inside faces of the box, a height of 20'-8" from bottom of invert slab to top of roof slab and 3' minimum soil cover below existing ground. The total box length is 150 feet. See Figure 2-10 below

**Figure 2-10. Alternative 2 – Cut-and-Cover Box below Centinela Avenue**



Source: HDR



## 2.4.4 Drainage Impacts

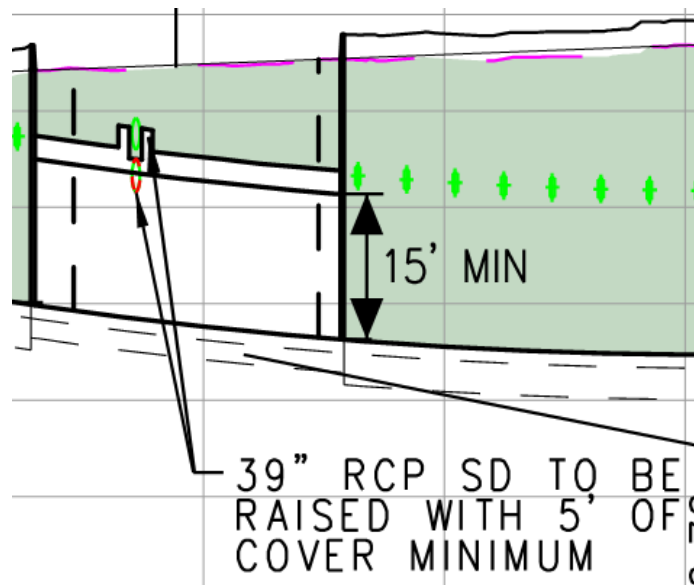
The proposed track profile for Alternative 2 would require the existing 39-inch CITY Storm Drain (ID # 1257) to be raised approximately 4'-4" at its current location and require a support structure to be built integral to the cut-and-cover box roof slab. The drainage implications are noted below and depicted in Figures 2-11 and 2-12:

Raise 39-inch CITY Storm Drain and 60-inch LADWP Water:

- Track alignment would be lowered to accommodate 16' minimum vertical clearance below utilities and/or their protection structures as noted above
- Proposed track drainage would flow towards Centinela Avenue (following existing flow pattern)
- A pump station proposed within existing Metro right-of-way at the northeast quadrant of the Florence Avenue and Centinela Avenue crossing would be required for the track drainage and would need to be pumped to the existing 39-inch CITY Storm Drain near La Colina Drive.

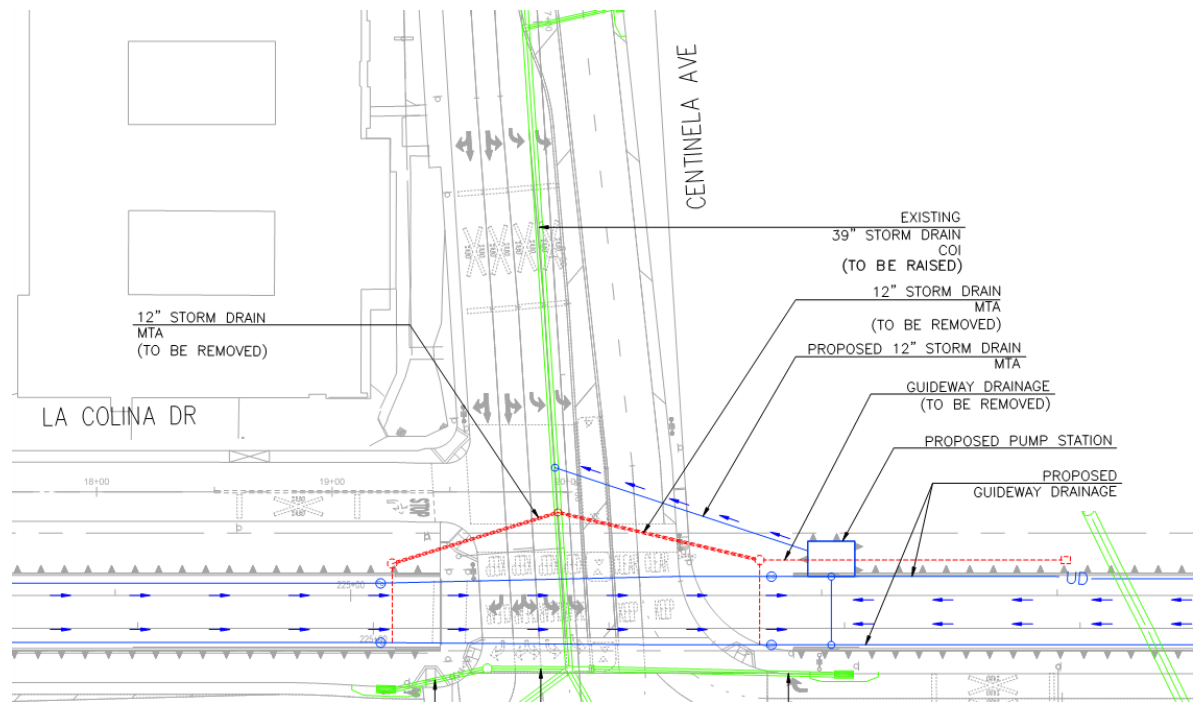
While the existing pipe profile allows raising the pipe, a hydraulic analysis would be required to assess the full extent of drainage modifications associate with raising the storm drain.

**Figure 2-11. Alternative 2 – Raised 39" SD Line under Centinela Avenue**



Source: HDR

**Figure 2-12. Alternative 2 – Proposed Pump Station Location and Additional Key Drainage Modifications**



Source: V&A

## 2.4.5 Utility Impacts

As discussed in Section 2.1.5, an existing 60" ductile iron water line owned by LADWP Water possess the most significant utility impact to Alternative 2. The water line's location and depth result in a significant impact with the line being in direct conflict with any efforts to lower the existing CLAX alignment below the existing Centinela Avenue roadway profile. Numerous additional minor relocations would be required to accommodate any potential track lowering concept.

Two potential approaches to resolve the water line impact have been studied at a high-level. Key considerations of each approach are outline below.

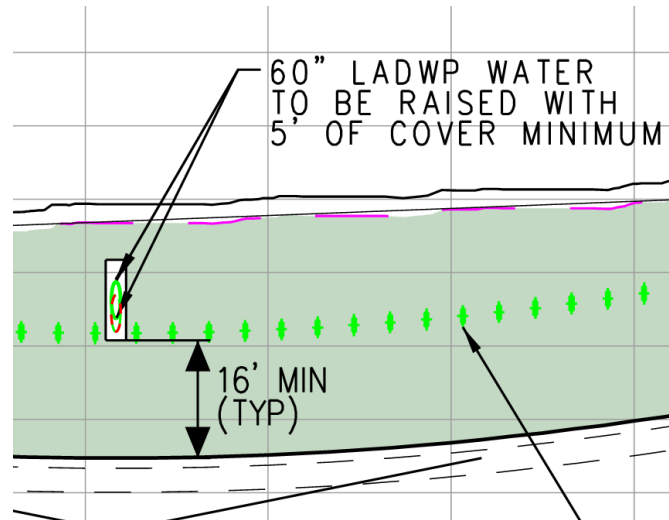
### 1. Raising the 60" water line in place – Recommended Approach.

Raising the line would require consideration of the following:

- Steeper track profile grade (5% maximum) with deeper excavation to achieve minimum vertical clearance below the raised water line
- 3'-0" deep utility protection girder penetrating LRT U-Section walls supporting the line above (see Figure 2-13 below)
- Potential concerns related to protecting the line include:
  - Utility protection girder would be penetrating the U-Section at the point of the deepest U-Section and could result in the need to provide additional wall thickness, which could encroach into the Florence Avenue street right of way

on the south side. Detailed analysis would be performed to determine the wall thickness if Alternative 2 is selected for final design.

**Figure 2-13. Alternative 2 – 60” LADWP Water Integral Roof Protection Slab**



Source: HDR

2. Relocate the 60" water line.

Two initial options have been identified to potentially relocate the line:

- a. Lower the line below the track profile
  - i. Significant feasibility, constructability, and cost concerns as 15'-20' of lowering would be required assuming a 4' roadway bridge depth and a minimum of 5' of cover from the bottom of invert slab to top of water line
- b. Realign the water line east to cross under the tracks closer to Osage Avenue or North Prairie Avenue
  - i. Requires substantial trenching to reroute the 60" water line causing prolonged impacts to traffic on Florence and North Prairie Avenues

As with Alternative 1A, in locations where the proposed temporary shoofly track crosses an existing utility, the utility must be protected in place by concrete encasement or steel casing.

## 2.4.6 Stage Construction and Traffic Handling

Alternative 2 is proposed to be constructed with shoofly tracks. The shoofly tracks and temporary traffic configuration on Florence Avenue is the same as described in Alternative 1A.

The proposed construction sequence of Alternative 2 is as follows:

1. Construct shoofly tracks and temporary grade crossing. Through traffic on Florence reduced to two lanes in each direction, the EB left turn lane at Centinela reduced to one lane.

2. Track cutover to the shoofly. CLAX line would operate on the shoofly tracks after testing. Demolish the existing tracks. Construct the proposed U-section walls.
3. Construct CIDH piles of the cut-and-cover box section on Centinela Ave in three phases, with reduced lanes on Centinela.
4. Under temporary closure of Centinela Ave, install temporary decking.
5. Construct the remainder of the box structure, tracks, OCS and other system components.
6. Track cutover to proposed track. Conduct testing. Demolish the shoofly tracks, temporary crossing. Restore street and sidewalk.

The construction duration of Alternative 2 is estimated at 36 months.

See Attachment D4 for preliminary Alternative 2 Stage Construction and Traffic Handling.

#### 2.4.7 LRT and Bus Operation during Construction

The LRT shoofly, bus operation, and bus shuttling are the same as describe in Alternative 1.

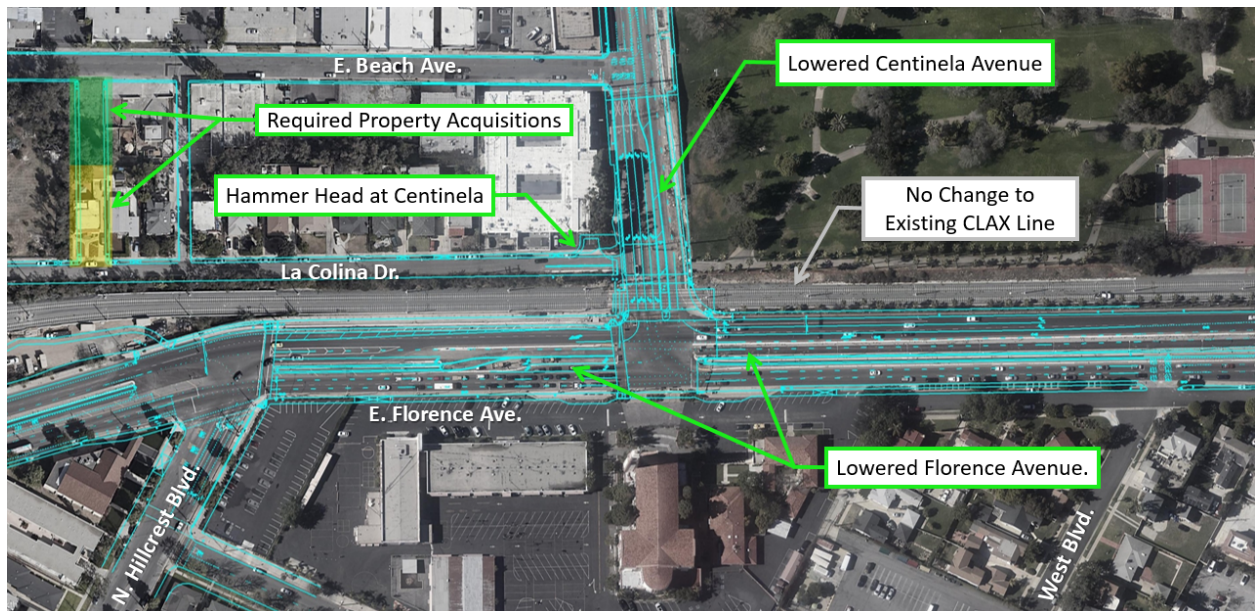
#### 2.4.8 ROM Cost Estimate

The current ROM cost for Alternative 2 is approximately \$321M inclusive of a temporary track-shoofly and bus shuttling, pump station, and all project soft cost, contingencies, and other direct and indirect costs.

### 2.5 Alternative 3 – LRT At-Grade

Alternative 3 proposes to maintain the CLAX alignment and realign Centinela Avenue and Florence Avenue. Based on the existing terrain and Centinela Avenue's steep profile grade, the grade separation would be achieved by lowering Centinela and Florence.

**Figure 2-14. Alternative 3 – LRT At-Grade**



Source: HDR

## 2.5.1 Geometric Configuration

### Roadway

Alternative 3 proposes significant impacts to Florence Avenue, Centinela Avenue and La Colina Drive. The alternative proposes to keep the existing track elevations unchanged and proposes to depress Florence Avenue and Centinela Avenue by up to 24 feet. To avoid acquiring up to 5 properties on La Colina Drive to maintain connection to Centinela Avenue, La Colina Drive would remain at existing grade and terminate with a hammer head just west of the existing intersection. A replacement access to La Colina Drive is proposed through a new 34' wide local street between Beach Avenue and La Colina Drive. The proposed length of the new street is about 275 feet long. The lane configuration on Florence Avenue and Centinela Avenue would remain unchanged.

The existing posted speed limit on Florence Avenue is 40 mph and the design speed used for proposed design is 45mph. The revised profile extends from Hillcrest Boulevard to Osage Avenue. The proposed profile on Florence Avenue east of Centinela Avenue is up to 6% grade. A separate sidewalk profile is proposed at 5% with an intermediate landing for accessibility. A short retaining wall would separate the sidewalk from the roadway.

The existing posted speed limit on Centinela Avenue is 20 mph and the design speed for the proposed modifications is 45 mph per City of Inglewood's speed survey. The profile change extends from south of Beach Avenue to Florence Avenue.

Pedestrian access would be maintained with sidewalks on Centinela and Florence.

## LRT Alignment

Alternative 3 proposes to leave the existing CLAX LRT line at-grade and grade separate Centinela Avenue below the existing LRT line. No changes are proposed to the existing CLAX horizontal or vertical alignment.

### 2.5.2 Right-of-Way Requirements and Impacts

In order to maintain access to the properties along La Colina Drive, a new street was proposed. As a result of this new street, 2 properties would need to be purchased: 1 single family residential at 367 La Colina Drive would require a full acquisition and partial acquisition would be required for a portion of the vacant lot located directly north of the full property acquisition at 358 E Beach Avenue. The new local street is a 34' wide street that follows City of Inglewood Local Street width criteria and is about 275' long between Beach Avenue and La Colina Drive. The alignment of proposed new street is proposed at about 750' west of Centinela Avenue.

With Florence Avenue lowered substantially, the two existing driveways at the St. John Church and school would be closed. Access to the property would be at the existing driveways on Grace Avenue.

### 2.5.3 Structure Configuration

The proposed structure is a single-span cast-in-place prestressed concrete box girder bridge supported on seat type abutments on secant pile foundations. The overall structure width is 30 feet, and total structure length is 150 feet. The proposed structure depth is 7 feet, 6 inches.

Due to Right-of-way restrictions, a top-down construction method is proposed to construct the bridge abutments and retaining walls. The 5-foot diameter cast-in-drilled-hole (CIDH) piles at 6 feet spacing with 2-foot diameter secant piles would be proposed for the abutment and retaining walls.

### 2.5.4 Drainage Impacts

Alternative 3 proposes the most significant impacts to the existing drainage network due to the lowering of Florence Avenue and Centinela Avenue. This roadway depression would require the relocation of all existing storm drains. In addition, a pump station would be required for the depressed area created by the grade separation.

Drainage impacts for Alternative 3:

- A storm water pump station would be required for the depressed Florence/Centinela intersection and the track drainage.
- Six existing catch basins would be impacted and reconstructed
- One existing catch basin would be removed
- One new additional catch basin would be required along the south side of Florence Avenue
- Approximately 2300 LF of various size storm drain pipe would be replaced.



### 2.5.5 Utility Impacts

Alternative 3 requires the most extensive utility relocation/replacement. In this alternative, all existing utilities within the roadway lowering limits would be impacted requiring a complete removal and relocation of all impacted utilities.

### 2.5.6 Stage Construction and Traffic Handling

With Florence and Centinela Avenues depressed in this alternative, it is infeasible to provide shoofly tracks to maintain the CLAX line's operation. Pedestrian and bicyclists would not have access to the Centinela/Florence intersection and would be detoured around the construction site.

To minimize the CLAX line outage and impact to Florence Avenue traffic, the proposed construction sequence of Alternative 3 is as follows:

1. Construct the new street connecting Beach Avenue and La Colina Drive and subsequently construct the hammerhead at the east end of La Colina.
2. Under long term closure of Centinela Avenue, construct the secant pile walls on Centinela Avenue and the north side of Florence Avenue while maintaining the CLAX line operation to the extent possible. Traffic would be detoured.
3. Under long term closure of Florence Avenue and the CLAX line, construct the remaining retaining walls and bridge structure, drainage and utility relocations, and all roadway modifications. Traffic would be detoured.
4. Construct restoration track work and systems. Conduct revenue testing.

The construction duration of Alternative 3 is estimated at 36 months.

See Attachment D5 for preliminary Alternative 3 Stage Construction and Traffic Handling.

### 2.5.7 LRT and Bus Operation during Construction

The proposed roadway modifications to lower portions of Centinela/Florence below the LRT line would be constructed under live track conditions for as long as possible until track outage is required. Bus shuttling would be provided when the CLAX line is out of service. The bus lines operating on Florence Avenue would be detoured. The bus terminal at the Downtown Inglewood station would remain in service.

### 2.5.8 ROM Cost Estimate

The current ROM cost for Alternative 3 is approximately \$218M inclusive of bus shuttling, right-of-way acquisitions, pump station, and all project soft cost, contingencies, and other direct and indirect costs.

## 3 Screening Matrix

Each alternative studied in this screening analysis has different design, operation characteristics, impacts, and cost. A screening matrix was compiled to rank the alternatives based on the following evaluation categories:

- CLAX Line Design and Operation
- Street Design and Operation
- Public Utilities and Drainage Impacts
- Community and Right of Way Impacts
- Construction Impacts
- Cost

In Table 3-1 below, each evaluation criteria was individually ranked, and summarized as an average ranking for each evaluation category. The highest performing alternative for each category is assigned with ranking score of 1. The cumulative ranking score is the sum of the six evaluation category rankings. The best performing alternative would have the lowest cumulative ranking score.





**Table 3-1. Centinela/Florence Grade Separation Alternatives Screening Analysis Matrix**

Rankings Value: The highest performing alternative would be assigned with a ranking value of 1

Evaluation Criteria		Alternative 1A LRT Above Grade, Bridge Overcrossing	Alternative 1B LRT Above Grade, Bus Shuttling	Alternative 1C LRT Above Grade, No Bus Shuttling	Alternative 2 LRT Below Grade, Trench	Alternative 3 LRT At Grade, Centinela and Florence Lowered
<b>CLAX Line Design and Operation</b>	<b>Average Ranking</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.7</b>	<b>1</b>
Headway, travel time	Ranking	1	1	1	1	1
	Findings	Insignificant change to travel time, does not affect headways.	Insignificant change to travel time, does not affect headways.	Insignificant change to travel time, does not affect headways.	Insignificant change to travel time, does not affect headways.	No change
CLAX Line Maintenance	Ranking	1	1	1	1	1
	Findings	The proposed grade separation would be maintained in the same manner as the La Brea aerial structure. Hi-rail access from adjacent grade crossings.	The proposed grade separation would be maintained in the same manner as the La Brea aerial structure. Hi-rail access from adjacent grade crossings.	The proposed grade separation would be maintained in the same manner as the La Brea aerial structure. Hi-rail access from adjacent grade crossings.	The proposed grade separation would be maintained in the same manner as the other trench segments on the CLAX line. Hi-rail access from adjacent grade crossings.	The proposed grade separation would be maintained in the same manner as the La Brea aerial structure (tracks on bridge structure with roadway below). Hi-rail access from adjacent grade crossings.
Track Geometry	Ranking	2	2	2	3	1
	Findings	3.5% max grade	3.5% max grade	3.5% max grade	5.0% max grade	No change

Street Design and Operation	Average Ranking	2	2	2	1	3
Vehicle Traffic Operation, Circulation	Ranking	2	2	2	1	3
	Findings	Retaining walls and bridge abutment limit visibility, maintain lane configuration and circulation	Retaining walls and bridge abutment limit visibility, maintain lane configuration and circulation	Retaining walls and bridge abutment limit visibility, maintain lane configuration and circulation	No change in visibility, maintain lane configuration and circulation	Reduced visibility due to retaining walls. Steep grades toward intersection. La Colina cut off at Centinela, access from Beach and new connecting local road
Pedestrian Circulation, Safety	Ranking	2	2	2	1	3
	Findings	Retaining walls and bridge abutment limit visibility, maintain circulation	Retaining walls and bridge abutment limit visibility, maintain circulation	Retaining walls and bridge abutment limit visibility, maintain circulation	No change in visibility, maintain circulation	La Colina cut off at Centinela, access from Beach and new connecting local road. Long sustained grades, not as pedestrian friendly. Sense of being hidden, need extra lighting.

Evaluation Criteria		Alternative 1A LRT Above Grade, Bridge Overcrossing	Alternative 1B LRT Above Grade, Bus Shuttling	Alternative 1C LRT Above Grade, No Bus Shuttling	Alternative 2 LRT Below Grade, Trench	Alternative 3 LRT At Grade, Centinela and Florence Lowered
Public Utilities and Drainage Impacts	Average Ranking	2	1	1	3.5	3.5
Utilities	Ranking	2	1	1	3	4
	Findings	Temporary protection of utilities under shoofly tracks. No permanent relocations.	No permanent relocations.	No permanent relocations.	Temporary protection of utilities under shoofly tracks. Temporary protection/relocation of utilities on Centinela, permanent restoration on top of the roof slab. 66" DWP water line to be relocated.	All utilities on Centinela and Florence to be relocated, including the 66" DWP water line.
Drainage	Ranking	2	1	1	4	3
	Findings	Minor modifications for the reconfigured track drainage. New inlets and laterals. Temporary drainage system needed at the intersection for shoofly condition.	Minor modifications for the reconfigured track drainage. New inlets and laterals	Minor modifications for the reconfigured track drainage. New inlets and laterals	Track drainage requires new pump station. Existing 39" SD on Centinela to be replaced. Temporary drainage system needed at the intersection for shoofly.	Replace all inlets and pipes on Florence and Centinela.

Community and Right of Way Impacts	Average Ranking	1.3	1.3	1.3	1.0	2.3
Access Impacts	Ranking	1	1	1	1	2
	Findings	No change	No change	No change	No change	La Colina cut off at Centinela, access from Beach and new connecting local road. Church access on Florence removed; access from Grace Ave only.
Right of Way Impacts	Ranking	1	1	1	1	2
	Findings	Construction staging and laydown areas need to be identified	Construction staging and laydown areas need to be identified	Construction staging and laydown areas need to be identified	Construction staging and laydown areas need to be identified	One residential full take, one residential partial take. TCE and footing easement along Florence and Centinela. Construction staging and laydown areas need to be identified
Visual Impacts	Ranking	2	2	2	1	3
	Findings	Retaining walls limit visibility, particularly residents on La Colina	Retaining walls limit visibility, particularly residents on La Colina	Retaining walls limit visibility, particularly residents on La Colina	Improved with LRT lowered	Substantial retaining walls on both sides of Centinela and Florence.

Evaluation Criteria		Alternative 1A LRT Above Grade, Bridge Overcrossing	Alternative 1B LRT Above Grade, Bus Shuttling	Alternative 1C LRT Above Grade, No Bus Shuttling	Alternative 2 LRT Below Grade, Trench	Alternative 3 LRT At Grade, Centinela and Florence Lowered
Construction Impacts	Average Ranking	1.8	1.4	1	2.2	2.8
Construction Duration	Ranking	2	1	1	4	3
	Findings	29 months	23 months	23 months	40 months	36 months
Construction Impacts	Ranking	2	1	1	2	3
	Findings	Reduced lane configuration for duration of construction. Intermittent full closure of Centinela Ave between La Colina Dr. and Florence Ave.	Minimal impact; street traffic not affected.	Minimal impact; street traffic not affected.	Reduced lane configuration for duration of construction. Intermittent full closure of Centinela Ave between La Colina Dr. and Florence Ave.	Long-term closure of Centinela and Florence requires detour.
Bus Services	Ranking	2	1	1	2	3
	Findings	Downtown Inglewood Station terminal would be occupied by the shoofly tracks and unusable. Bus Service and Layover locations would need to be temporarily relocated.	Downtown Inglewood Station terminal would be in service.	Downtown Inglewood Station terminal would be in service.	Downtown Inglewood Station terminal would be occupied by the shoofly tracks and unusable. Bus Service and Layover locations would need to be temporarily relocated.	Bus service on Florence will be detoured during construction. Downtown Inglewood Station terminal would remain in service.
CLAX Line Maintenance	Ranking	2	3	1	2	4
	Findings	Shoofly provides continuous access except cutover periods. During cutover, rail cars servicing the north segment has no access to the yard, needs remote cleaning and inspections. Hi-rail vehicles need to access the track from adjacent crossings.	Rail cars servicing the north segment has no access to the yard, needs remote cleaning and inspections. Hi-rail vehicles need to access the track from adjacent crossings.	No maintenance needs as this segment is not in service.	Shoofly provides continuous access except cutover periods. During cutover, rail cars servicing the north segment has no access to the yard, needs remote cleaning and inspections. Hi-rail vehicles need to access the track from adjacent crossings.	Long term track outage during construction restricts access. Rail cars servicing the north segment has no access to the yard, needs remote cleaning and inspections. Hi-rail vehicles need to access the track from adjacent crossings.
Access to La Brea Station During Construction	Ranking	1	1	1	1	1
	Findings	Station parking to be out of service with shoofly. Access to station platform maintained.	No impact	No impact	Station parking to be out of service with shoofly. Access to station platform maintained.	No impact

Cost	Ranking	4	2	1	5	3
		\$241M	\$201M	\$185M	\$321M	\$220M

Cumulative  
Ranking Score

12.5

9.1

7.7

14.4

15.6

## 4 Recommendation

Based on the screening matrix, it is apparent that the LRT above grade alternatives (1A, 1B and 1C) prevail by consistently ranking higher than Alternatives 2 and 3 among most evaluation categories, primarily due to lower cost and shorter construction duration.

Alternative 2 has the highest cost, but has relatively less impacts than Alternative 3. Alternative 3 brings the most significant impacts to the community. Among the above-grade alternatives, Alternative 1A carries the most schedule and cost impacts due to requiring shoo fly tracks during construction. Differentiating between Alternatives 1B and 1C is dependent on the CLAX operating condition at the time of construction.

It is recommended to advance the LRT above grade alternative to the preliminary engineering phase, while the selection among Alternatives 1A, 1B, and 1C is in progress concurrently.

## 5 Attachments

### **ATTACHMENT A – TRACK AND ROADWAY LAYOUTS AND PROFILES**

**A1T – ALTERNATIVE 1 (1A, 1B, 1C) TRACK PLAN AND PROFILE**

**A1R – ALTERNATIVE 1 (1A, 1B, 1C) ROADWAY LAYOUT AND PROFILES**

**A2T – ALTERNATIVE 2 TRACK PLAN AND PROFILE**

**A2R - ALTERNATIVE 2 ROADWAY LAYOUT AND PROFILES**

**A3R – ALTERNATIVE 3 ROADWAY LAYOUT AND PROFILES**

### **ATTACHMENT B – DRAINAGE EXHIBITS**

**B1 – ALTERNATIVE 1 (1A, 1B, 1C)**

**B2 – ALTERNATIVE 2**

**B3 – ALTERNATIVE 3**

### **ATTACHMENT C – UTILITY EXHIBITS**

**C1 – ALTERNATIVE 1 (1A, 1B, 1C)**

**C2 – ALTERNATIVE 2**

**C3 – ALTERNATIVE 3**

### **ATTACHMENT D – STAGE CONSTRUCTION EXHIBITS**

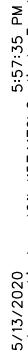
**D1 – ALTERNATIVE 1A**

**D2 – ALTERNATIVE 1B**

**D3 – ALTERNATIVE 2**

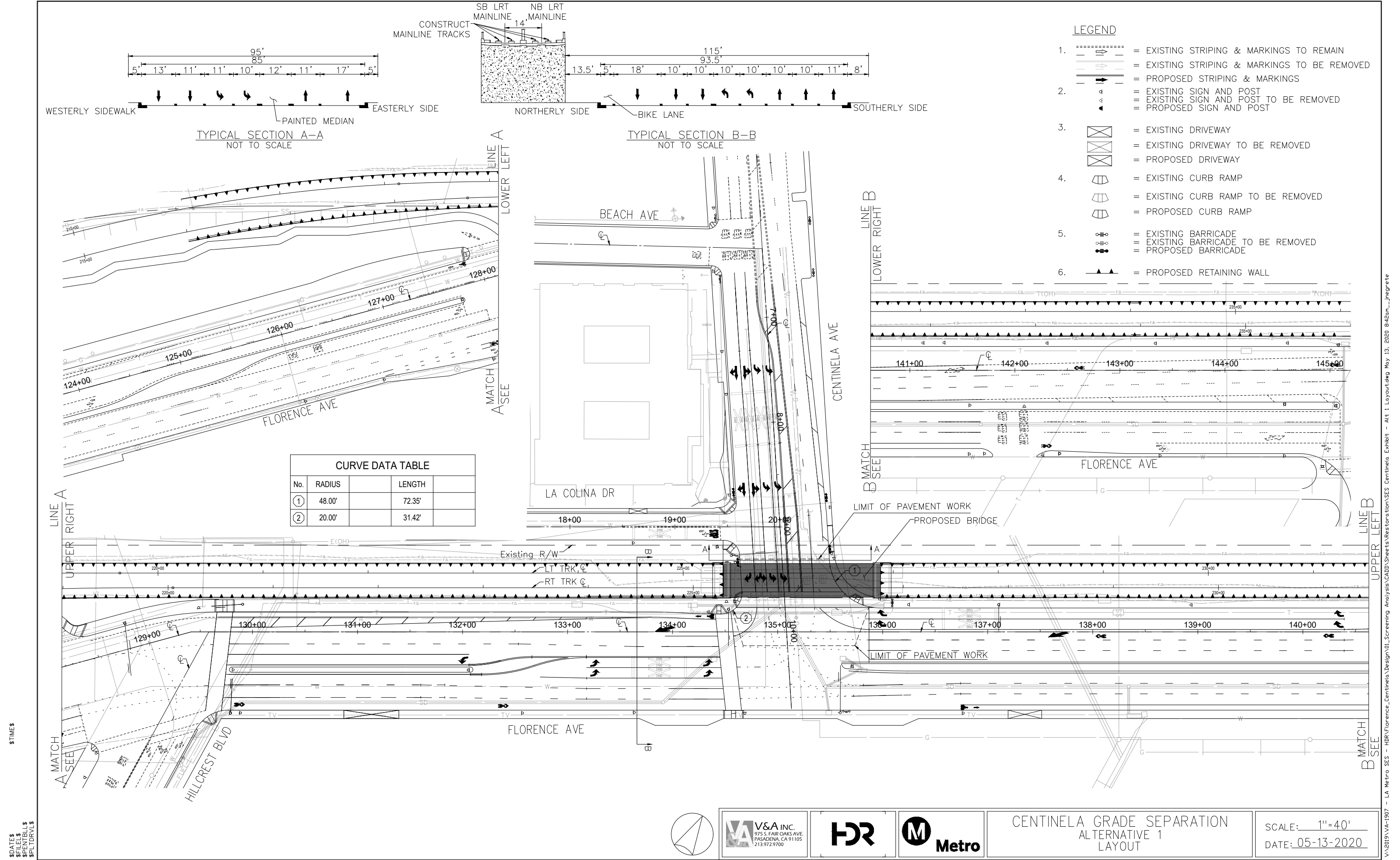
**D4 – ALTERNATIVE 3**

# Attachment A – Track and Roadway Layouts and Profiles





A1R - ALTERNATIVE 1 (1A, 1B, 1C) ROADWAY LAYOUT

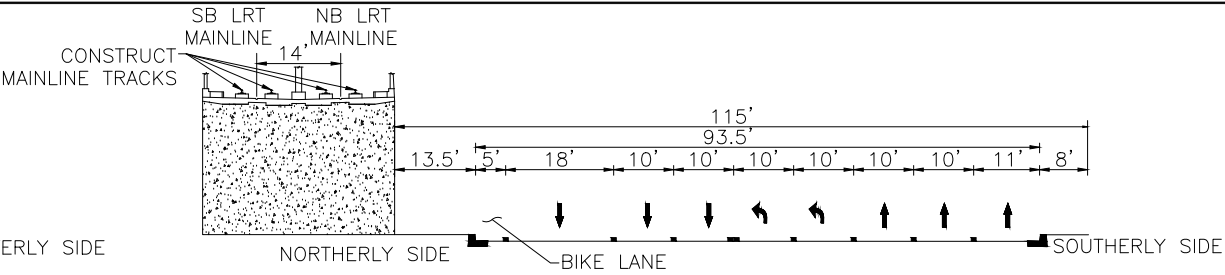


WESTERLY SIDEWALK

PAINTED MEDIAN

EASTERLY SIDE

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NOT TO SCALE

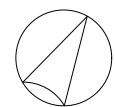


TYPICAL SECTION B-B  
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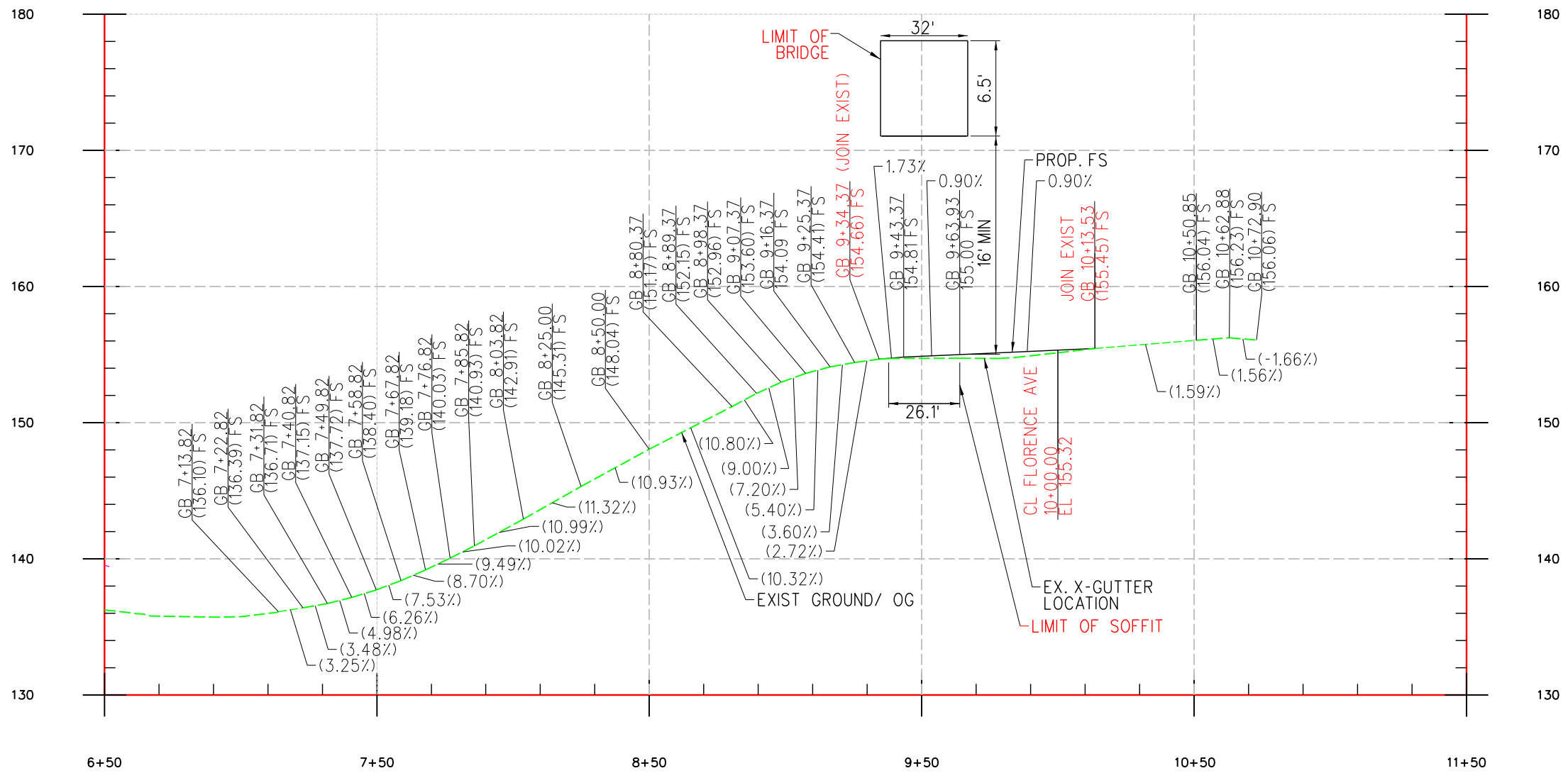
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FILES \$  
SPENBELLS \$  
SPLTDRLVLS \$



CENTINELA GRADE SEPARATION  
ALTERNATIVE 1  
LAYOUT

SCALE: 1"=40'  
DATE: 05-13-2020



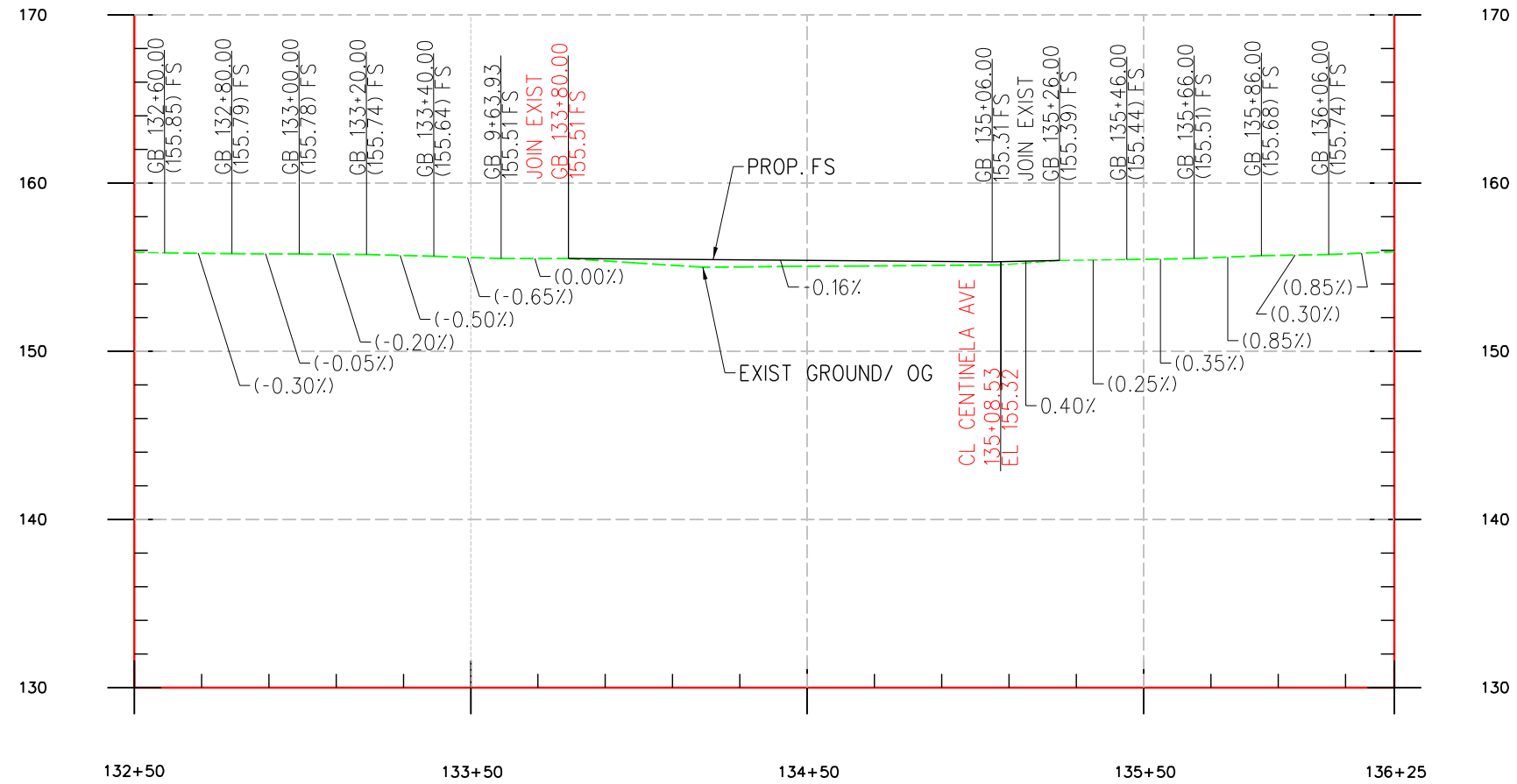


CENTINELA AVENUE CL PROFILE

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\$PROJECT\$  
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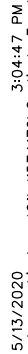
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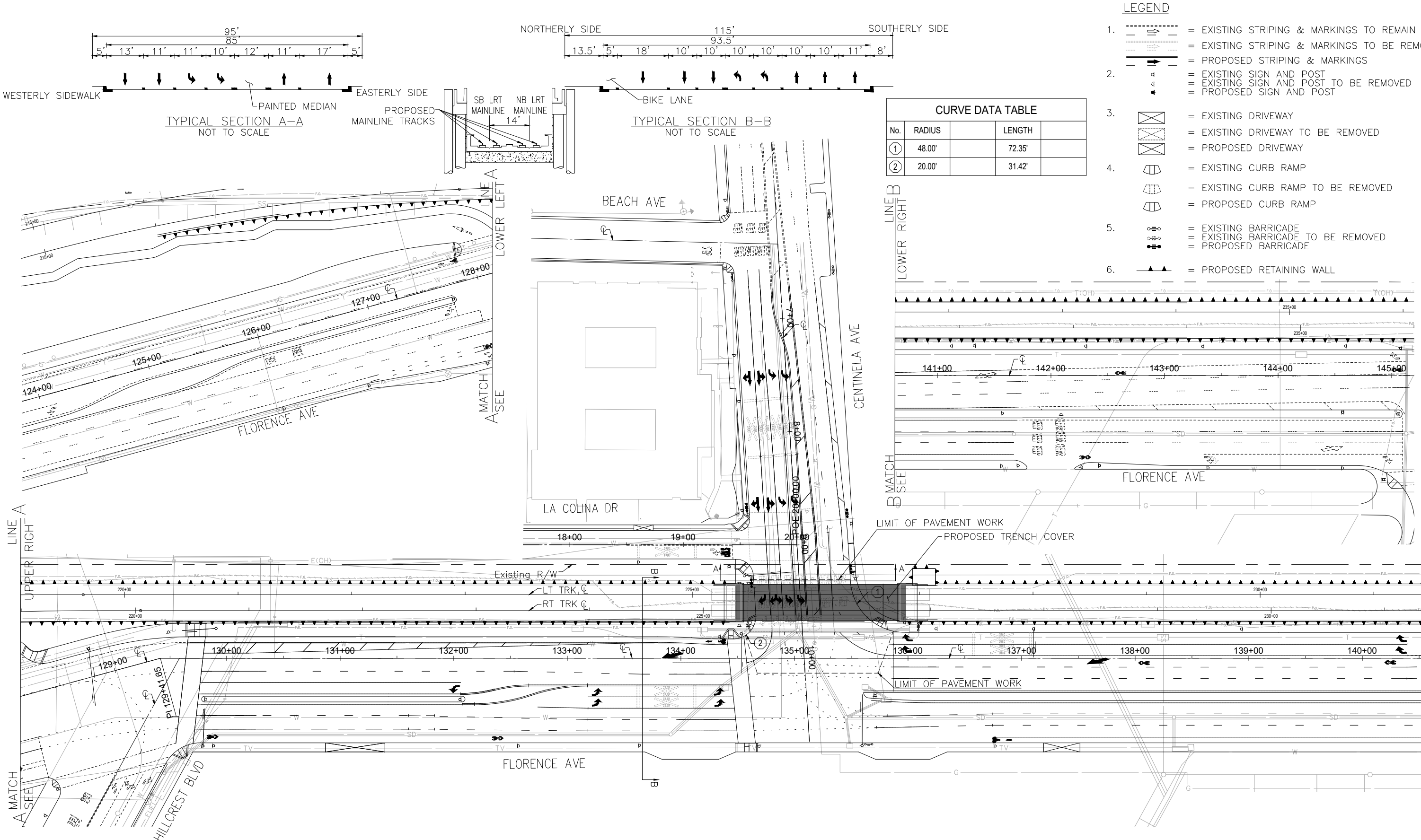
FLORENCE AVENUE CL PROFILE

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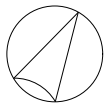


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  - 6. = PROPOSED RETAINING WALL



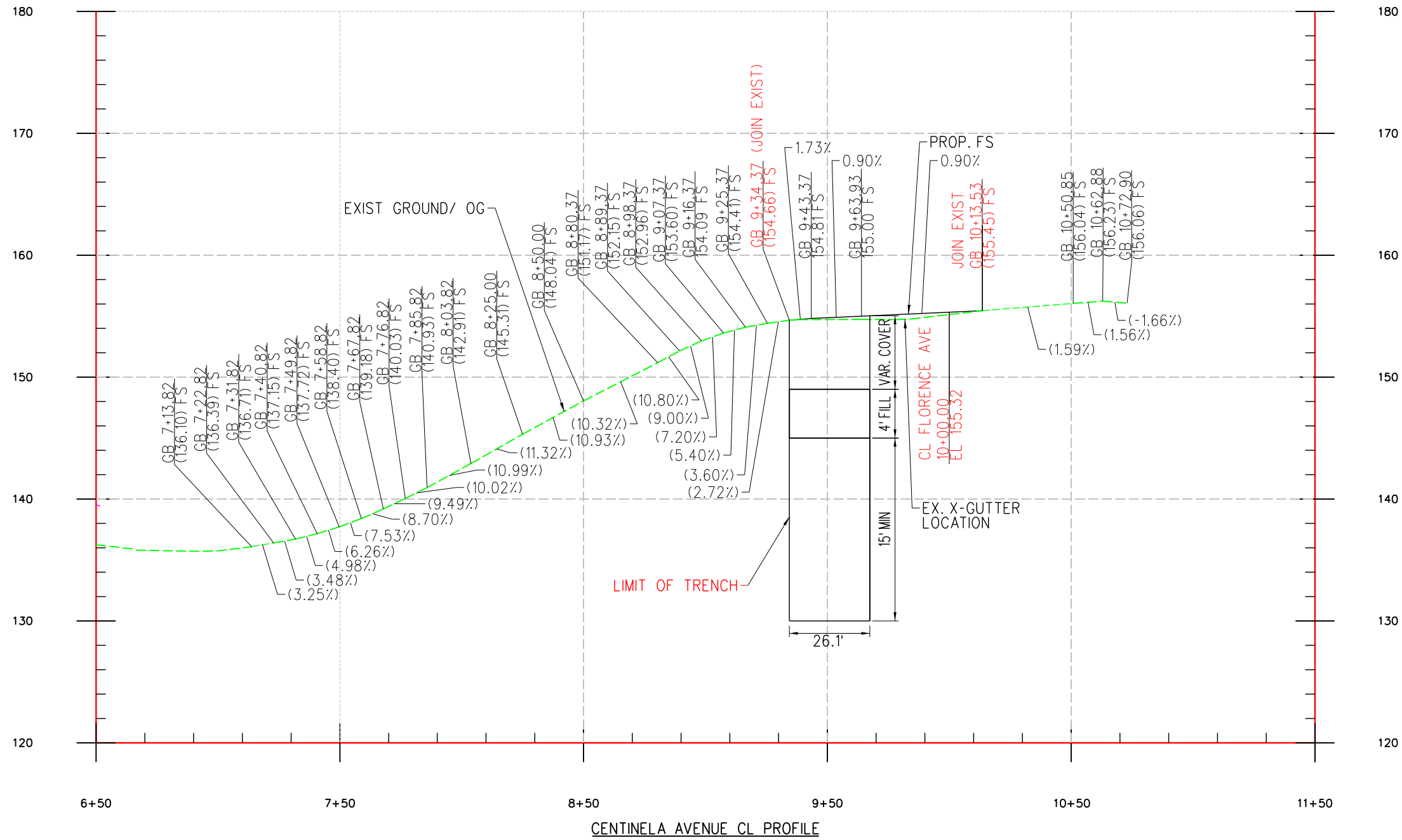
**V&A INC.**  
9755 FAIR OAKS AVE.  
PASADENA, CA 91105  
213.972.9700



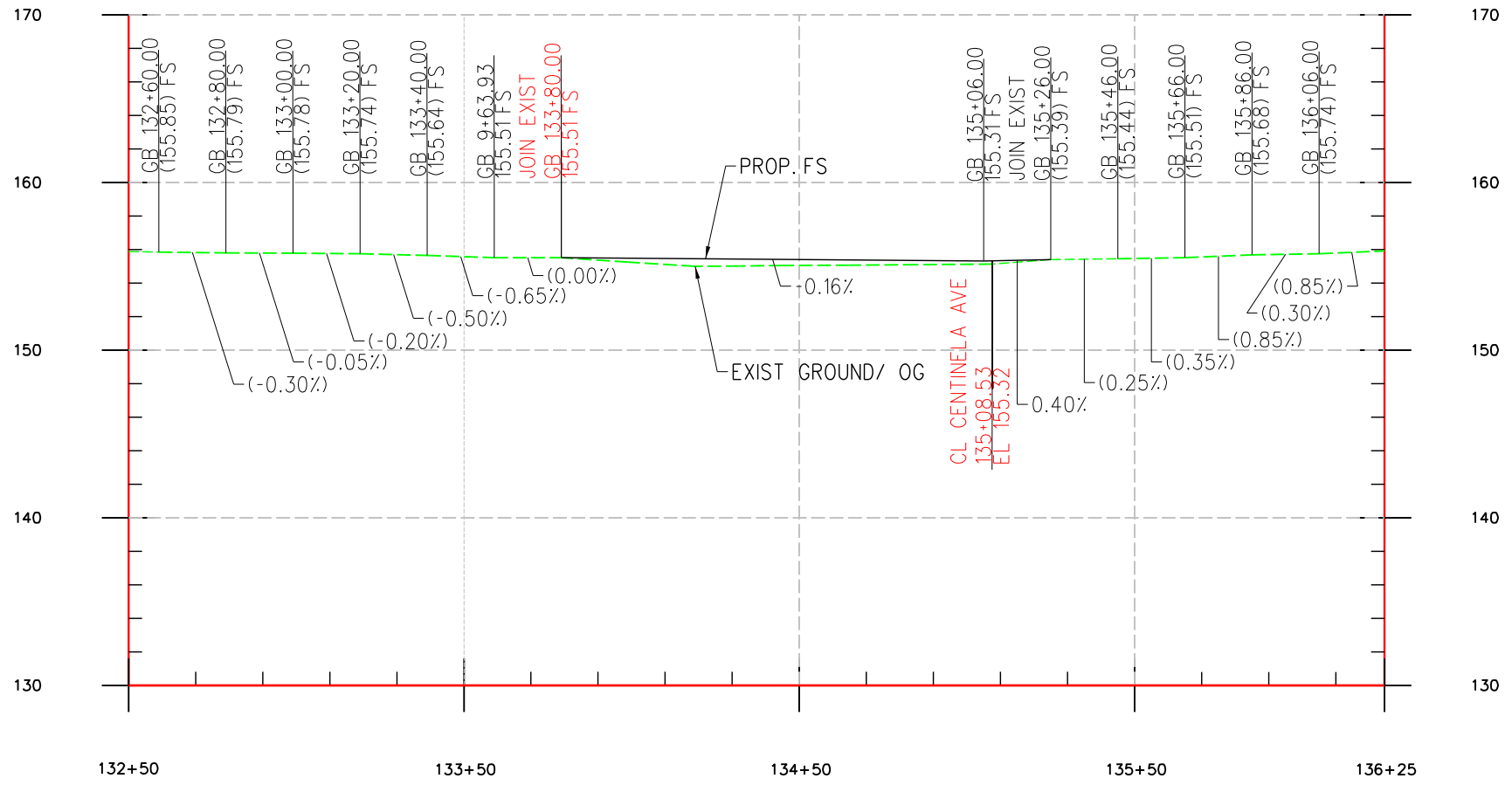
CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
LAYOUT

SCALE: 1"=40'  
DATE: 05-13-2020

NOTES:  
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\$SHEETCOUNT\$

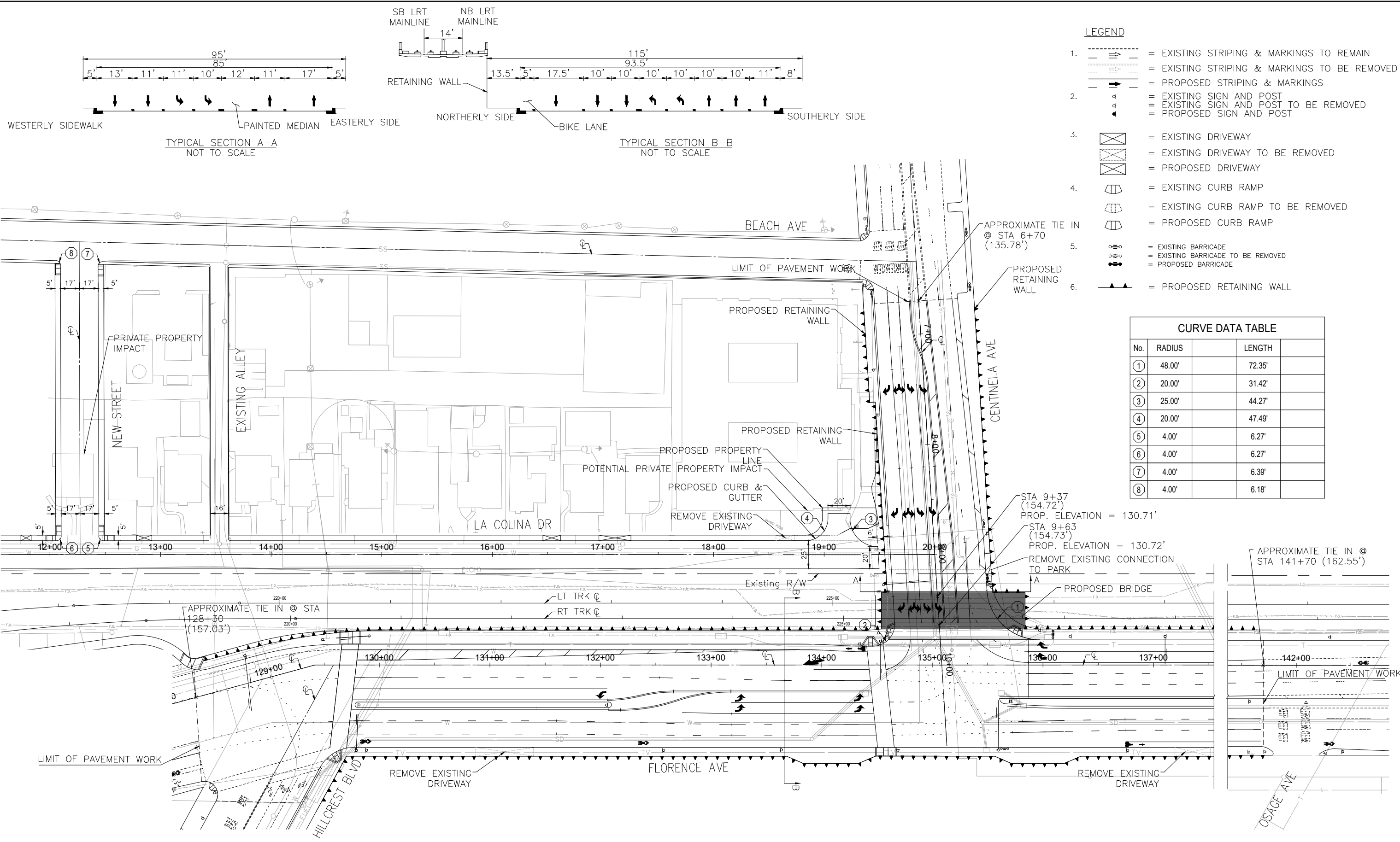


FLORENCE AVENUE CL PROFILE

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- 6. = PROPOSED RETAINING WALL

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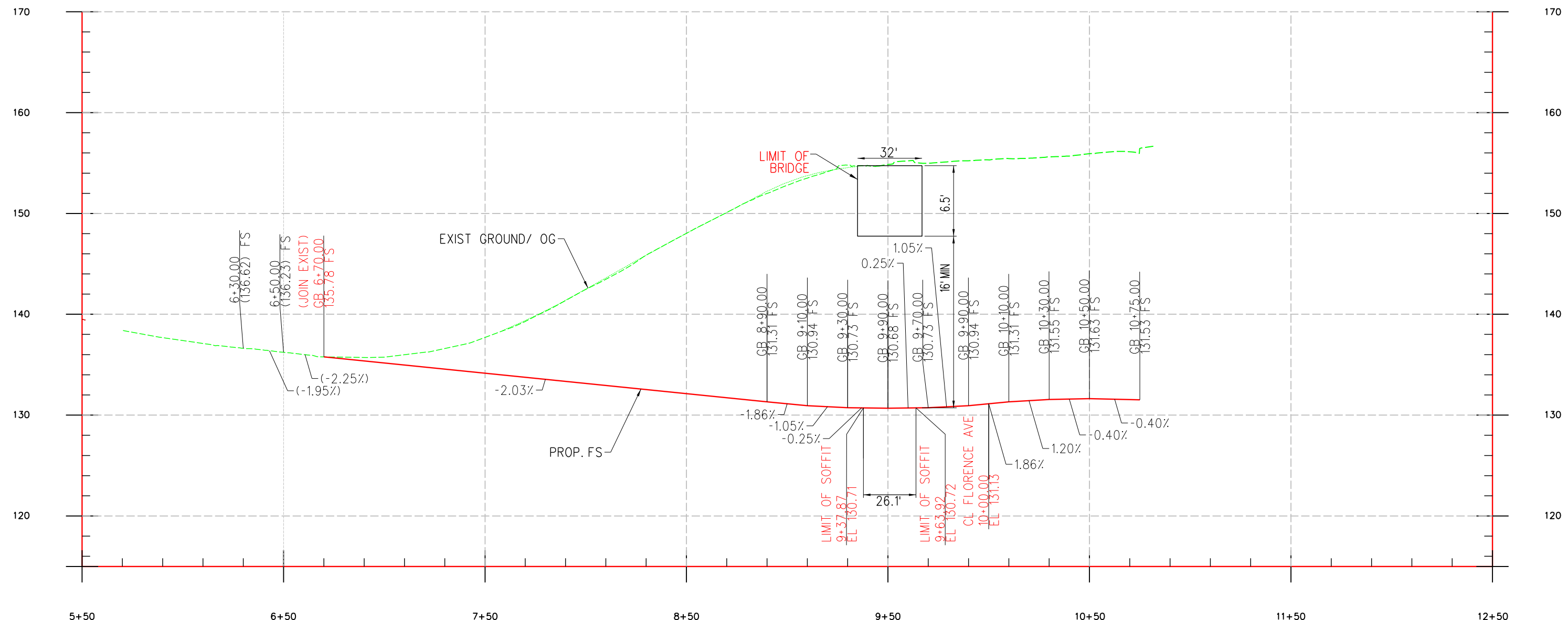
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⑥	4.00'	6.27'
⑦	4.00'	6.39'
⑧	4.00'	6.18'

V&A INC.  
9755 FAIR OAKS AVE.  
PASADENA, CA 91105  
213.972.9700

CENTINELA GRADE SEPARATION  
ALTERNATIVE 3  
LAYOUT

SCALE: 1"=40'  
DATE: 05-13-2020

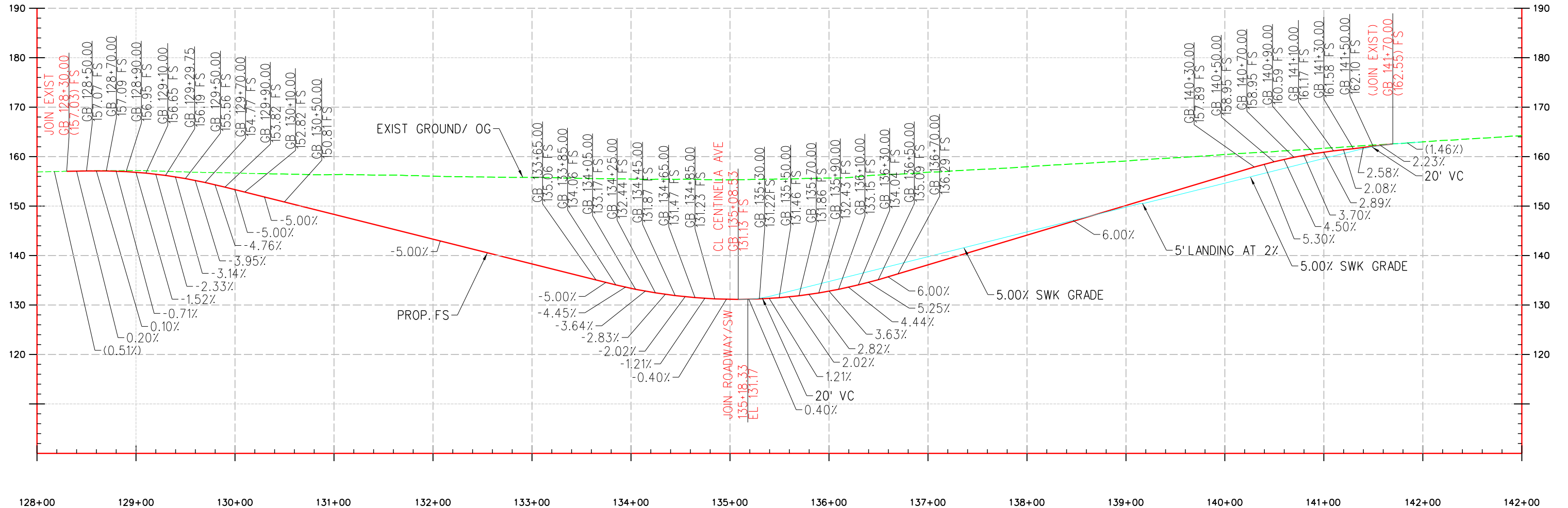




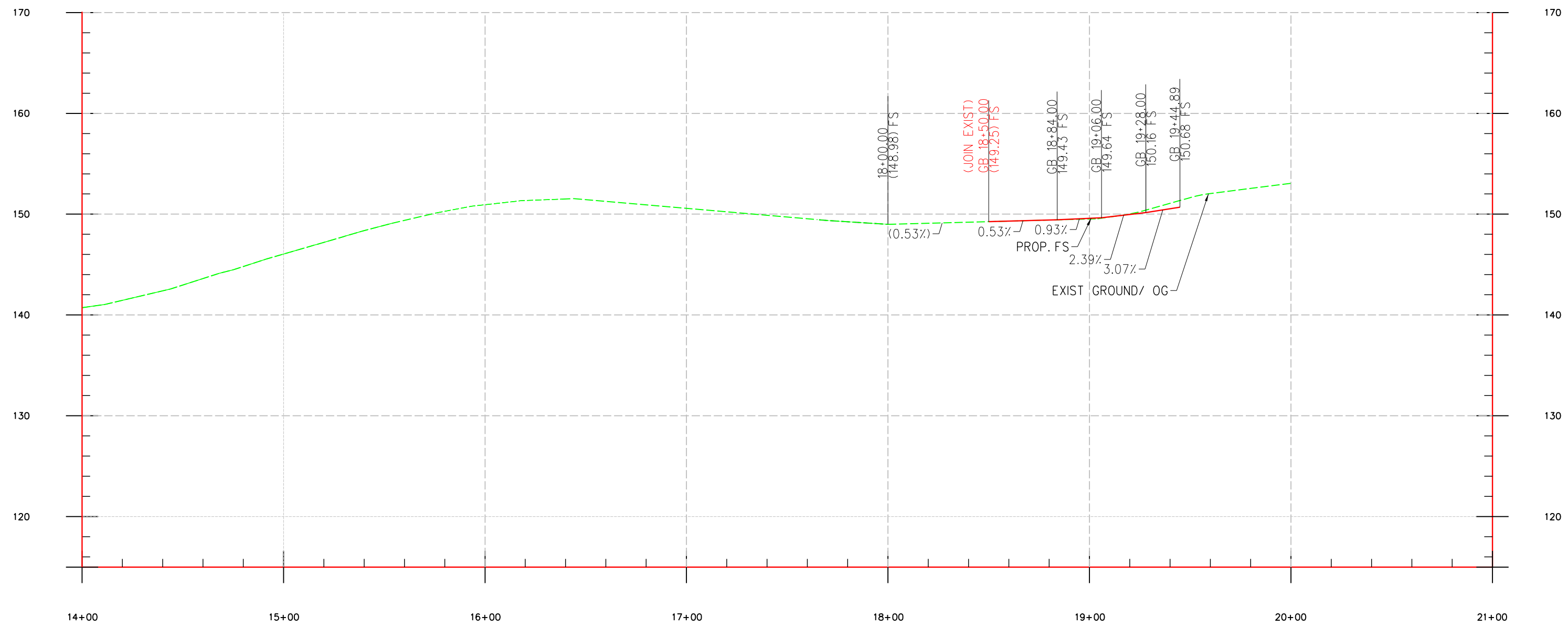
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\$PROJECT\$  
\$SHEET\$  
\$TOTAL\$

### A3R - ALTERNATIVE 3 FLORENCE AVE. PROFILE



FLORENCE AVENUE CL PROFILE



LA COLINA DR CL PROFILE

\$TIMES

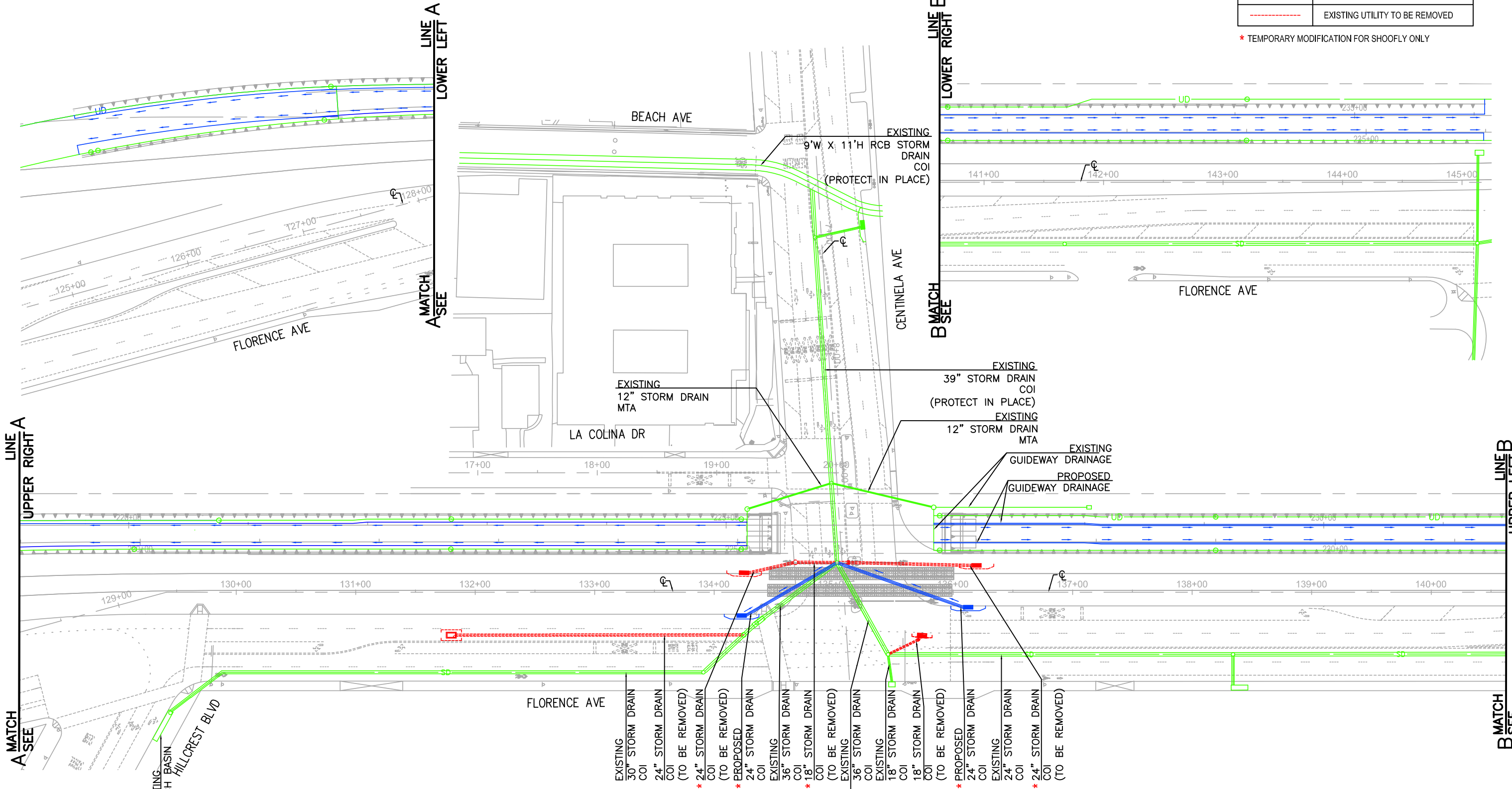
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# Attachment B – Drainage Exhibits

LEGEND	
	EXISTING UTILITY
	PROPOSED UTILITY
	PROPOSED FLOW DIRECTION
	EXISTING UTILITY TO BE REMOVED

\* TEMPORARY MODIFICATION FOR SHOOFLY ONLY







DATE: 05-13-2020  
BY: [Signature]  
CHECKED: [Signature]  
APPROVED: [Signature]

- EXISTING 30" STORM DRAIN COI
- 24" STORM DRAIN COI (TO BE REMOVED)
- \* 24" STORM DRAIN COI (TO BE REMOVED)
- \* 24" STORM DRAIN COI (TO BE REMOVED)
- EXISTING 36" STORM DRAIN COI
- \* 18" STORM DRAIN COI (TO BE REMOVED)
- EXISTING 36" STORM DRAIN COI
- EXISTING 18" STORM DRAIN COI
- 18" STORM DRAIN COI (TO BE REMOVED)
- \* 24" STORM DRAIN COI
- EXISTING 24" STORM DRAIN COI
- \* 24" STORM DRAIN COI (TO BE REMOVED)

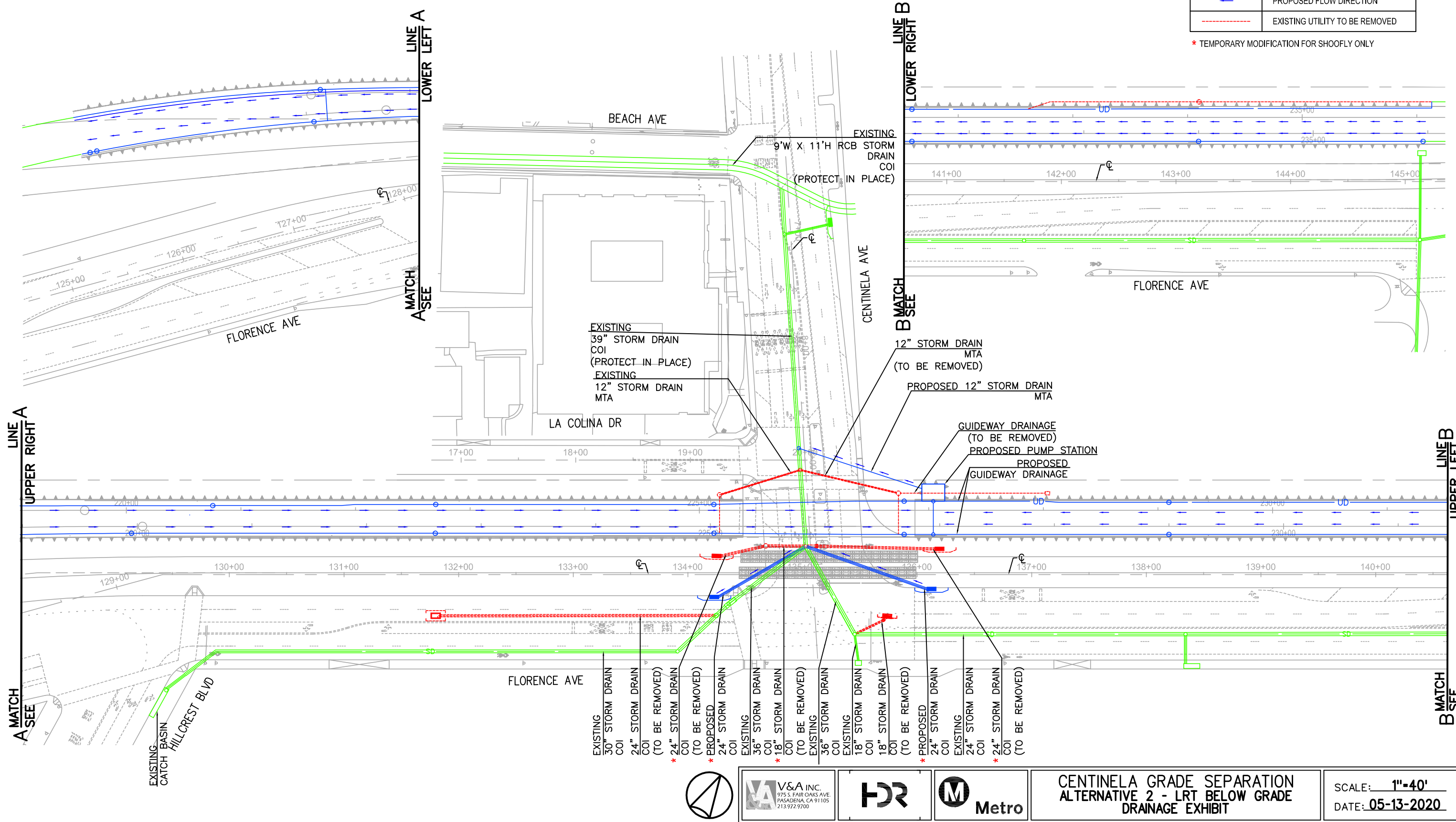


CENTINELA GRADE SEPARATION  
ALTERNATIVE 1 - LRT ABOVE GRADE  
DRAINAGE EXHIBIT

SCALE: 1"=40'  
DATE: 05-13-2020





LEGEND	
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	PROPOSED UTILITY
	PROPOSED FLOW DIRECTION
	EXISTING UTILITY TO BE REMOVED

\* TEMPORARY MODIFICATION FOR SHOOFLY ONLY



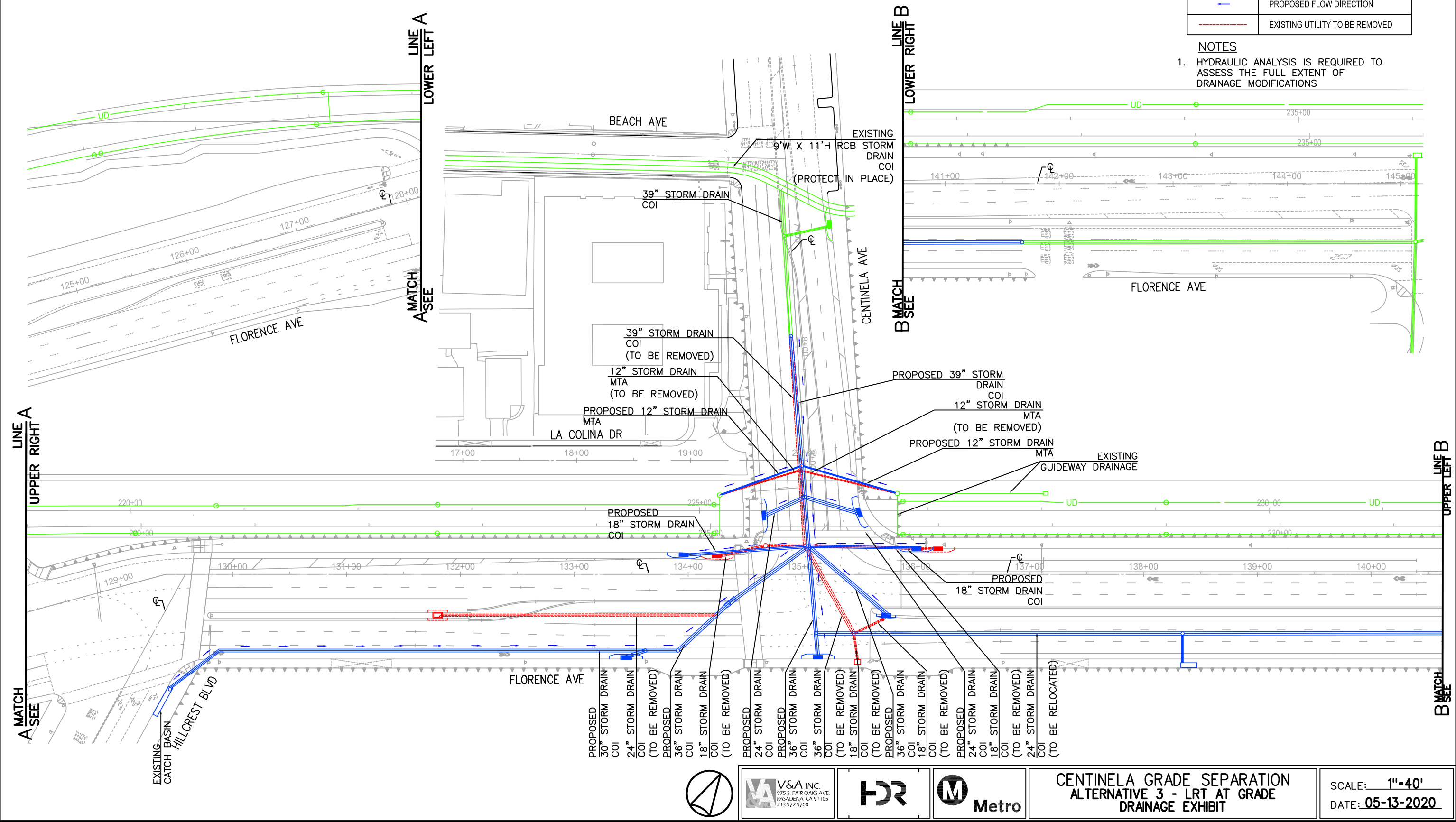
CENTINELA GRADE SEPARATION  
ALTERNATIVE 2 - LRT BELOW GRADE  
DRAINAGE EXHIBIT

SCALE: 1"=40'  
DATE: 05-13-2020

LEGEND	
	EXISTING UTILITY
	PROPOSED UTILITY
	PROPOSED FLOW DIRECTION
	EXISTING UTILITY TO BE REMOVED

NOTES

1. HYDRAULIC ANALYSIS IS REQUIRED TO ASSESS THE FULL EXTENT OF DRAINAGE MODIFICATIONS



DATE: 05-13-2020  
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DRAWN BY: [unintelligible]  
CHECKED BY: [unintelligible]  
APPROVED BY: [unintelligible]



CENTINELA GRADE SEPARATION  
ALTERNATIVE 3 - LRT AT GRADE  
DRAINAGE EXHIBIT

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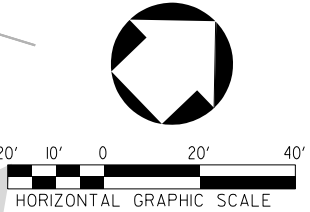
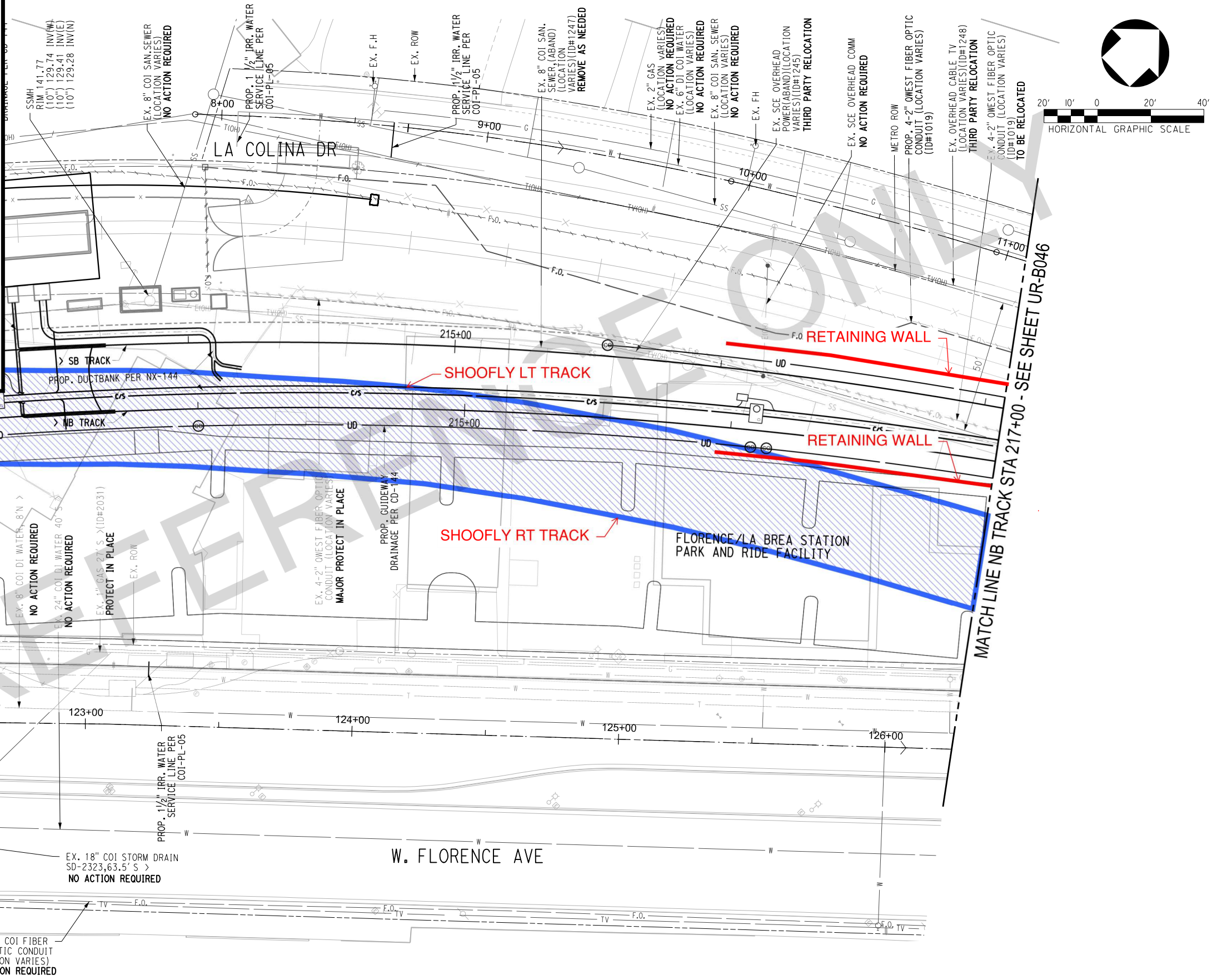
# Attachment C – Utility Exhibits

GENERAL NOTES

1. ALL OCS POLES ARE ASSUMED TO BE RELOCATED DUE TO CONFLICT WITH PROPOSED AERIAL TRACK.
2. DEPENDING ON DEPTH OF THE RETAINING WALL, UTILITIES RUNNING PARALLEL WITH TRACK MAY BE SUBJECT TO RELOCATION.
3. ANY UTILITIES OR STRUCTURES IN CONFLICT WITH AERIAL ALIGNMENT SHALL BE RELOCATED.
4. DEPENDING ON DEPTH OF THE RETAINING WALL, THE 60" WATER LINE MAY BE SUBJECT TO RELOCATION FOR THE AERIAL .

LEGEND

- CONCRETE ENCASEMENT
- STEEL CASING
- RETAINING WALL
- SHOOFLY TRACK
- RELOCATE
- POTENTIAL 60" WATER RELOCATION



NOT FOR CONSTRUCTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE 12/10/19	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**Metro**

**BA INC.**  
TRUE ENGINEERING EXCELLENCE  
SINCE 1988

**ALTERNATIVE 1  
AERIAL EXHIBIT**

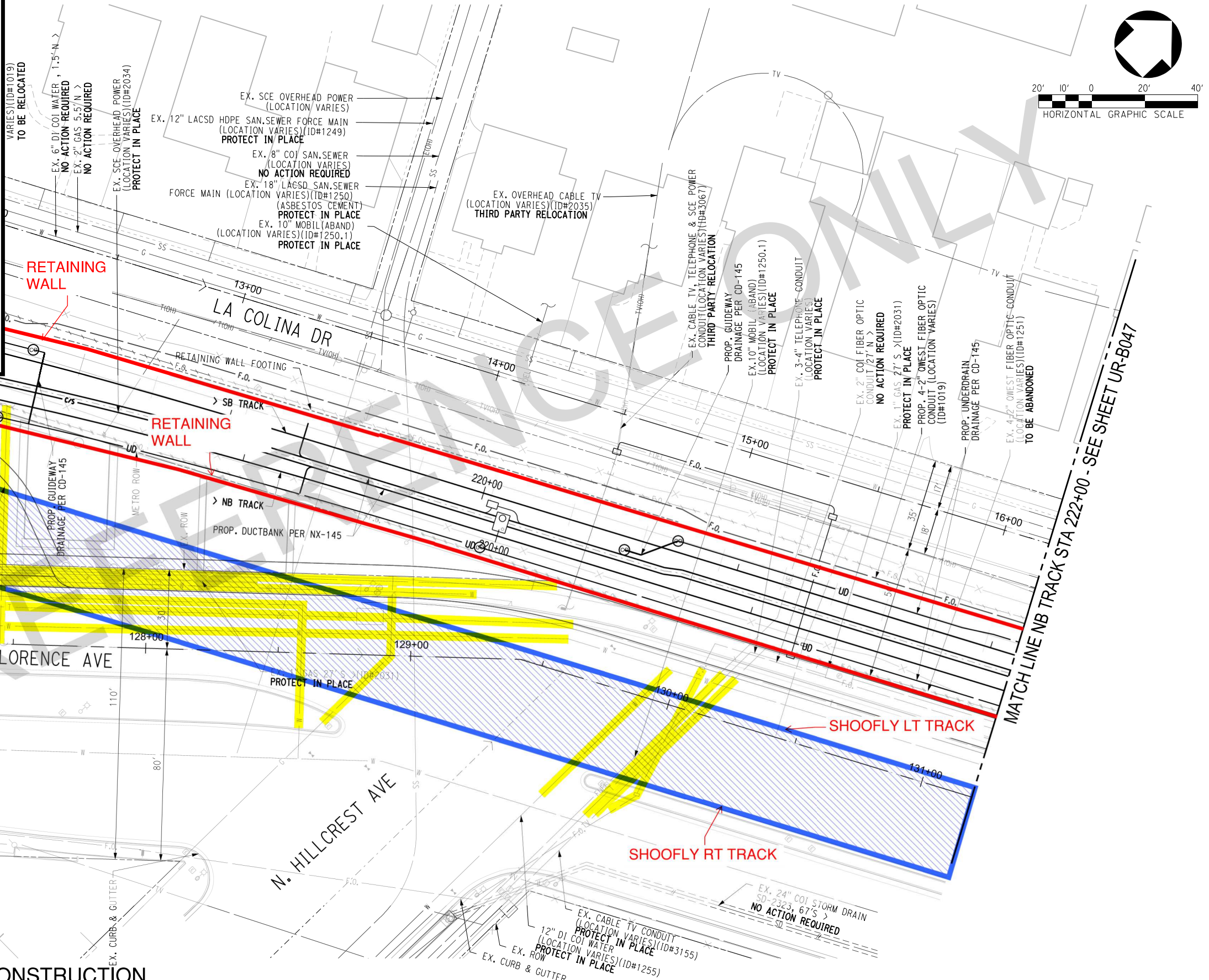


GENERAL NOTES

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LEGEND

- CONCRETE ENCASEMENT
- STEEL CASING
- RETAINING WALL
- SHOOFLY TRACK
- RELOCATE
- POTENTIAL 60" WATER RELOCATION



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**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**Metro**

**EA INC.**  
TRUE ENGINEERING EXCELLENCE  
SINCE 1982

**ALTERNATIVE 1  
AERIAL EXHIBIT**

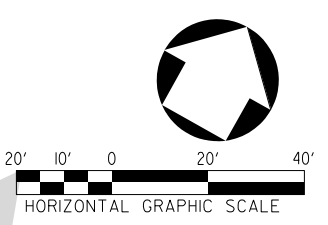
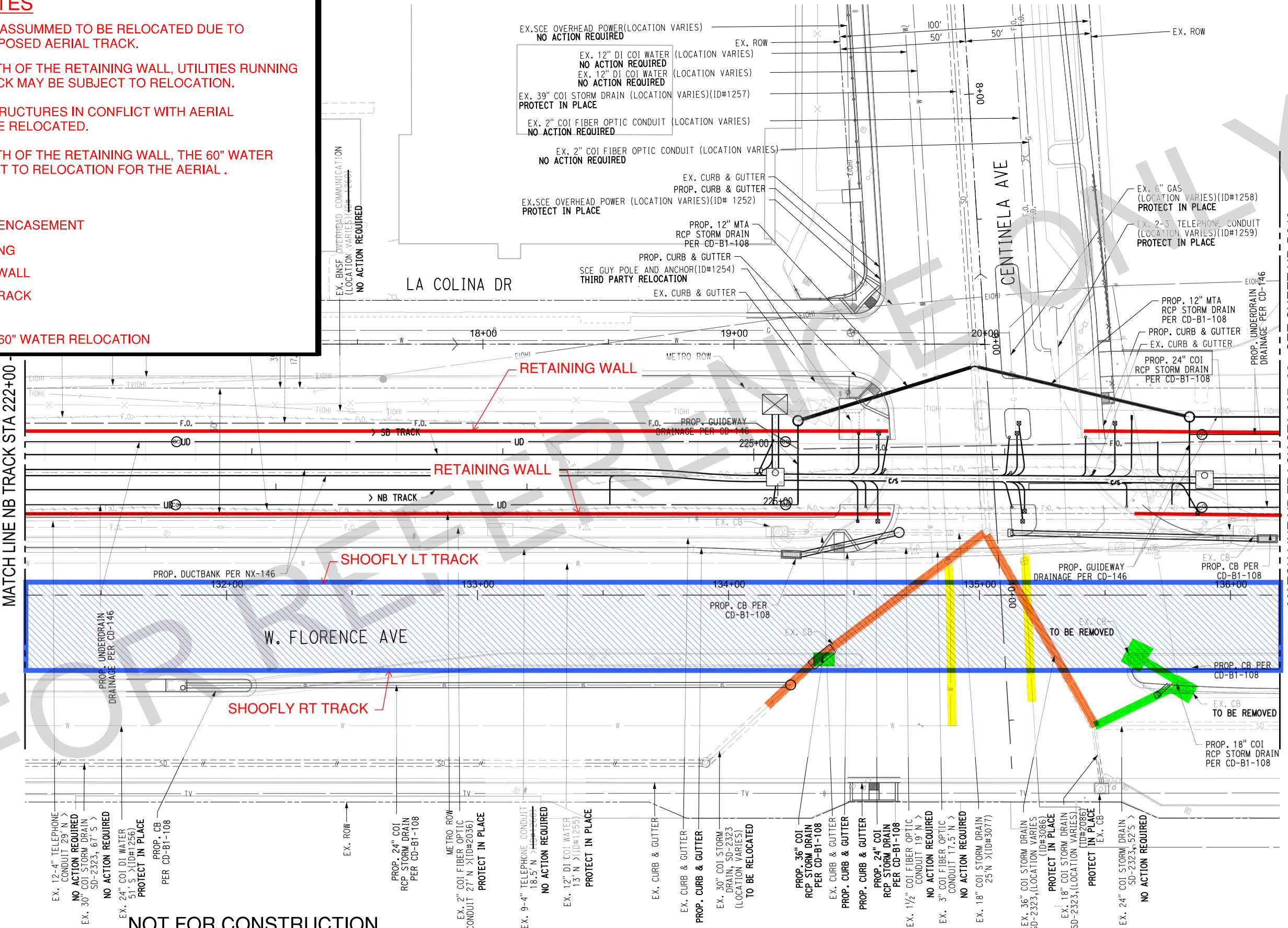


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LEGEND

- CONCRETE ENCASEMENT
- STEEL CASING
- RETAINING WALL
- SHOOFLY TRACK
- RELOCATE
- POTENTIAL 60" WATER RELOCATION



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REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER

DESIGNED BY
DRAWN BY
CHECKED BY
IN CHARGE
DATE 12/10/19

M

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

BA INC.

TRUE ENGINEERING EXCELLENCE

DESIGN, PROJECT, CONSTRUCTION

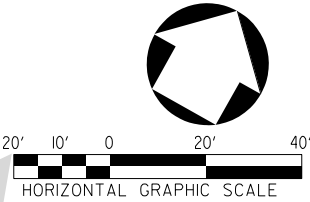
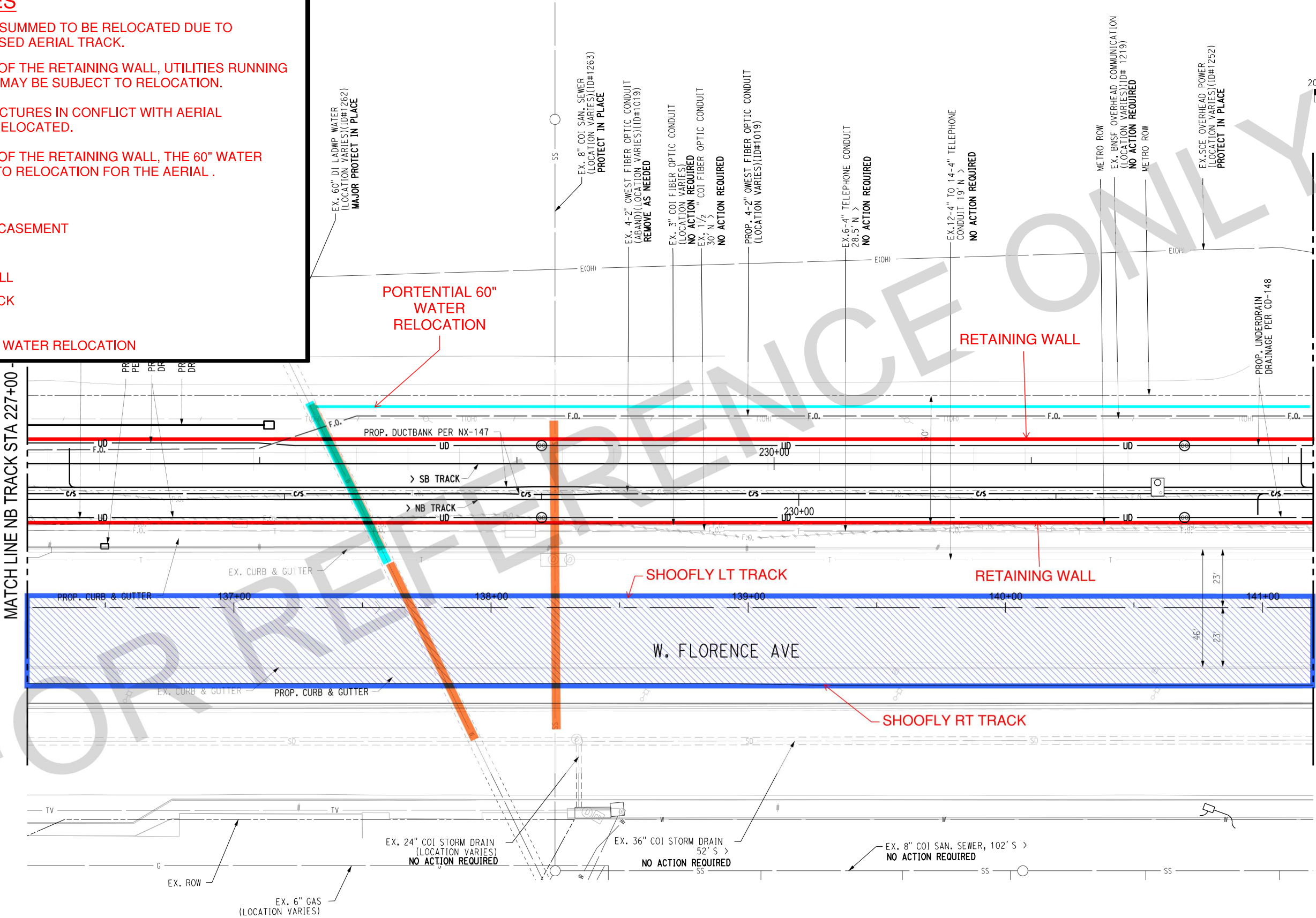
ALTERNATIVE 1  
AERIAL EXHIBIT

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- STEEL CASING
- RETAINING WALL
- SHOOFLY TRACK
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- POTENTIAL 60" WATER RELOCATION



NOT FOR CONSTRUCTION

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

BA INC

TRUE ENGINEERING EXCELLENCE

PROFESSIONAL ENGINEER, STATE OF CALIFORNIA

ALTERNATIVE 1

AERIAL EXHIBIT

03/06 24-FEB-2016 p:\w\lhx\652\lhx\org\design\_Bldg\Documents\Walt50951\_Cresshaw-LAX Transit Corridor\Design\_Fee\_Award\CADD\Utility\_Sheets\030888\URB030.dwg P:\030888\URB030.dwg USER= smkvelay

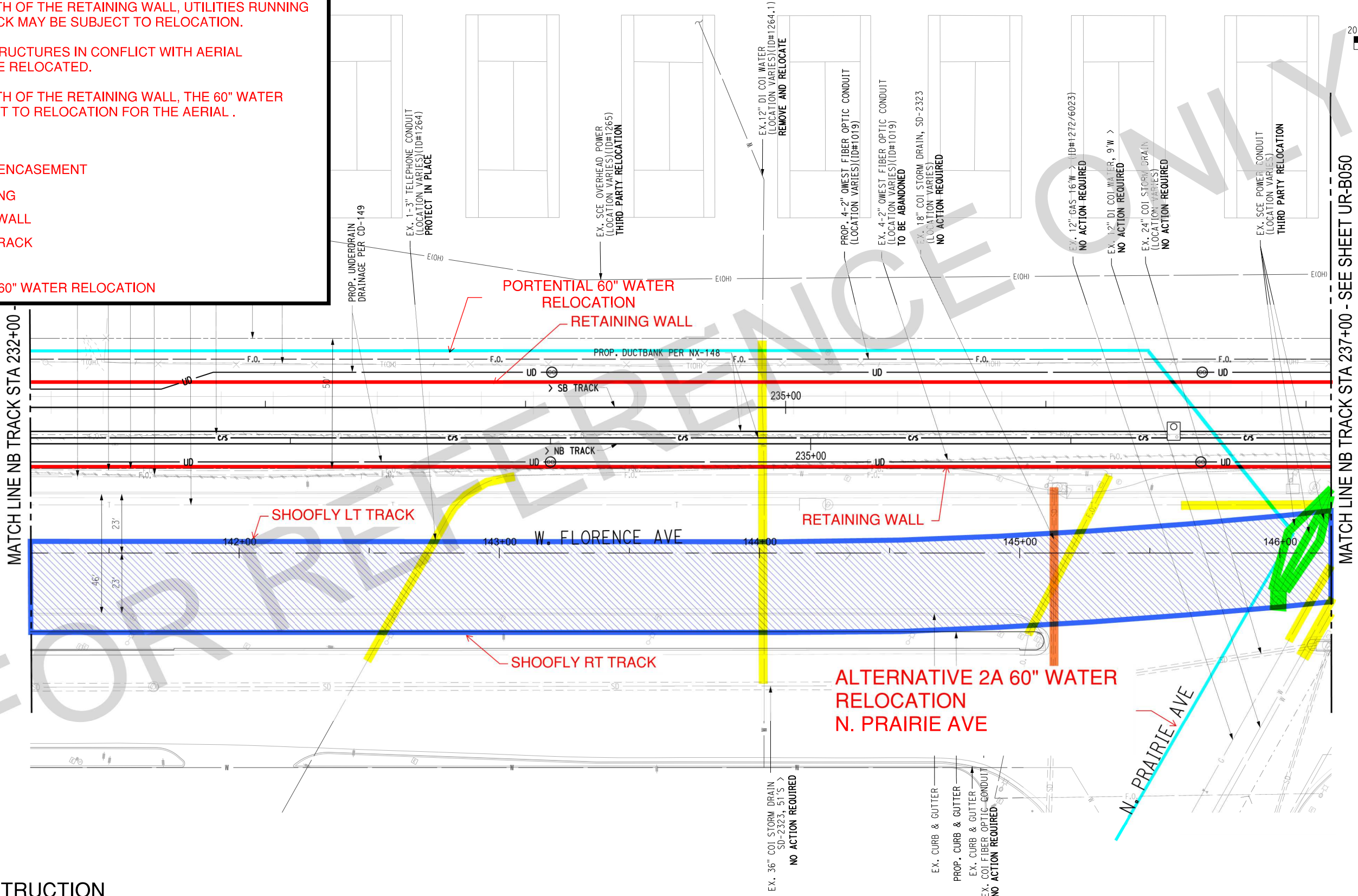


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**Metro**



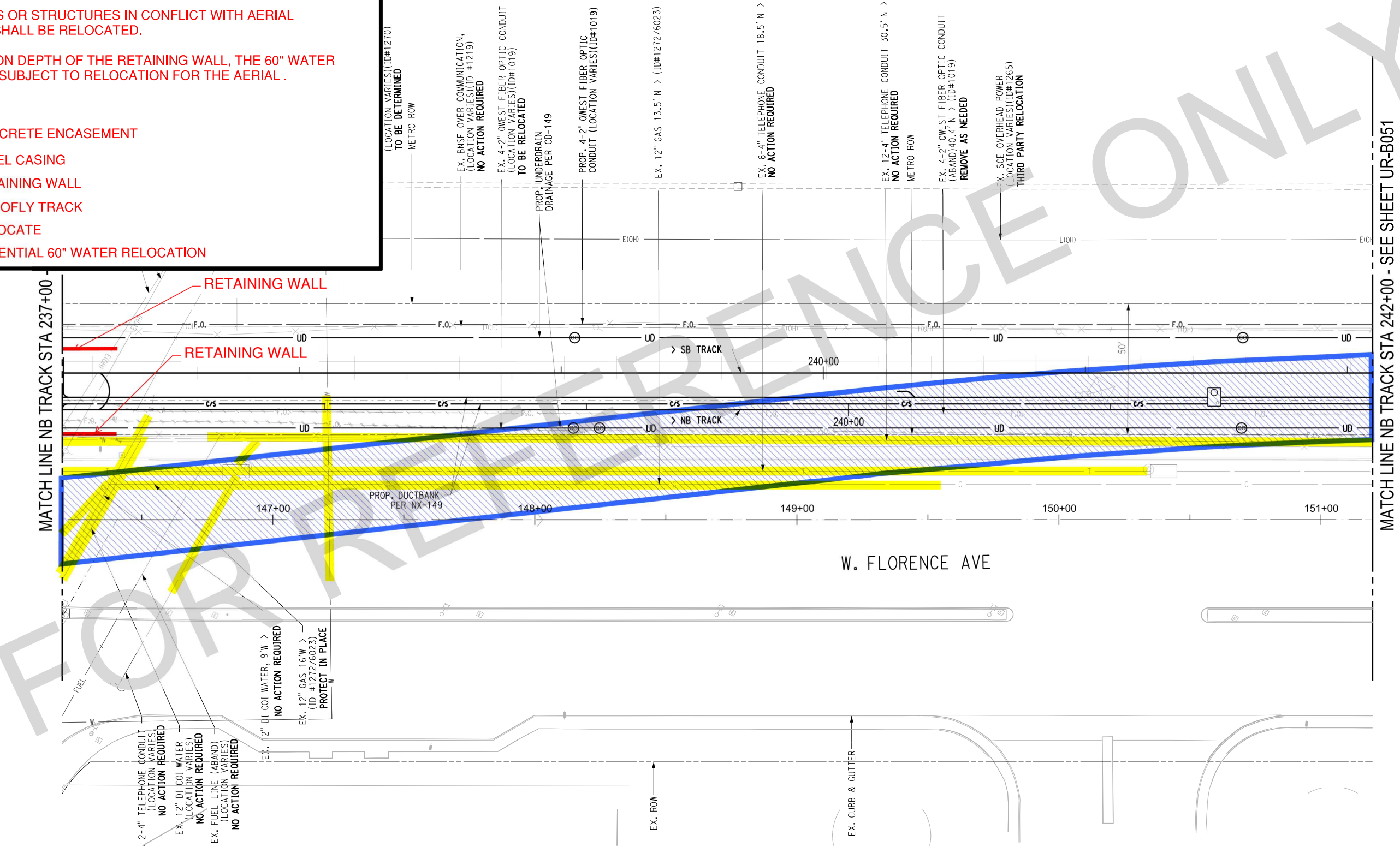
ALTERNATIVE 1  
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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**Metro**

ALTERNATIVE 1  
AERIAL EXHIBIT






24-FEB-2016 09:06 USER= smwiley PLOT DIVER= SPLDTRVSS PLOT DIVER= CVD pen

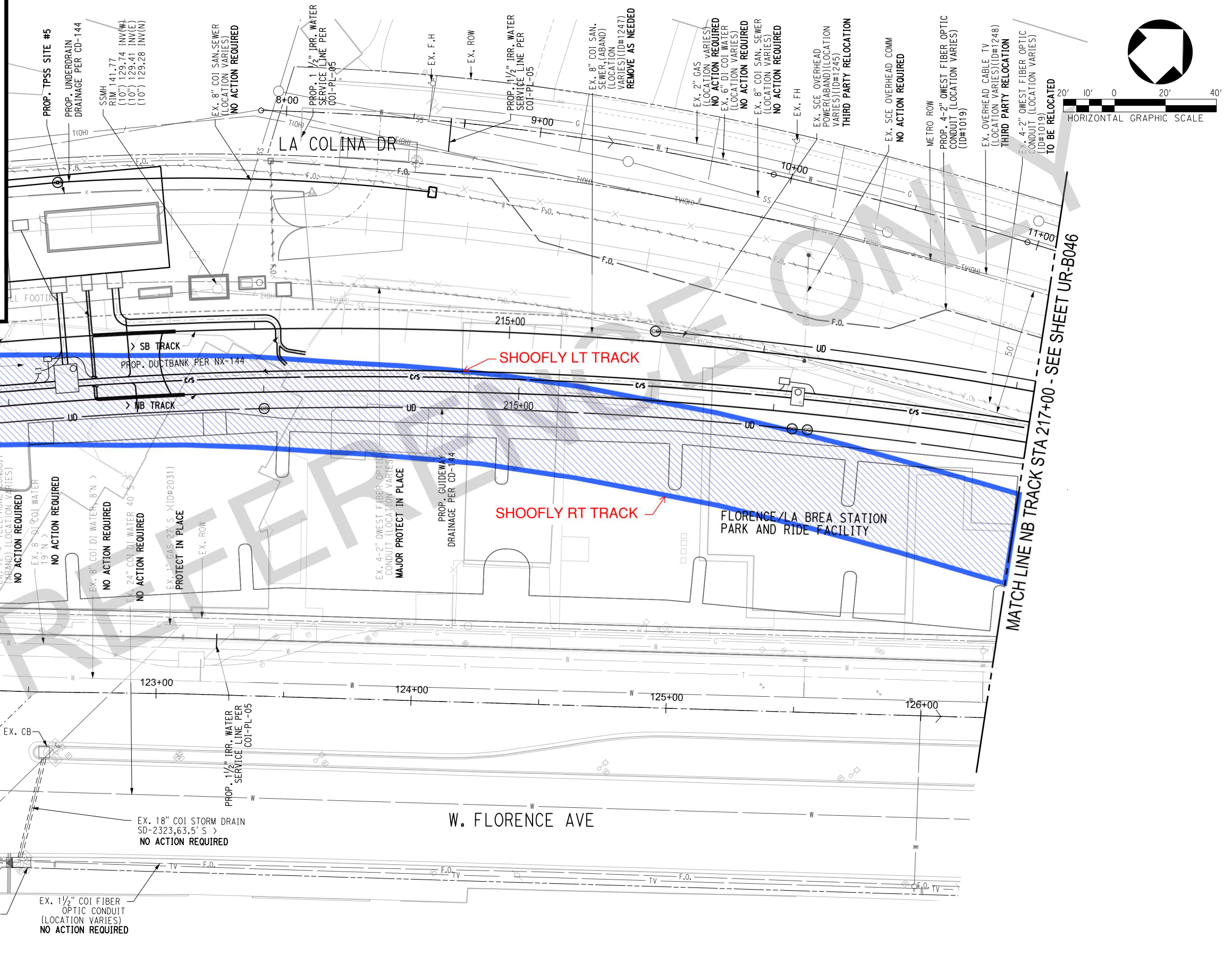


## GENERAL NOTES

1. ALL EXISTING UTILITY DEPTHS TO BE FIELD VERIFIED AND POSSIBLY TEMPORARILY HUNG.
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## LEGEND

-  SHOOFLY TRACK  
 CONCRETE ENCASEMENT  
 STEEL CASING  
 POTENTIAL 60" WATER RELOCATION  
 RELOCATE



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DATE \_\_\_\_\_

12/10/19



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Metro™**








## ALTERNATIVE 2 BELOW GRADE

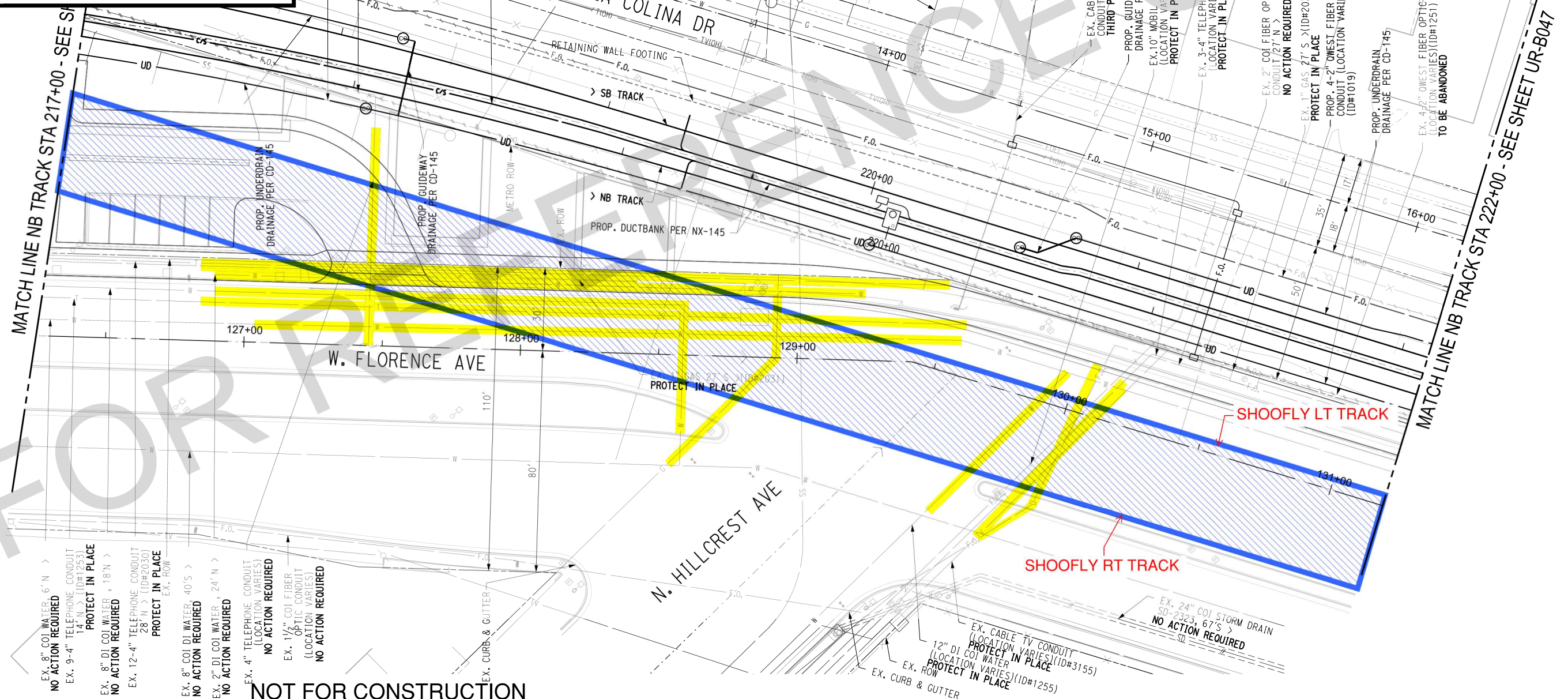


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### LEGEND

-  SHOOFLY TRACK  
 CONCRETE ENCASEMENT  
 STEEL CASING  
 POTENTIAL 60" WATER RELOCATION  
 RELOCATE



<sup>E</sup>NOT FOR CONSTRUCTION<sup>E</sup>

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
**Metro**



## ALTERNATIVE 2 BELOW GRADE



GENERAL NOTES

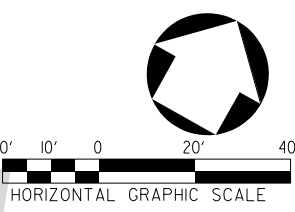
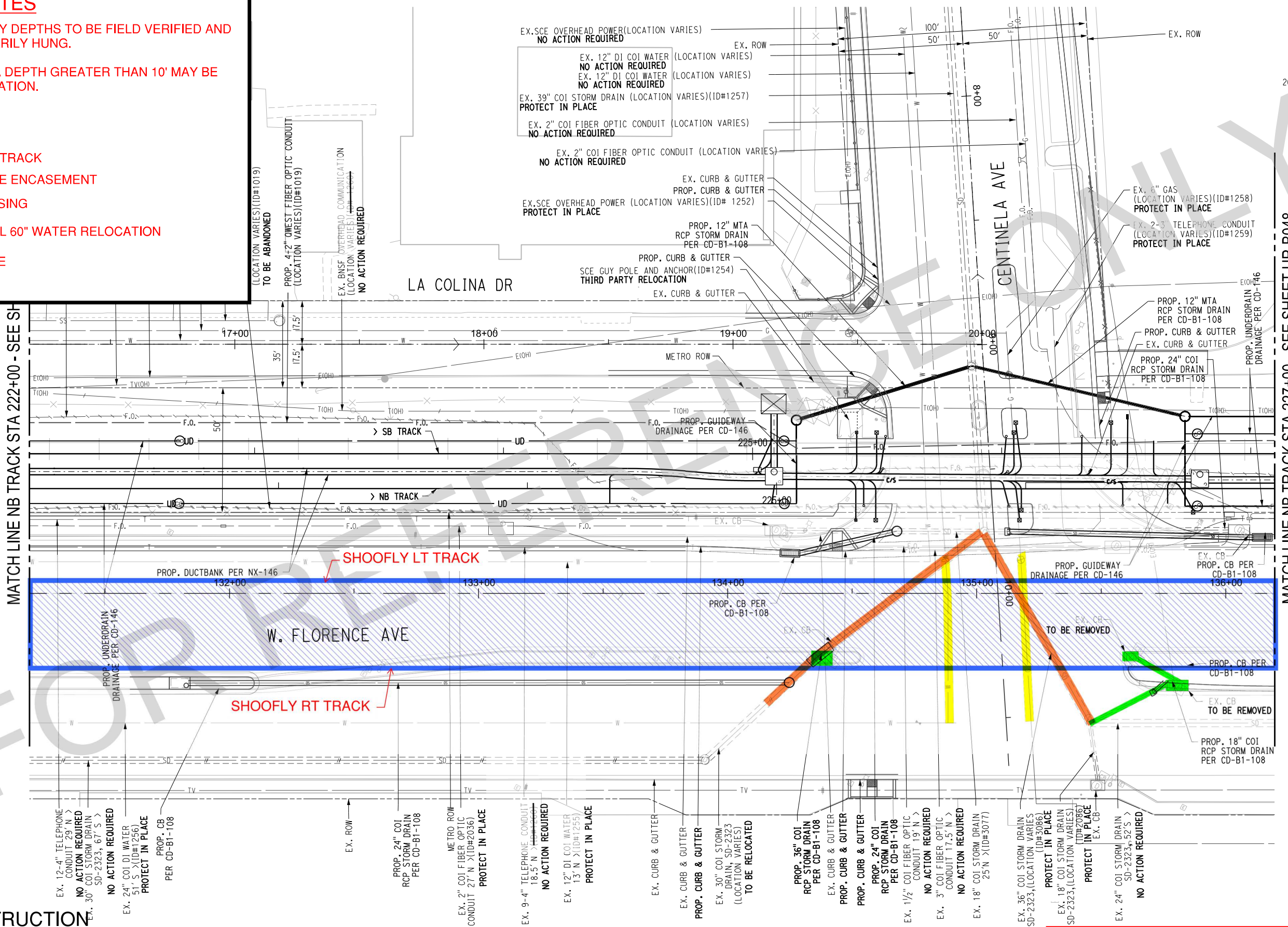
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LEGEND

- SHOOFLY TRACK
- CONCRETE ENCASEMENT
- STEEL CASING
- POTENTIAL 60" WATER RELOCATION
- RELOCATE

MATCH LINE NB TRACK STA 222+00 - SEE SH

MATCH LINE NB TRACK STA 227+00 - SEE SHEET UR-B048



NOT FOR CONSTRUCTION

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DESIGNED BY

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DATE

12/10/19

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Metro**

**EA INC.**

TRUE ENGINEERING EXCELLENCE

**ALTERNATIVE 2**

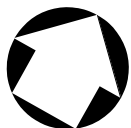
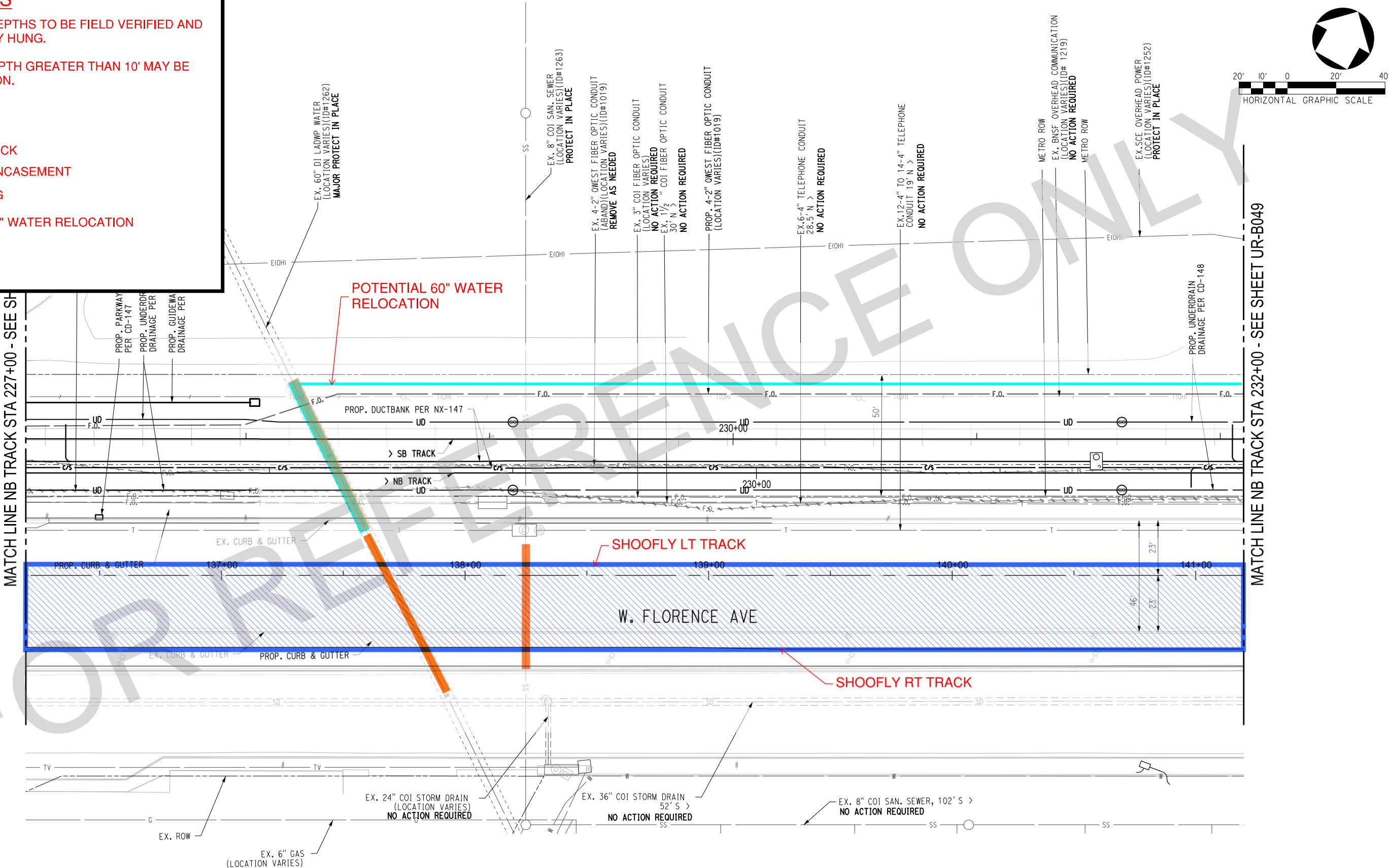
**BELOW GRADE**

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- POTENTIAL 60" WATER RELOCATION
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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Metro**



BA INC.  
TRUE ENGINEERING EXCELLENCE  
SINCE 1945






ALTERNATIVE 2  
BELOW GRADE

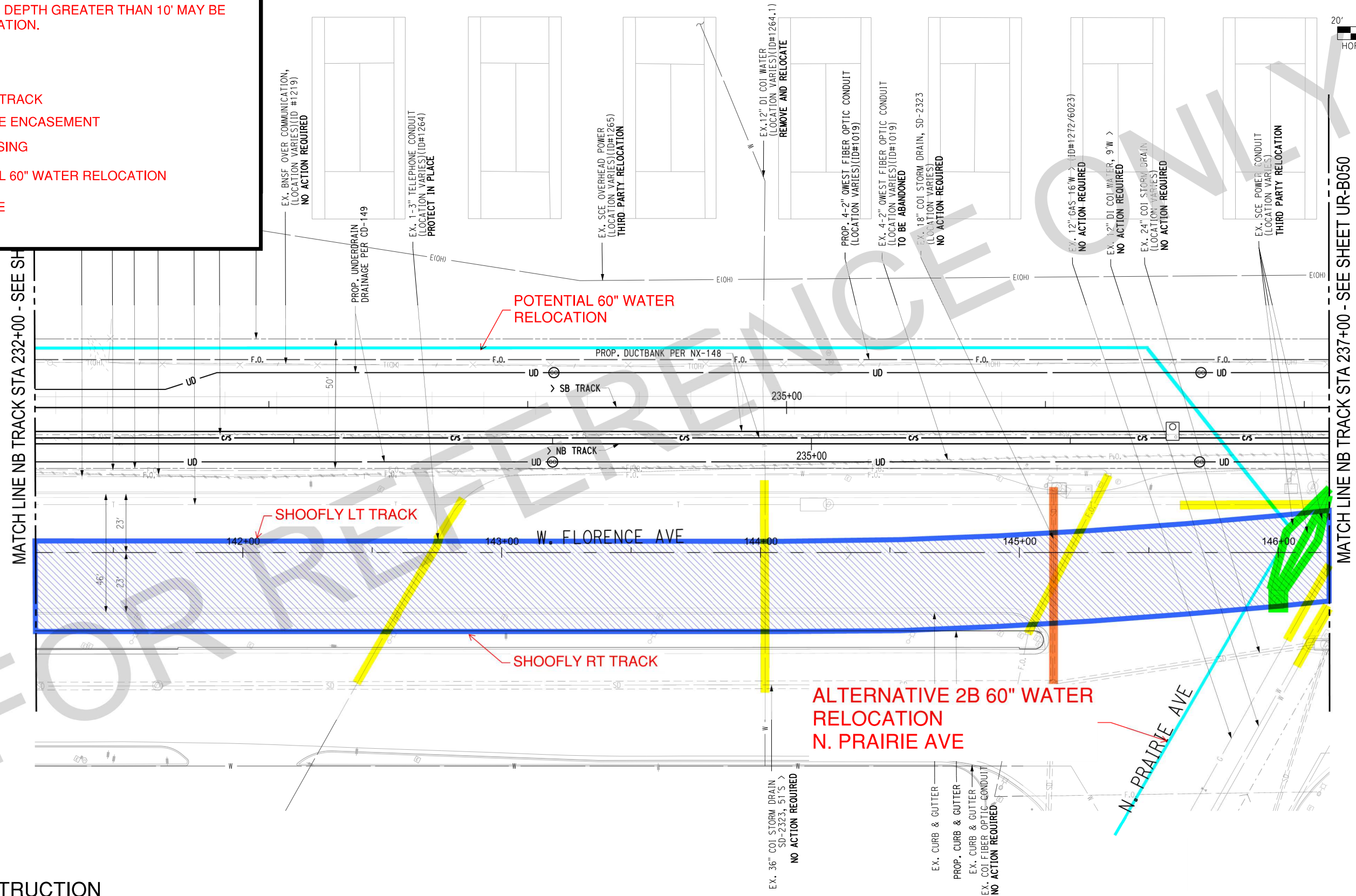


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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Metro™**



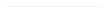




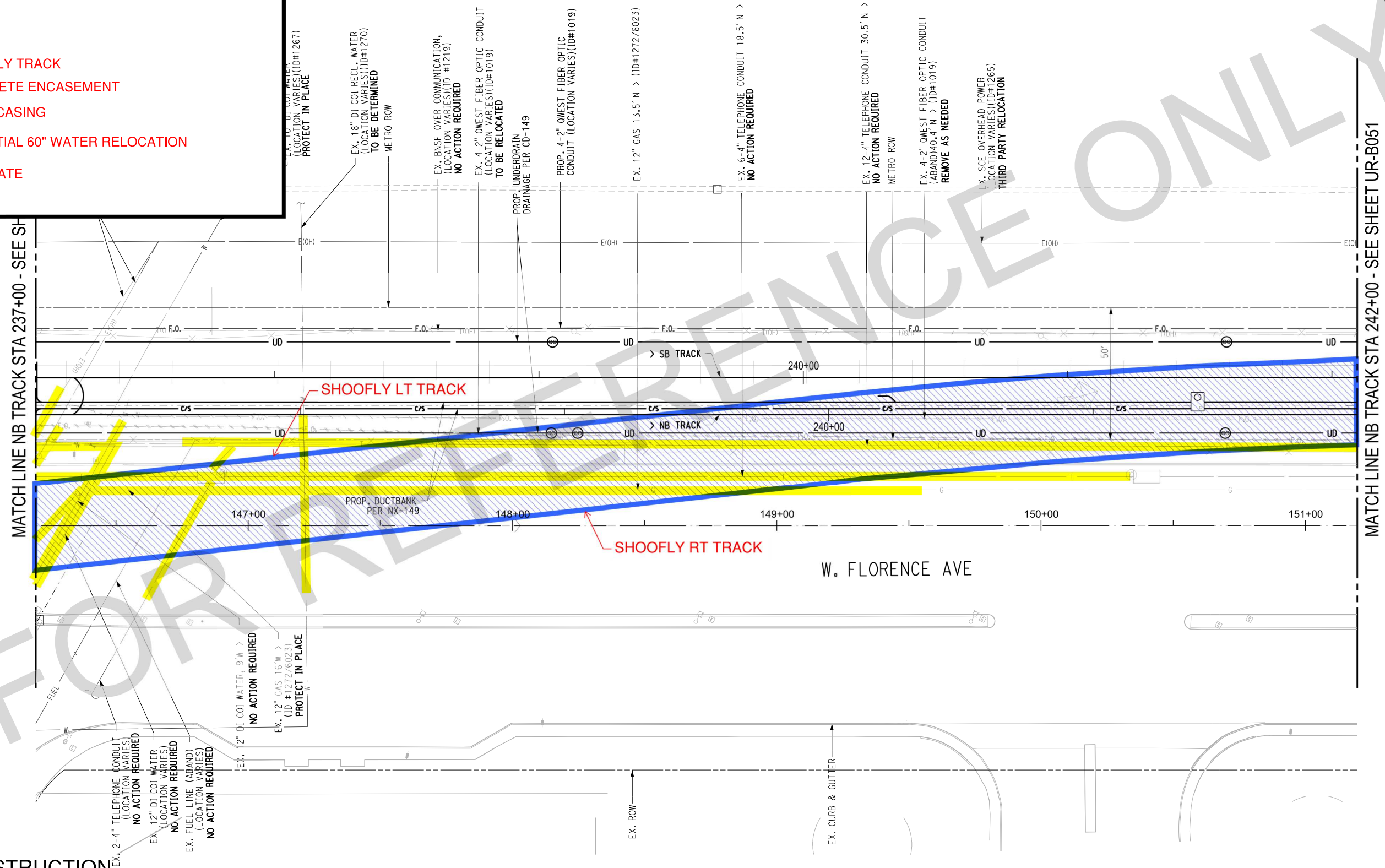
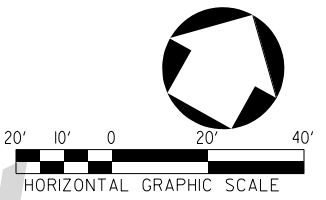
## ALTERNATIVE 2 BELOW GRADE

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DRAWN BY

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	IN CHARGE
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DATE \_\_\_\_\_



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Metro™**



## ALTERNATIVE 2 BELOW GRADE










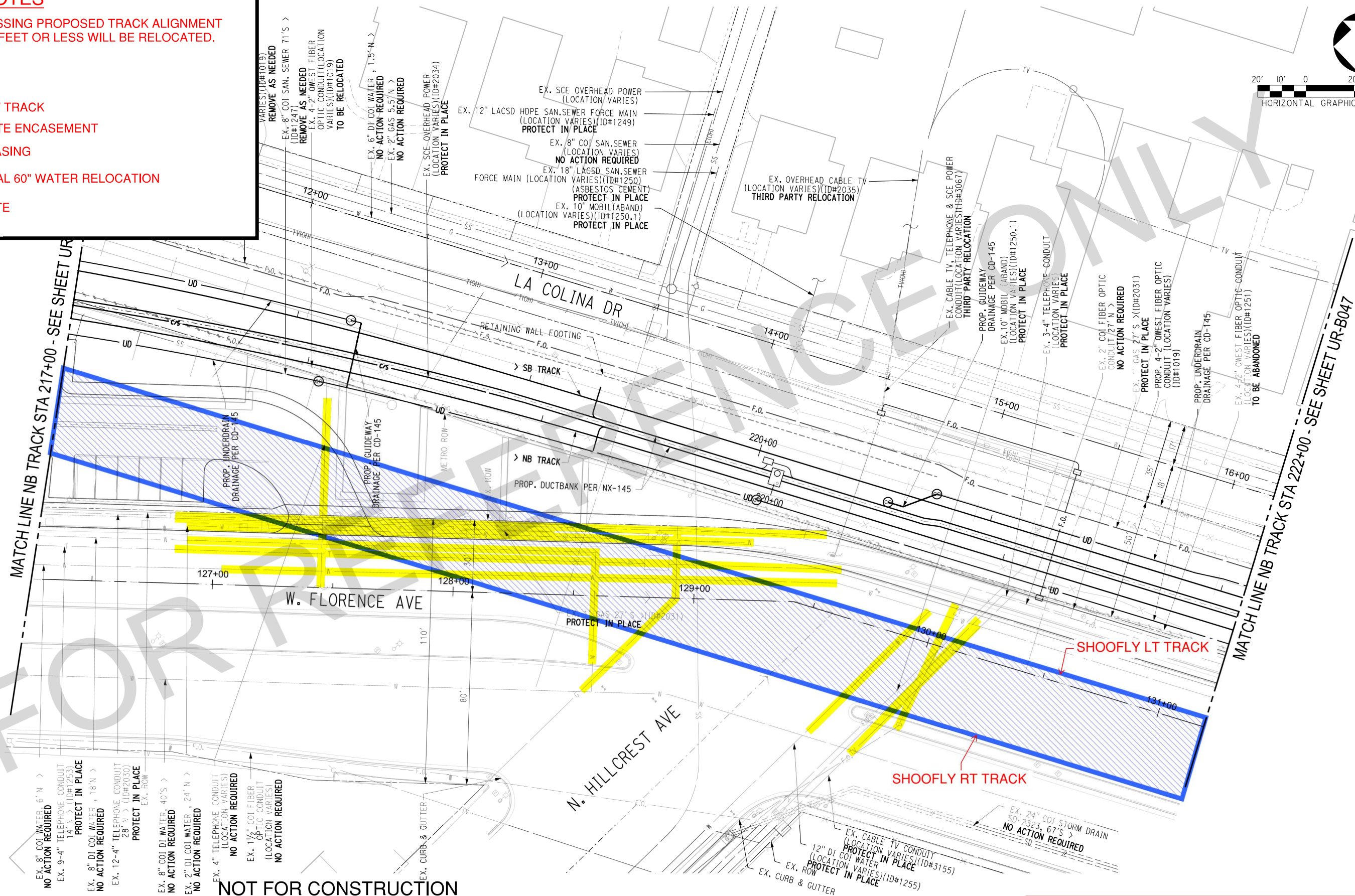
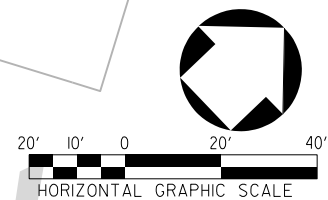


## GENERAL NOTES

1. ALL UTILITIES CROSSING PROPOSED TRACK ALIGNMENT AT A DEPTH OF 10' FEET OR LESS WILL BE RELOCATED.

### LEGEND

- |   |                                |
|---|--------------------------------|
|  | SHOOFLY TRACK                  |
|  | CONCRETE ENCASEMENT            |
|  | STEEL CASING                   |
|  | POTENTIAL 60" WATER RELOCATION |
|  | RELOCATE                       |



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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY



## ALTERNATIVE 3 RELOCATIONS



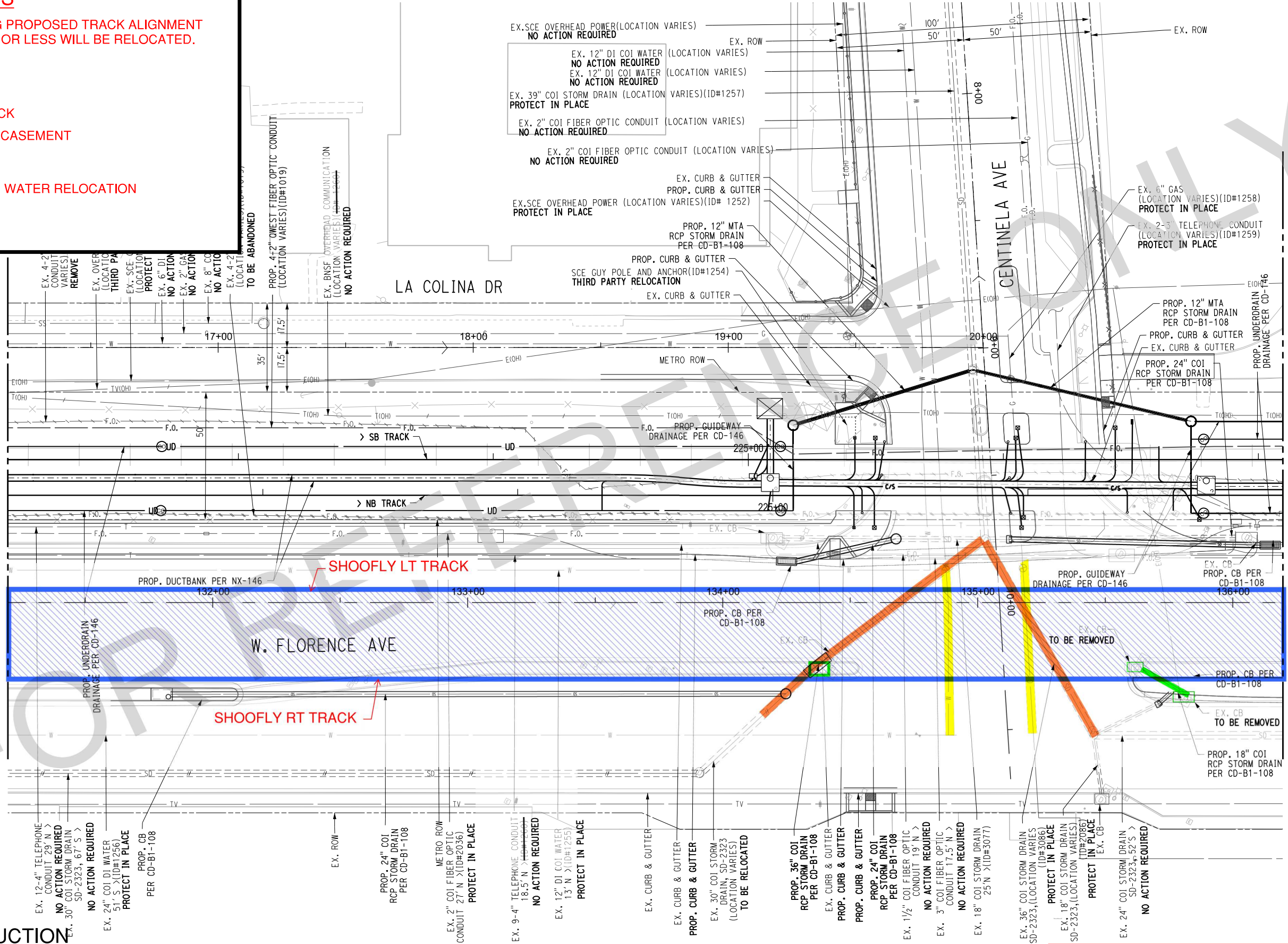
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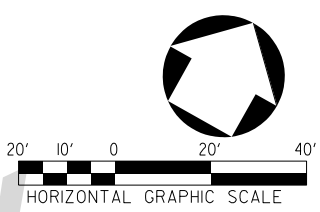
LEGEND

- SHOOFLY TRACK
- CONCRETE ENCASEMENT
- STEEL CASING
- POTENTIAL 60" WATER RELOCATION
- RELOCATE

MATCH LINE NB TRACK STA 222+00 - SEE SHEET UR



MATCH LINE NB TRACK STA 227+00 - SEE SHEET UR-B048



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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

EA INC.

TRUE ENGINEERING EXCELLENCE

ALTERNATIVE 3

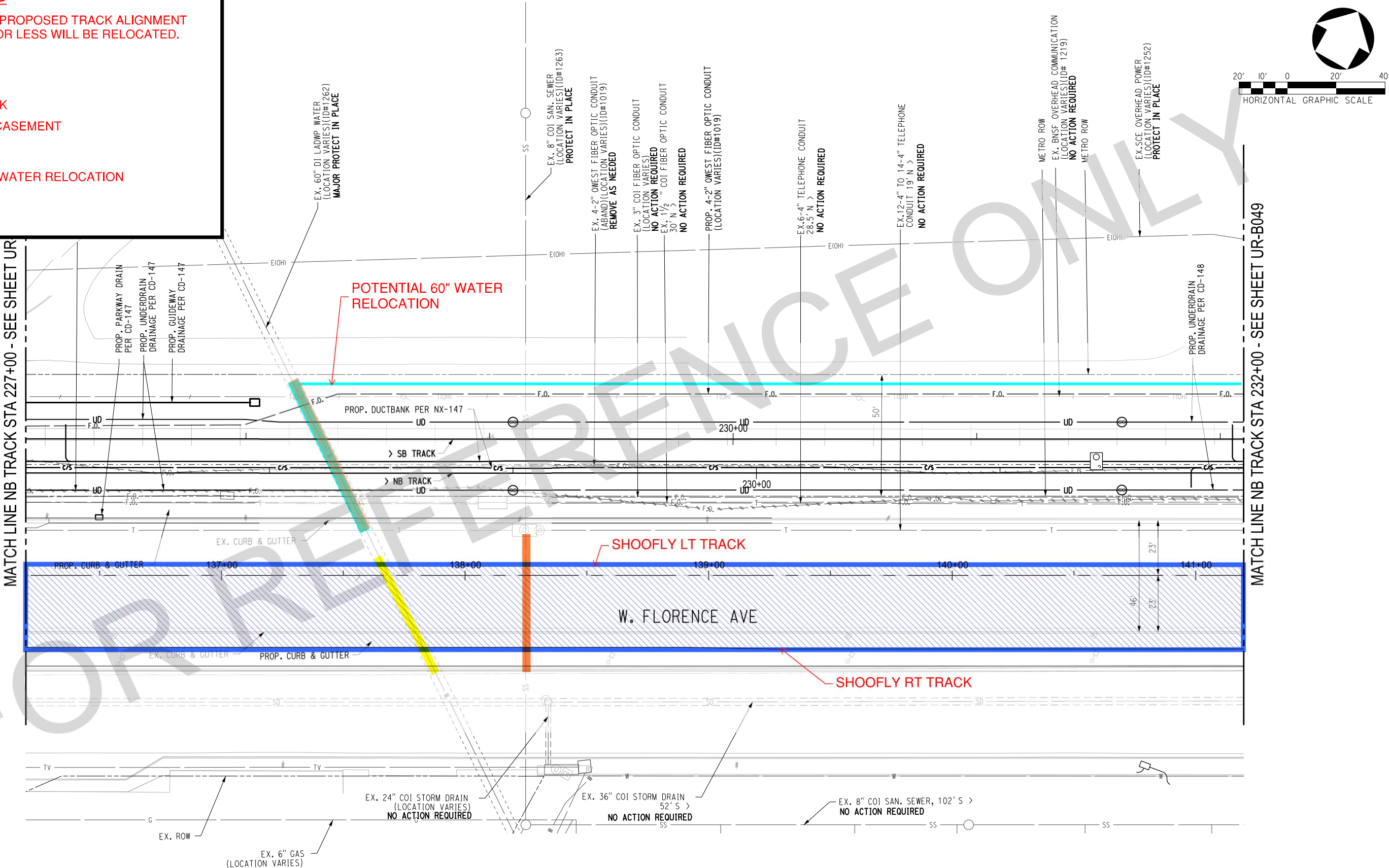
RELOCATIONS

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- RELOCATE



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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

BA INC.

TRUE ENGINEERING EXCELLENCE

2000 W. CENTURY BLVD., SUITE 1000, LOS ANGELES, CA 90045

ALTERNATIVE 3

RELOCATIONS





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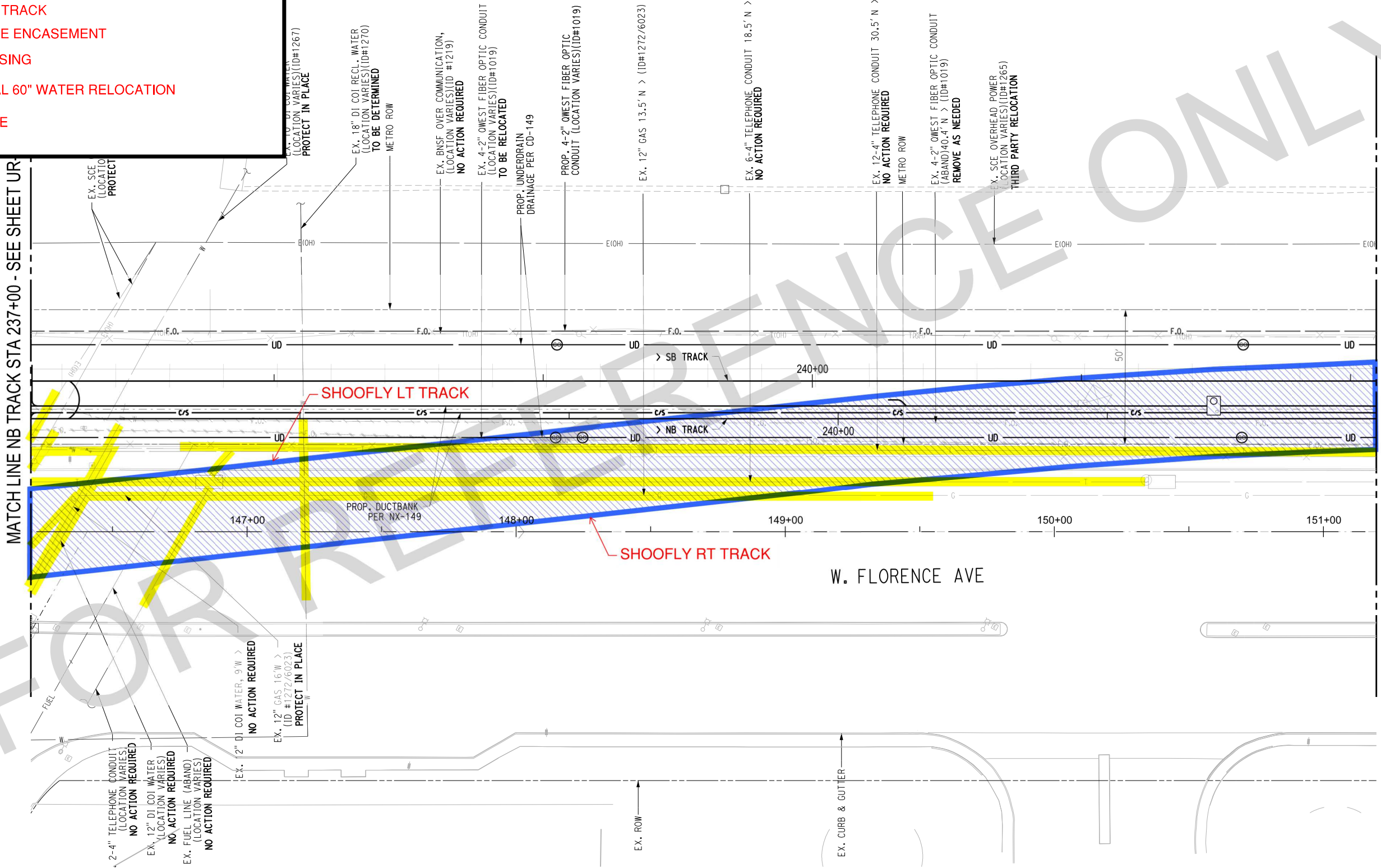
LEGEND

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- CONCRETE ENCASEMENT
- STEEL CASING
- POTENTIAL 60" WATER RELOCATION
- RELOCATE



MATCH LINE NB TRACK STA 237+00 - SEE SHEET UR-B050

MATCH LINE NB TRACK STA 242+00 - SEE SHEET UR-B051



NOT FOR CONSTRUCTION

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY
DRAWN BY
CHECKED BY
IN CHARGE
DATE 12/10/19



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
Metro



ALTERNATIVE 3  
RELOCATIONS

# Attachment D – Stage Construction Exhibits



DATE: 05-13-2020  
FILE: 05-13-2020  
SHEET: 01 OF 04

LEGEND	
	DIRECTION OF TRAVEL

STAGE 1 (6 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. CONSTRUCT SHOOFLY, MEDIANS, GATES, TEMPORARY CURB AND RAMPS (TEMPORARY/ SECTIONAL CLOSURES)
2. INSTALL TEMPORARY TRAFFIC SIGNAL

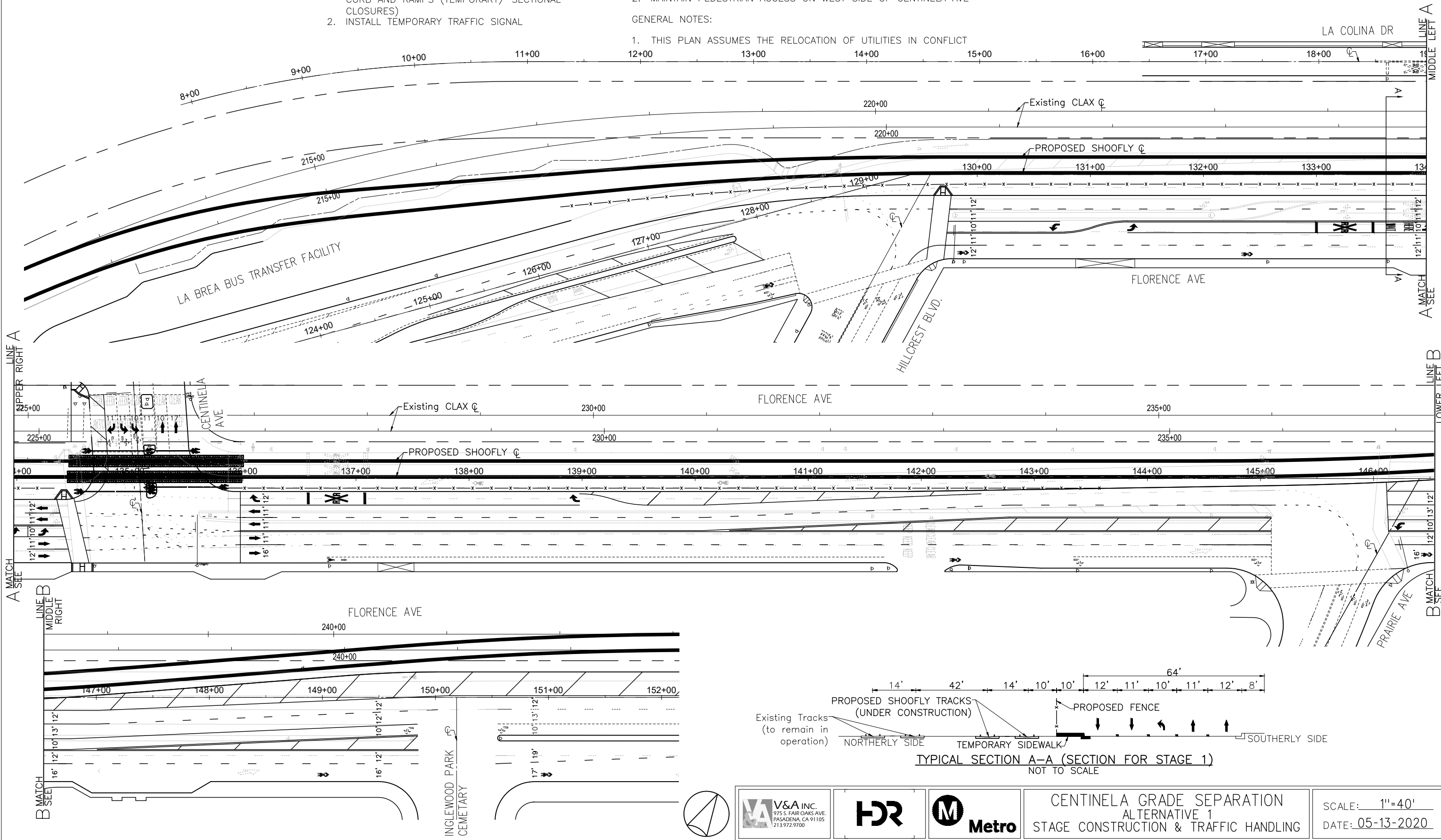
NOTES CONT.


TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE


GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT






V&A INC.  
975 S. FAIR OAKS AVE.  
PASADENA, CA 91105  
213.972.9700



HDR





Metro

CENTINELA GRADE SEPARATION  
ALTERNATIVE 1  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020



LEGEND	
	DIRECTION OF TRAVEL
	PROPOSED RETAINING WALL

STAGE 2 (9 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. TRACK CUTOVER TO SHOOFLY
2. REVENUE TESTING
3. DEMOLISH EXISTING TRACKS
4. CONSTRUCT APPROACH RETAINING WALLS AND BRIDGE

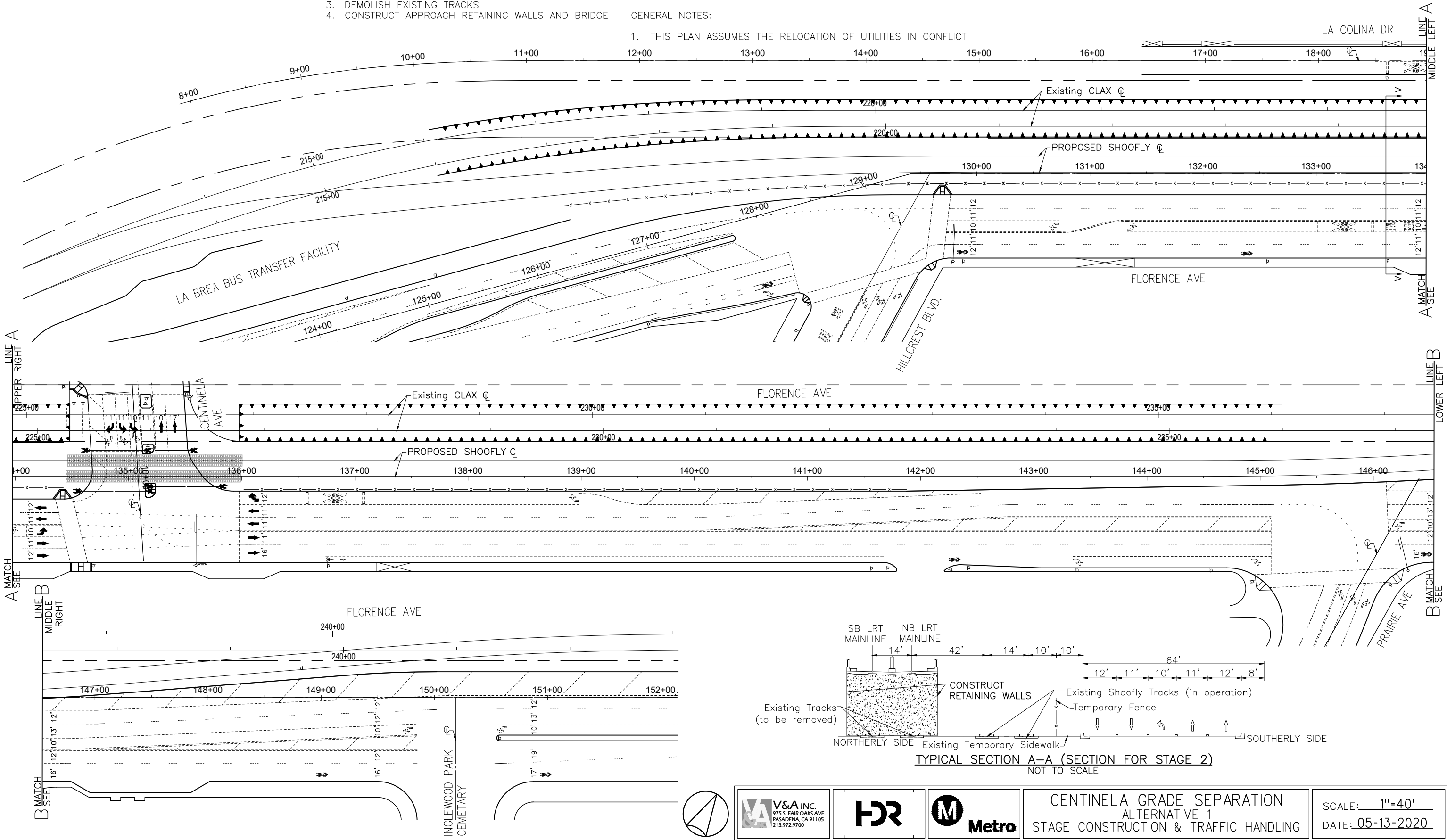
NOTES CONT.

TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



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CENTINELA GRADE SEPARATION  
ALTERNATIVE 1  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

STAGE 3 (9 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. INSTALL PRECAST CONCRETE BRIDGE GIRDERS DURING TEMPORARY/ WEEKEND CLOSURES
2. CONSTRUCT BRIDGE SUPERSTRUCTURE
3. CONSTRUCT TRACKWORK AND SYSTEMS

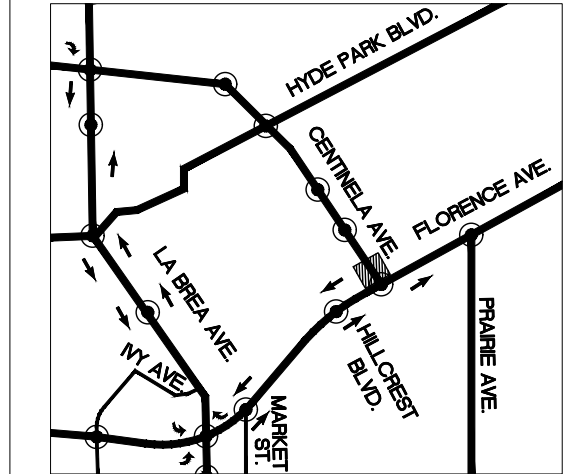
NOTES CONT.

TRAFFIC HANDLING:

1. INTERMITTENT FULL CLOSURE OF CENTINELA AVE BETWEEN LA COLINA DR AND FLORENCE AVE FOR CONCRETE GIRDER INSTALLATION
2. MAINTAIN PREDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT

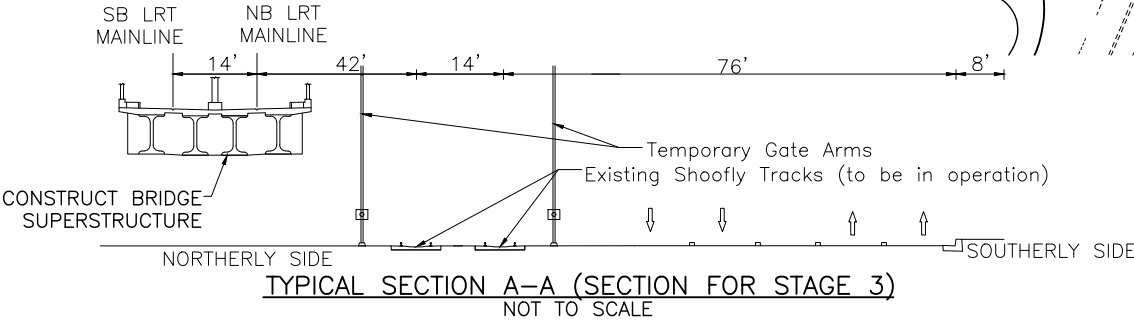
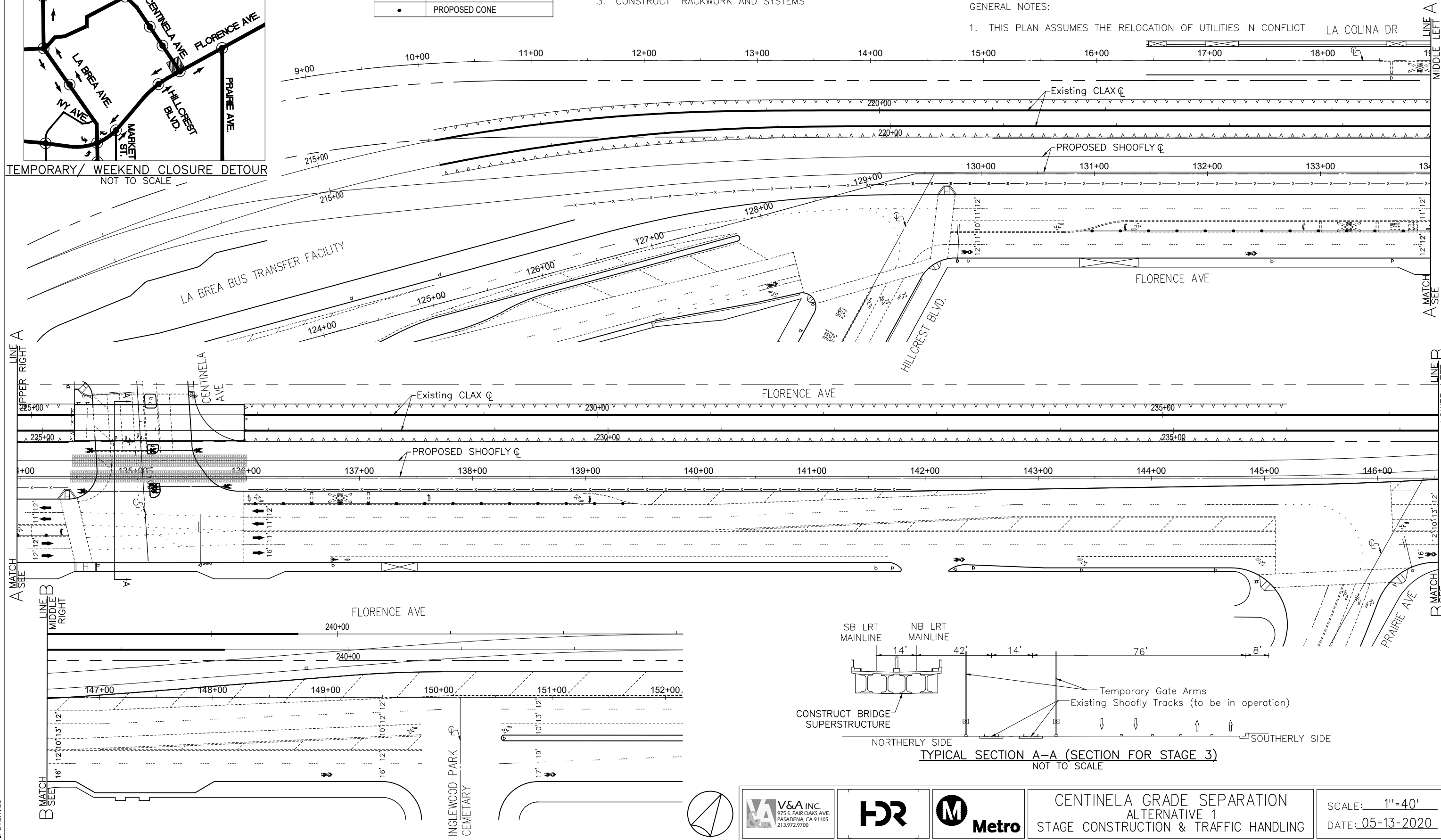


TEMPORARY/ WEEKEND CLOSURE DETOUR  
NOT TO SCALE

LINE A  
UPPER RIGHT  
A MATCH  
A SEE

LINE B  
MIDDLE RIGHT  
B MATCH  
B SEE

\$ DATES  
\$ FILES  
\$ SYMBOLS  
\$ PLT DRVL \$



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CENTINELA GRADE SEPARATION  
ALTERNATIVE 1  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

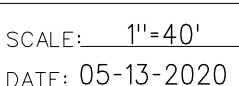
STAGE 4 (5 MONTH DURATION):  
CONSTRUCTION ACTIVITIES:

- |    |  |       |       |
|----|--|-------|-------|
| 1. | CONSTRUCT CUTOVER TO NEW CONSTRUCTION                                      |       |       |
| 2. | CONSTRUCT REMAINING TRACKWORK AND SYSTEMS                                  |       |       |
| 3. | REMOVE SHOOFLY TRACKS AND SIGNAL EQUIPMENT (TEMPORARY/ SECTIONAL CLOSURES) |       |       |
| 4. | REVENUE TESTING  |       |       |
| 5. | CONSTRUCT CURB RAMPS FOR RELOCATED CROSSWALK                               |       |       |
| 6. | RESTORE ROADWAY PAVEMENT   |       |       |
| 7. | INSTALL NEW TRAFFIC SIGNAL   |       |       |
| 8. | MEDIAN RESTORATION ON FLORENCE AVE AND CENTINELA AVE                       |       |       |
| 9. | RESTORE STRIPING   | 11:00 | 12:00 |



1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES  
IN CONFLICT



SDATES \$  
SFILES \$  
SFILES \$  
SFILES \$

LEGEND	
	DIRECTION OF TRAVEL
	PROPOSED RETAINING WALL

STAGE 1 (9 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. DEMOLISH EXISTING TRACKS
2. CONSTRUCT APPROACH RETAINING WALLS AND BRIDGE ABUTMENT

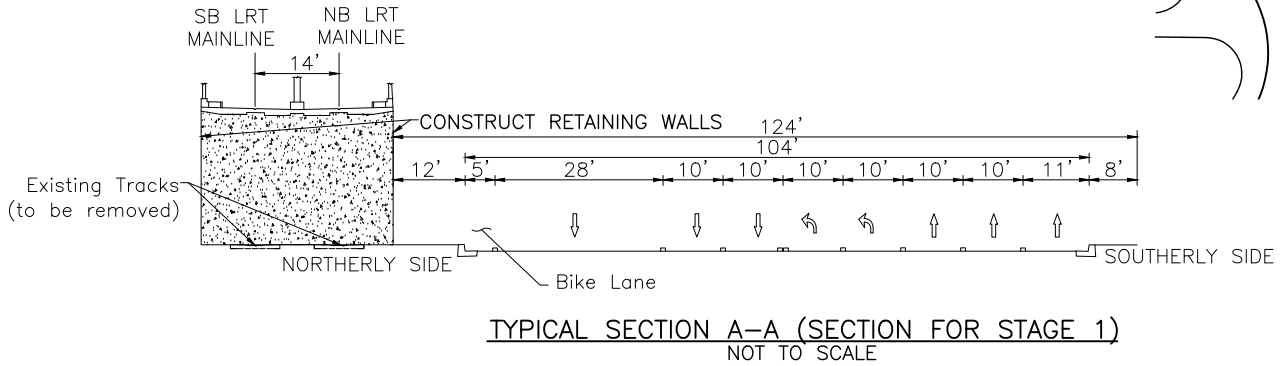
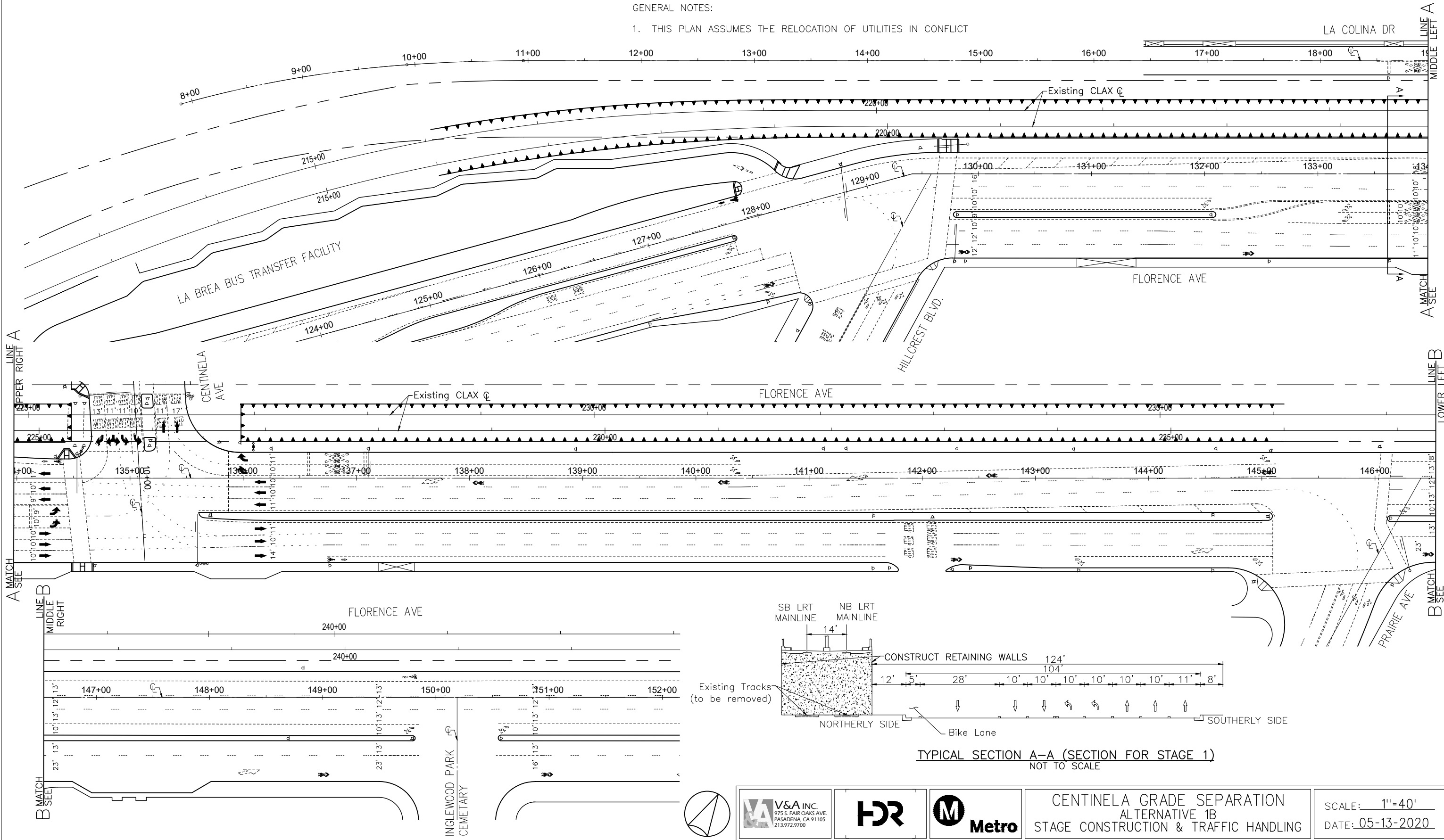
NOTES CONT.

TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



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CENTINELA GRADE SEPARATION  
ALTERNATIVE 1B  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020



STAGE 2 (9 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

- 1. INSTALL PRECAST CONCRETE BRIDGE GIRDERS DURING TEMPORARY/ WEEKEND CLOSURES
- 2. CONSTRUCT BRIDGE SUPERSTRUCTURE
- 3. CONSTRUCT TRACKWORK AND SYSTEMS

NOTES CONT.

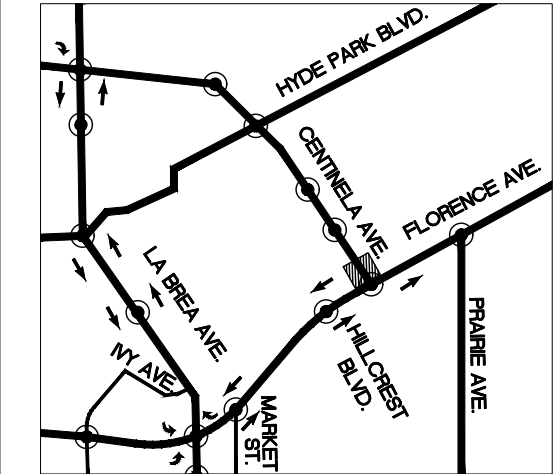
TRAFFIC HANDLING:

- 1. INTERMITTENT FULL CLOSURE OF CENTINELA AVE BETWEEN LA COLINA DR AND FLORENCE AVE FOR CONCRETE GIRDER INSTALLATION
- 2. MAINTAIN PREDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

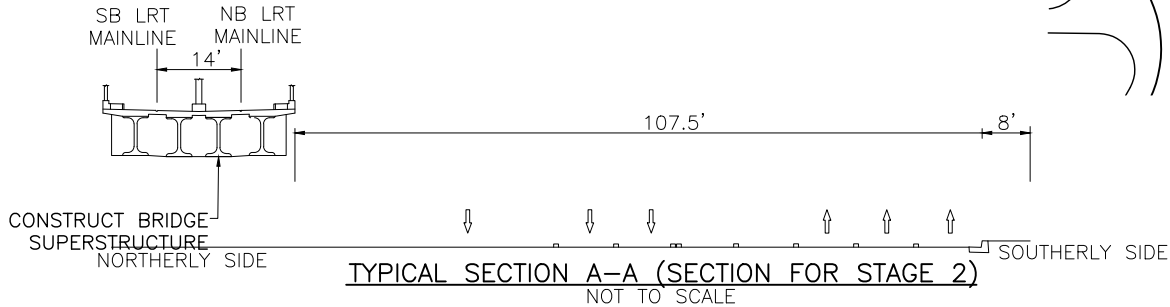
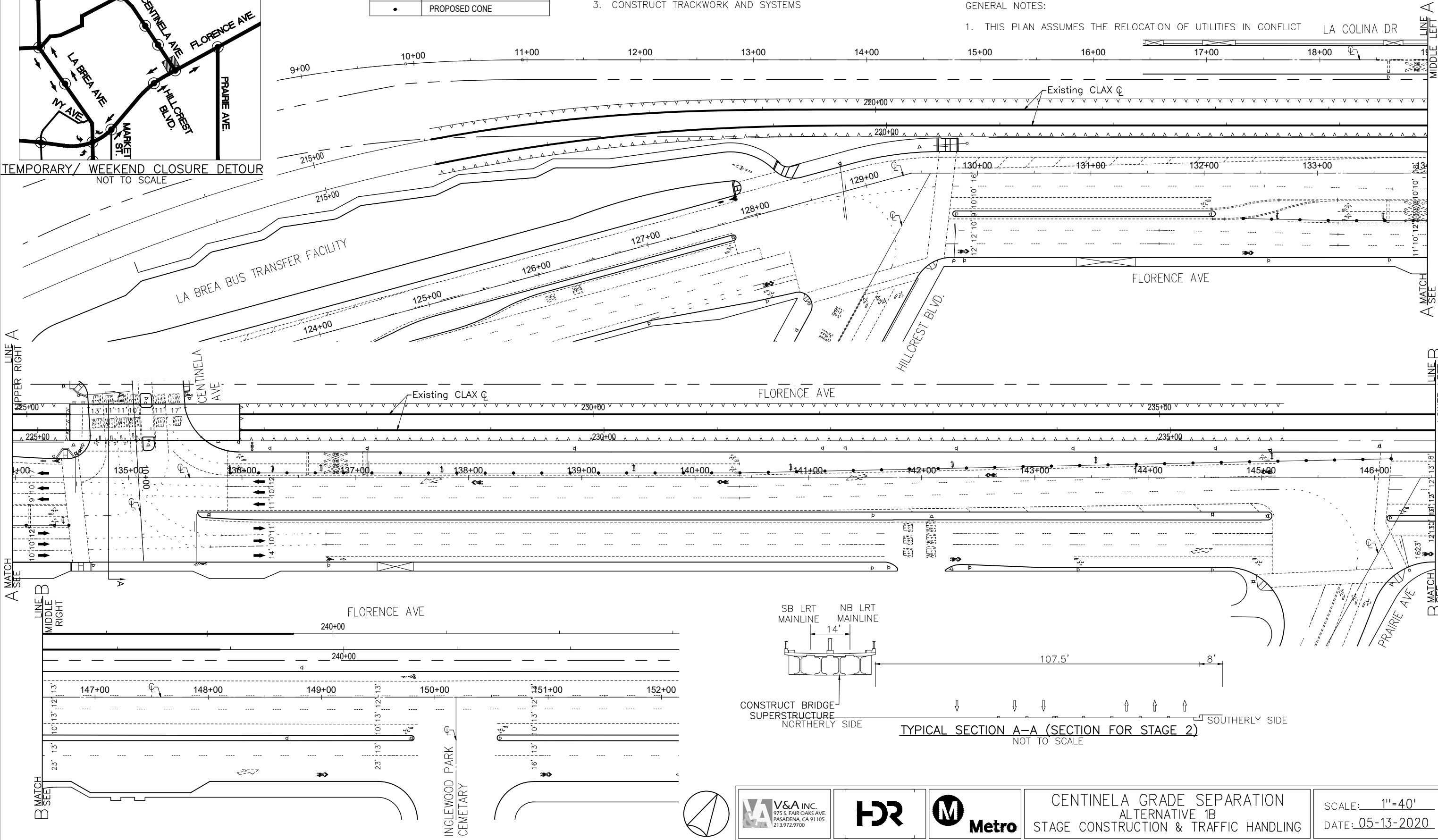
GENERAL NOTES:

- 1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT

LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL
	PROPOSED TYPE III BARRICADE
	PROPOSED CONE



TEMPORARY/ WEEKEND CLOSURE DETOUR  
NOT TO SCALE



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CENTINELA GRADE SEPARATION  
ALTERNATIVE 1B  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

SCALE: 1"=40'  
DATE: 05-13-2020

\$ DATES \$  
\$ FILES \$  
\$ PENITBLS \$  
\$ PLD RVL \$

LEGEND	
	DIRECTION OF TRAVEL

STAGE 1 (6 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. CONSTRUCT SHOOFLY, MEDIANS, GATES, TEMPORARY CURB AND RAMPS (TEMPORARY/ SECTIONAL CLOSURES)
2. INSTALL TEMPORARY TRAFFIC SIGNAL

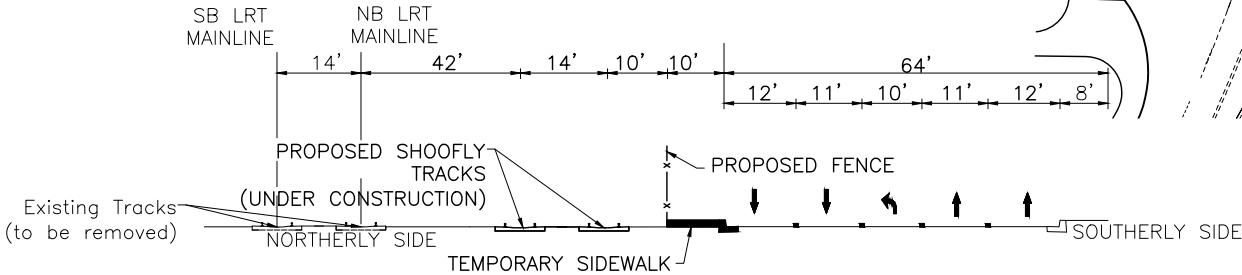
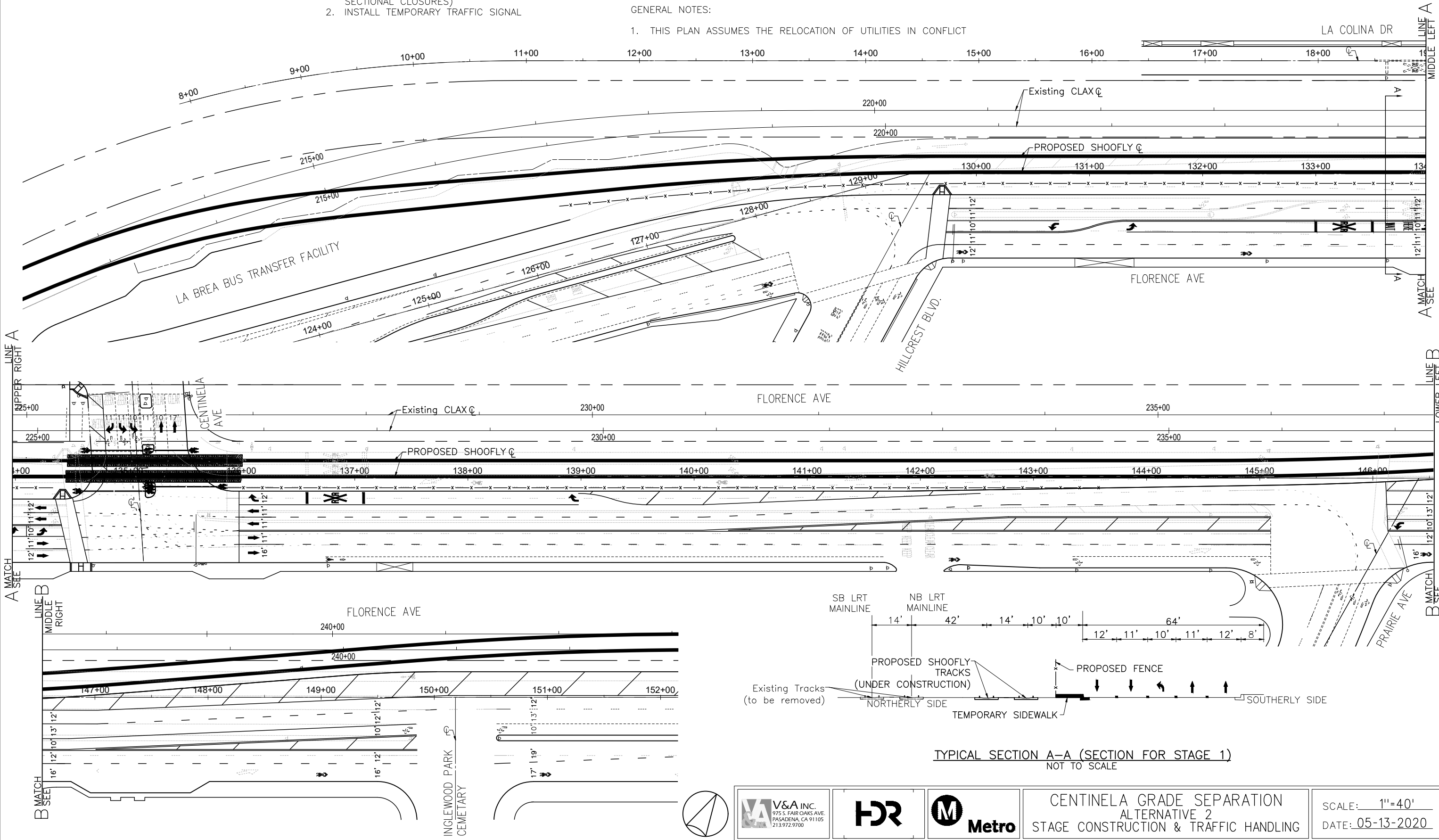
NOTES CONT.

TRAFFIC HANDLING:



1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:



1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



TYPICAL SECTION A-A (SECTION FOR STAGE 1)  
NOT TO SCALE

 <p>V&amp;A INC. 975 S. FAIR OAKS AVE. PASADENA, CA 91105 213.972.9700</p>	 <p>HDR</p>	 <p>Metro</p>	<p>CENTINELA GRADE SEPARATION ALTERNATIVE 2 STAGE CONSTRUCTION &amp; TRAFFIC HANDLING</p>	<p>SCALE: 1"=40' DATE: 05-13-2020</p>
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LEGEND	
	DIRECTION OF TRAVEL
	PROPOSED RETAINING WALL

STAGE 2 (12 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

- 1. TRACK CUTOVER TO SHOOFLY TRACK
- 2. DEMOLISH EXISTING TRACK
- 3. CONSTRUCT APPROACH RETAINING WALLS AND BRIDGE ABUTMENT

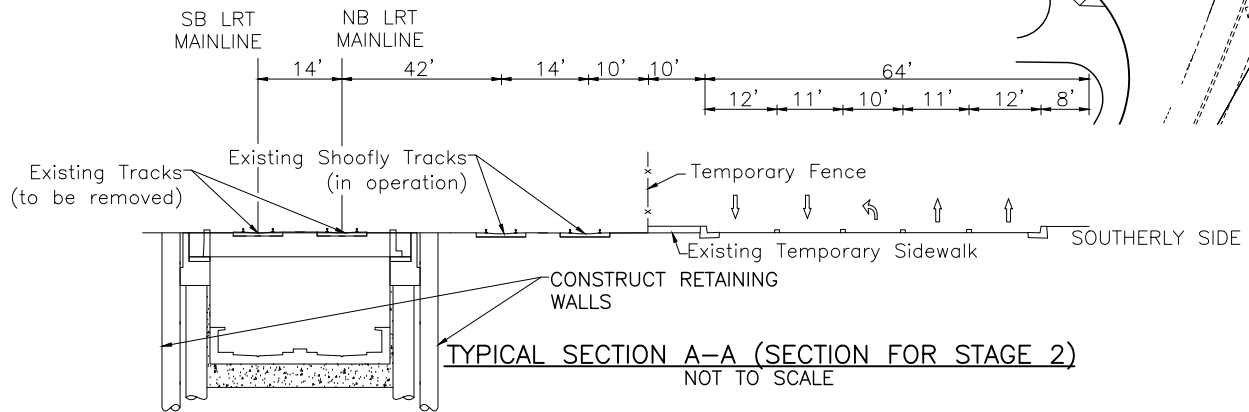
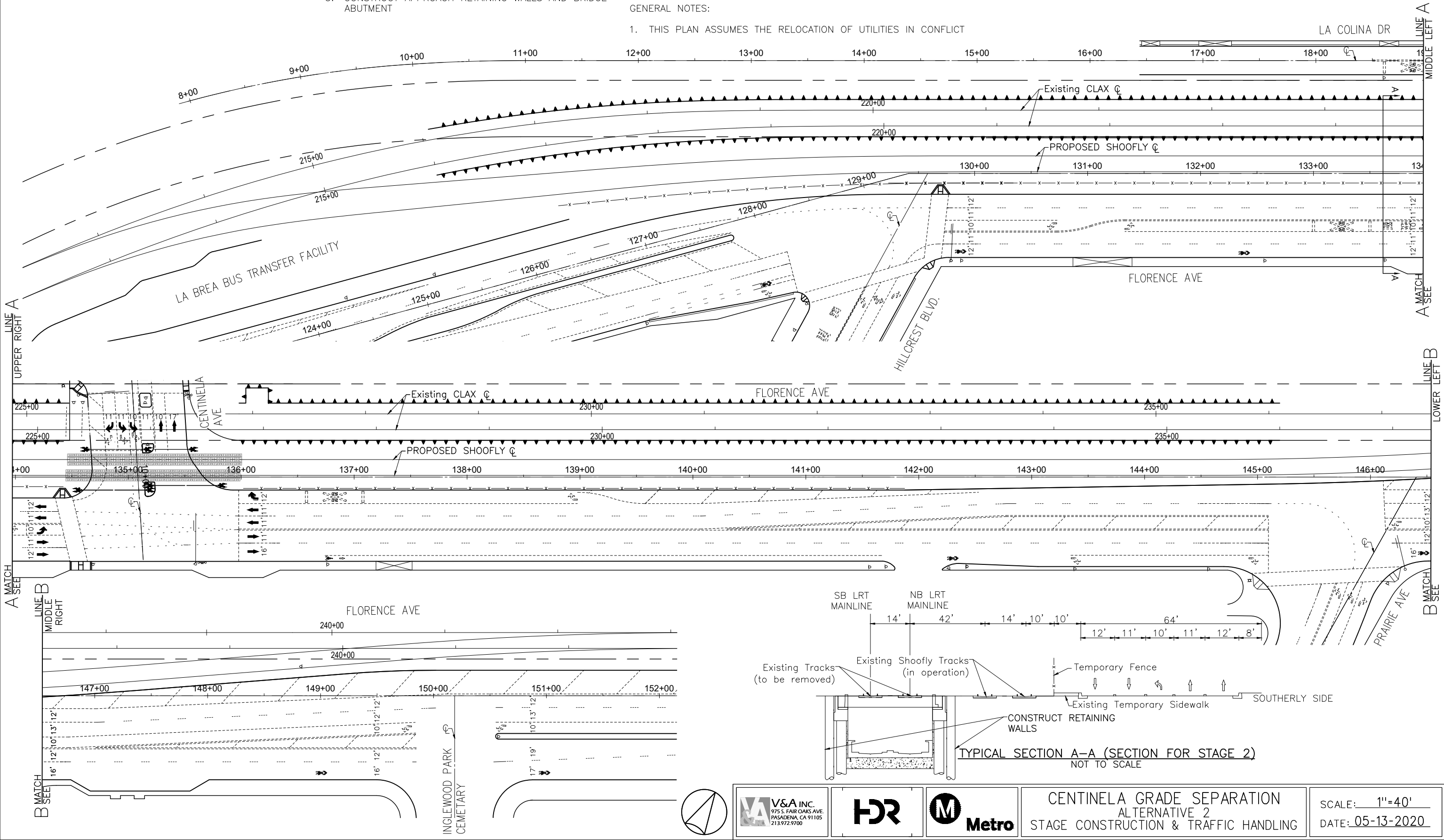
NOTES CONT.

TRAFFIC HANDLING:

- 1. MAINTAIN CIRCULATION WITH REDUCED LANES
- 2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

- 1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT





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

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CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL
	PROPOSED WORK AREA

STAGE 3 (5 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. REMOVE GRADE CROSSING PANELS (PREEXISTING CROSSING BY CLAX CONSTRUCTION)
2. CENTER CIDH PILE INSTALLATION
3. INSTALL TEMPORARY DECKING

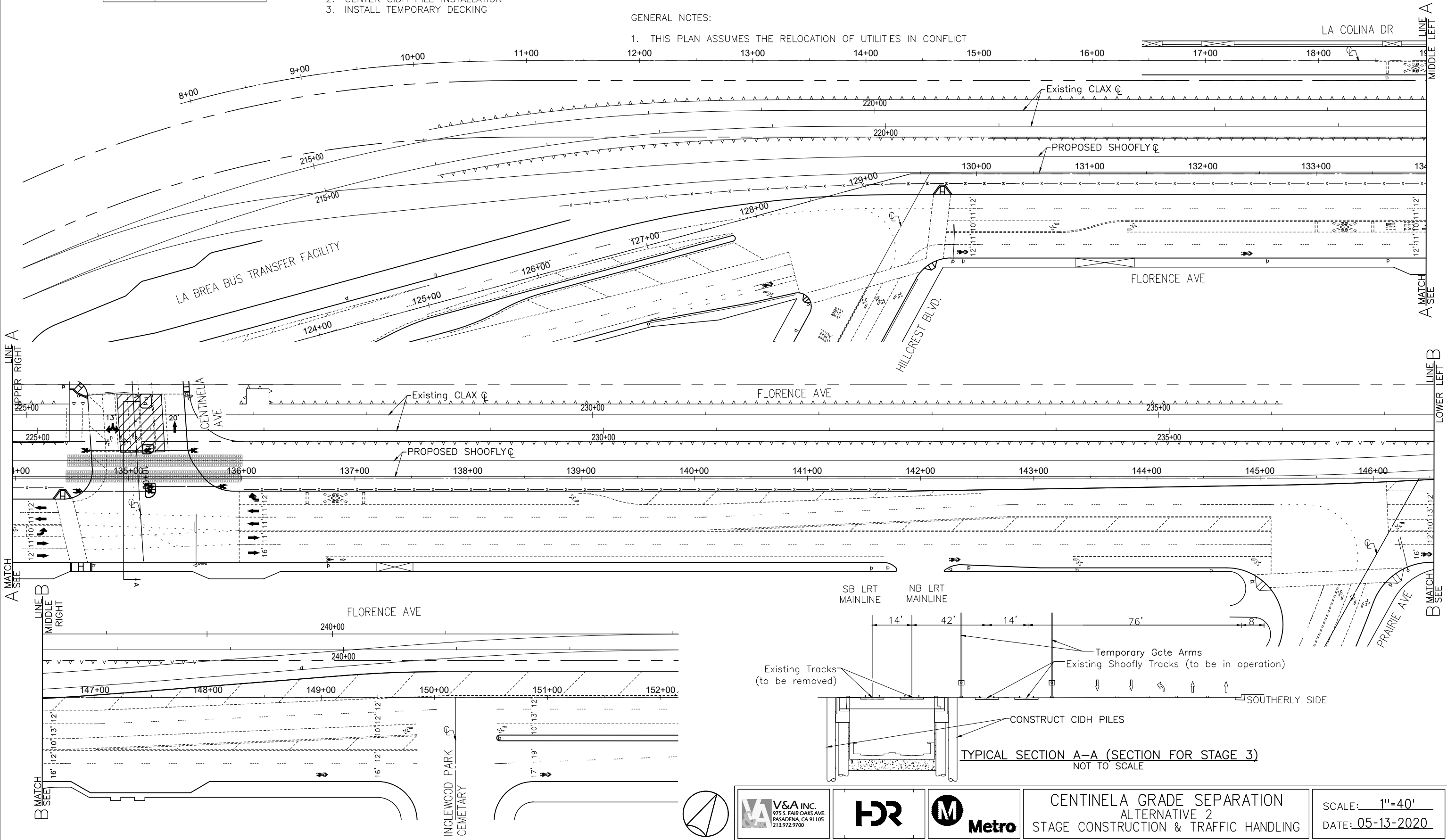
NOTES CONT.

TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE
3. RESTRICT WB RT FOR WB-67

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT





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CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL
	PROPOSED WORK AREA

STAGE 4 (5 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. REMOVE GRADE CROSSING PANELS (PREEXISTING CROSSING BY CLAX CONSTRUCTION)
2. WEST SIDE CIDH PILE INSTALLATION
3. INSTALL TEMPORARY DECKING

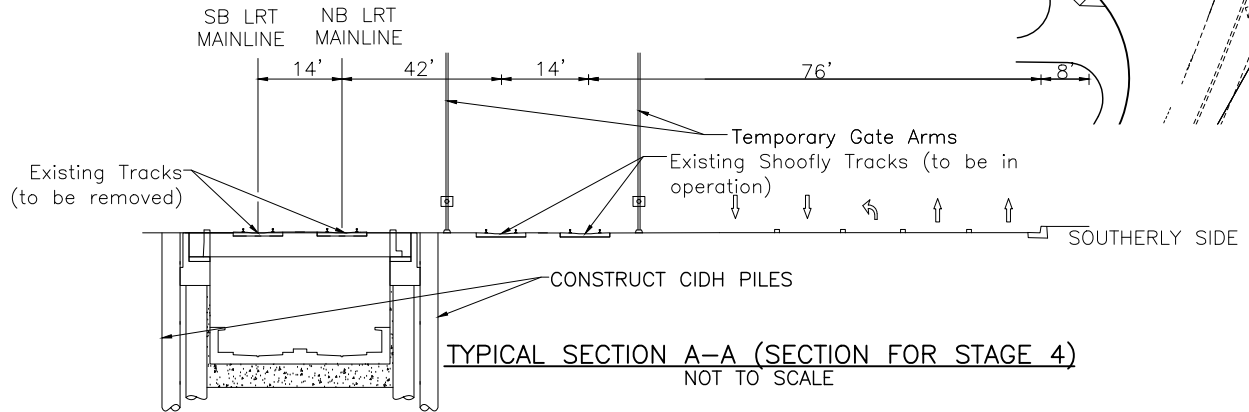
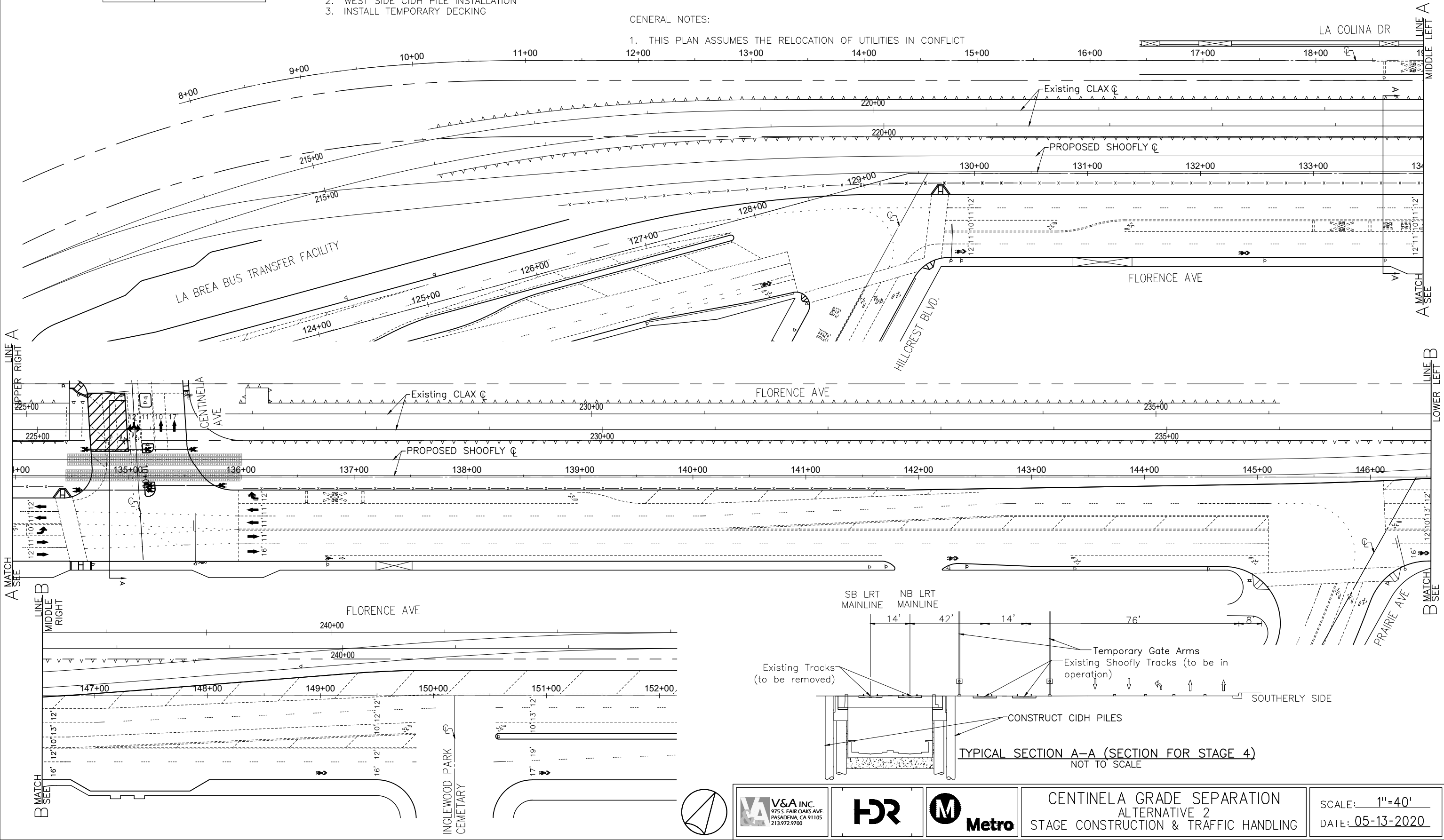
NOTES CONT.

TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

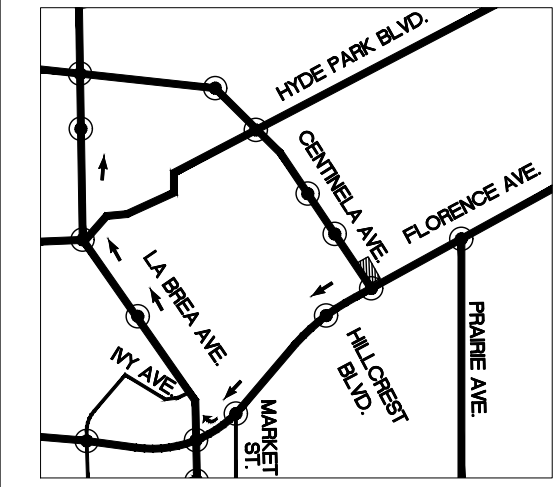
1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



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CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020



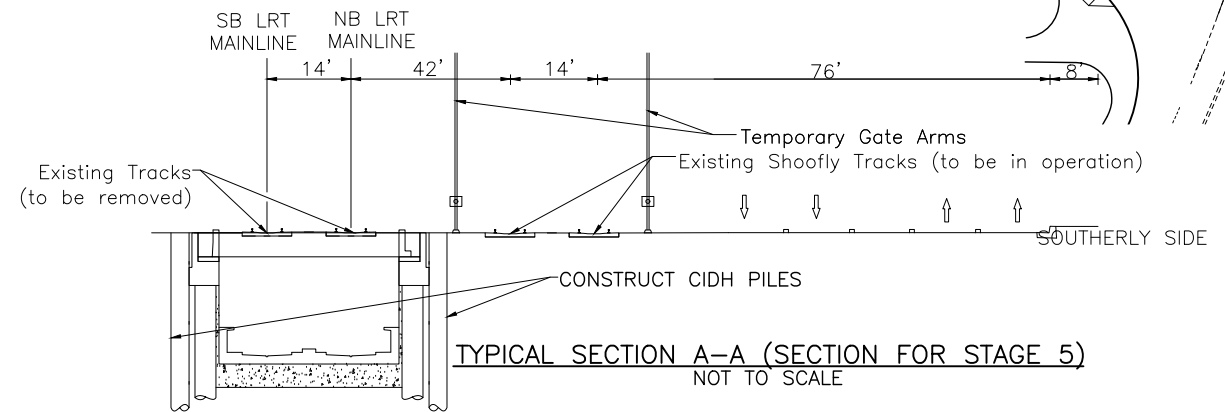
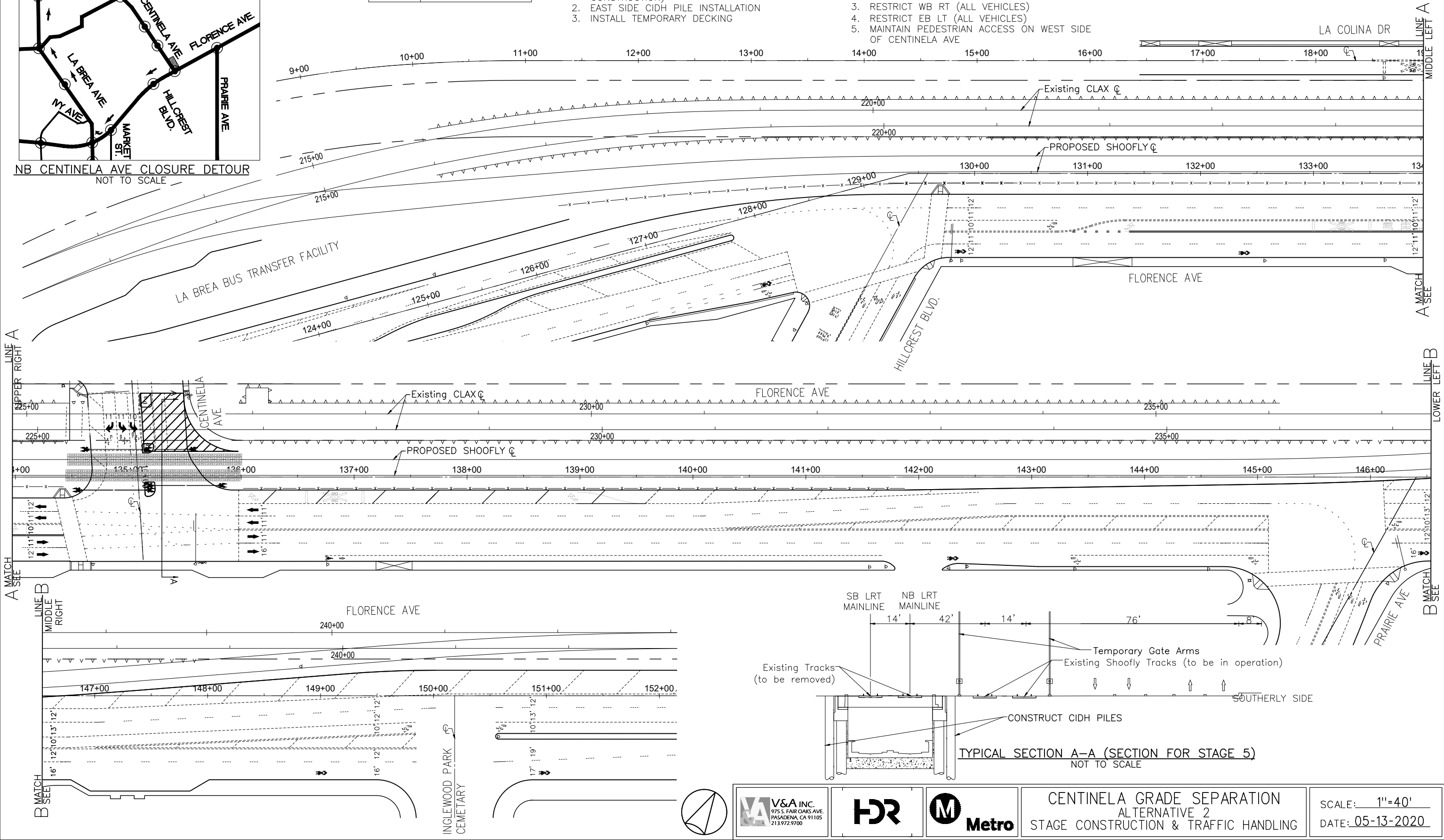
NB CENTINELA AVE CLOSURE DETOUR  
NOT TO SCALE

LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL
	PROPOSED WORK AREA

- STAGE 5 (5 MONTH DURATION):
- CONSTRUCTION ACTIVITIES:
1. REMOVE GRADE CROSSING PANELS (PREEXISTING CROSSING BY CLAX CONSTRUCTION)
  2. EAST SIDE CIDH PILE INSTALLATION
  3. INSTALL TEMPORARY DECKING

- NOTES CONT.
- TRAFFIC HANDLING:
1. MAINTAIN CIRCULATION WITH REDUCED LANES
  2. TEMPORARY CLOSURE OF NB CENTINELA AVE BETWEEN FLORENCE AVE AND LA COLINA DR
  3. RESTRICT WB RT (ALL VEHICLES)
  4. RESTRICT EB LT (ALL VEHICLES)
  5. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

- NOTES CONT.
- GENERAL NOTES:
1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT

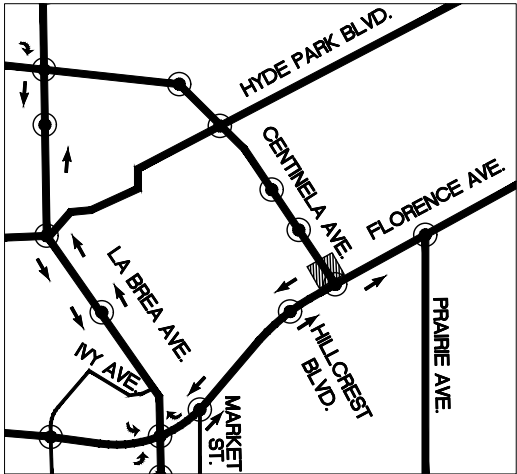


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CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020





LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL
	PROPOSED TYPE III BARRICADE
	PROPOSED CONE
	PROPOSED WORK AREA

STAGE 6 (INTERMITTENT 1 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

1. INSTALL PERMANENT DECKING

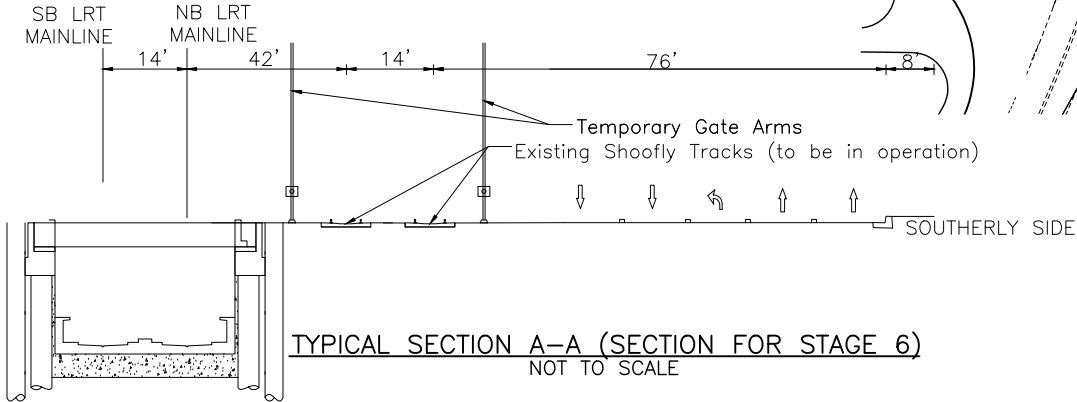
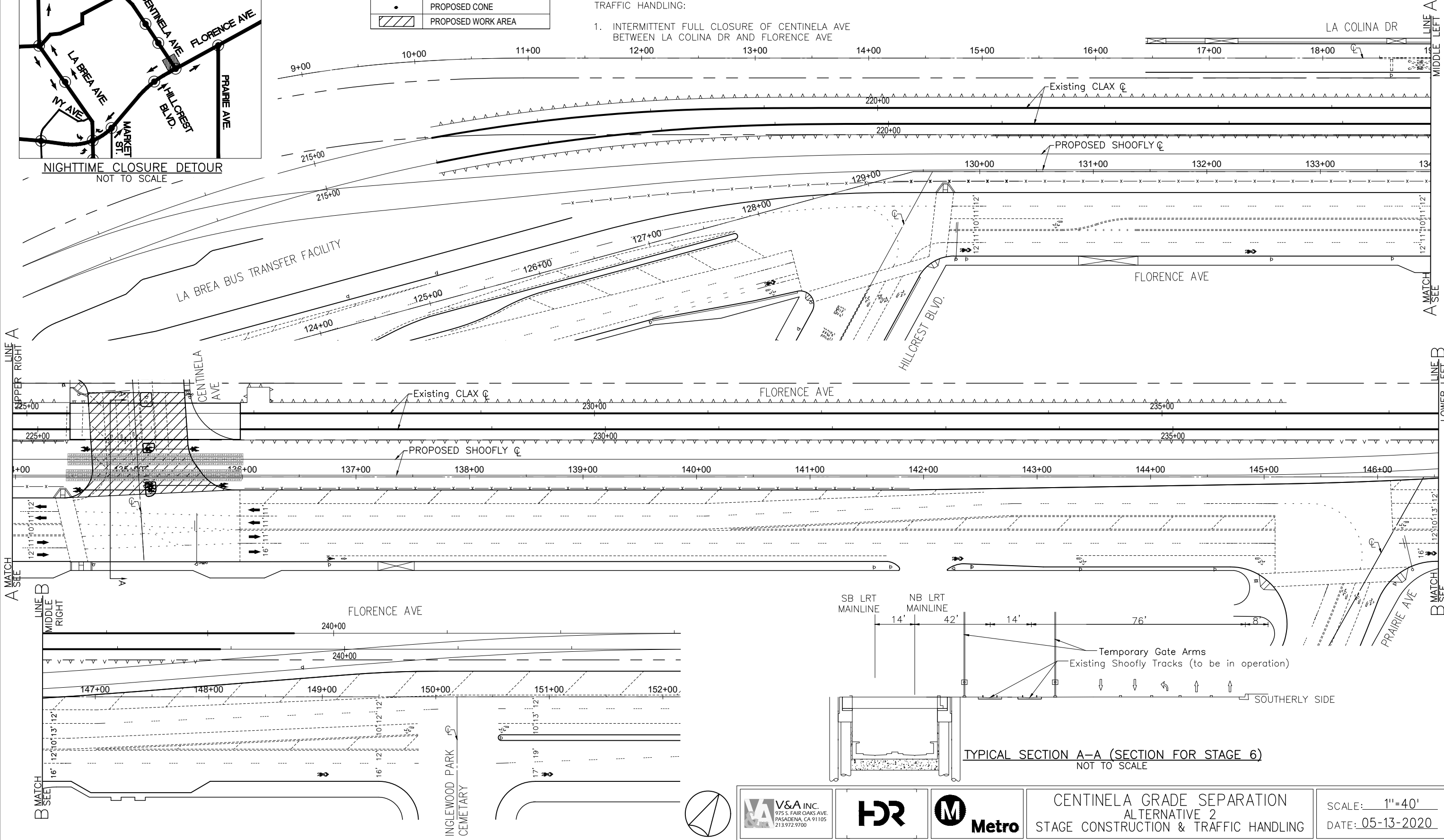
TRAFFIC HANDLING:

1. INTERMITTENT FULL CLOSURE OF CENTINELA AVE BETWEEN LA COLINA DR AND FLORENCE AVE

NOTES CONT.

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



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CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

STAGE 7 (5 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

- 1. CONSTRUCT REMAINING TRACKWORK AND SYSTEMS
- 2. REMOVE SHOOFLY TRACKS AND SIGNAL EQUIPMENT (TEMPORARY/ SECTIONAL CLOSURES)
- 3. REVENUE TESTING
- 4. CONSTRUCT CURB RAMP FOR RELOCATED CROSSWALK
- 5. RESTORE ROADWAY PAVEMENT
- 6. INSTALL NEW TRAFFIC SIGNAL
- 7. MEDIAN RESTORATION ON FLORENCE AVE AND CENTINELA AVE
- 8. RESTORE STRIPING



NOTES CONT.

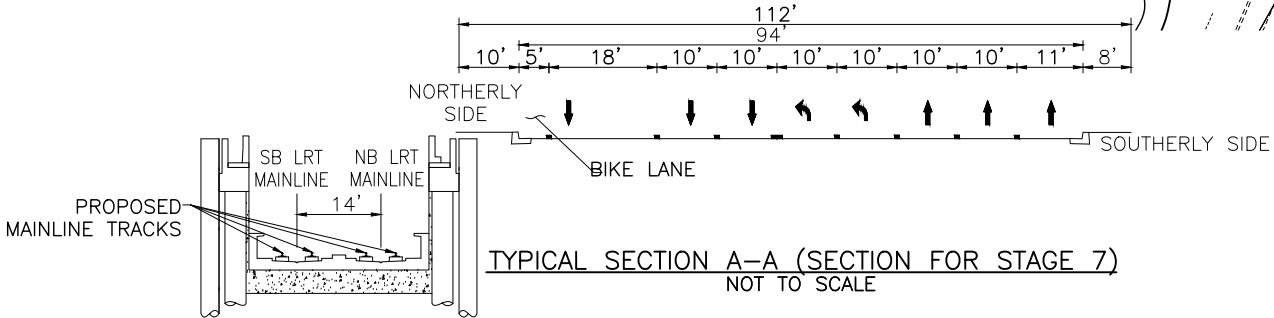
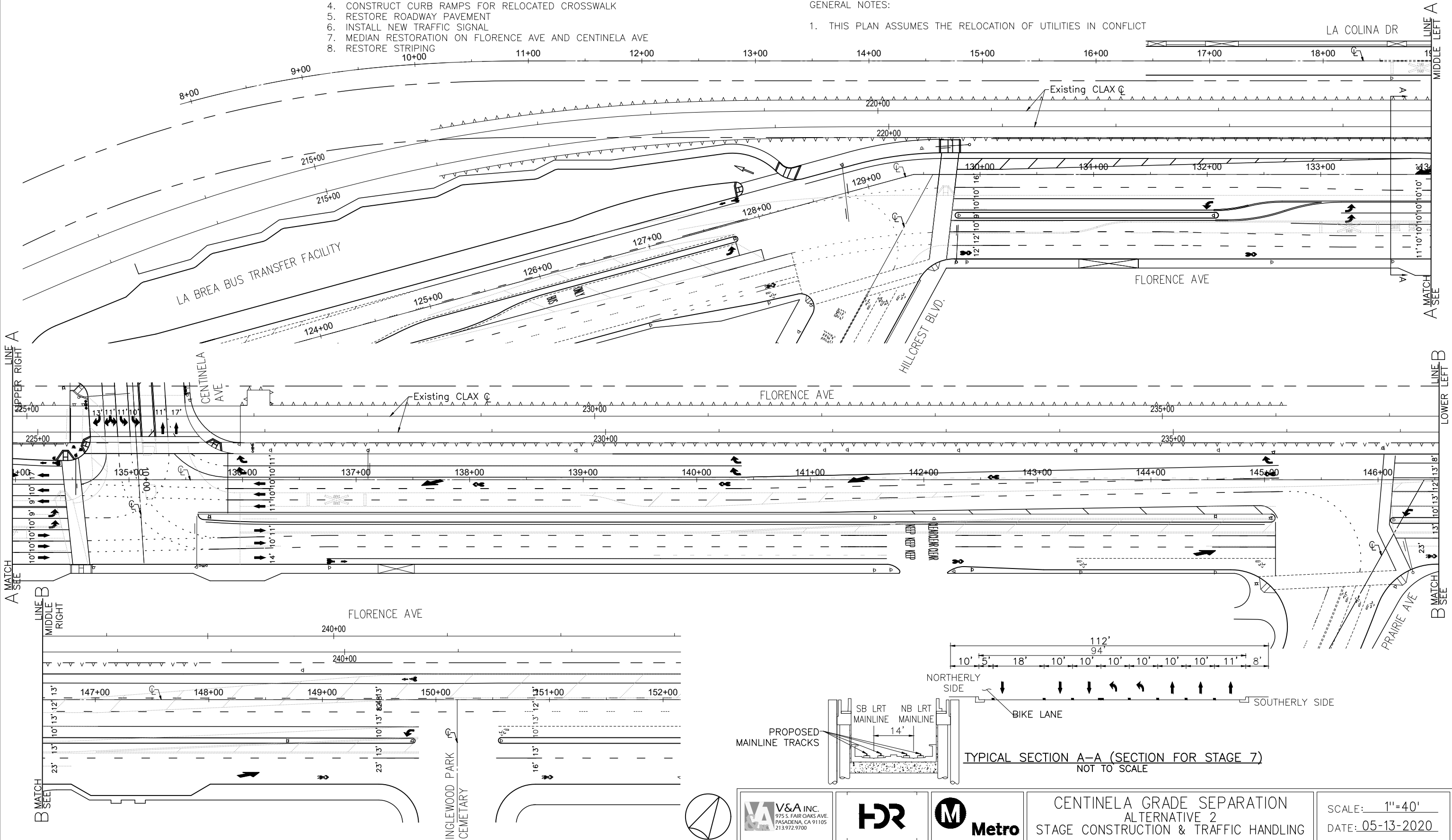
TRAFFIC HANDLING:

- 1. MAINTAIN CIRCULATION WITH REDUCED LANES
- 2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

- 1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT

LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL





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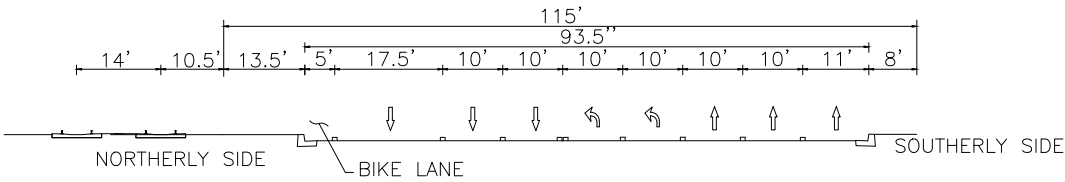


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CENTINELA GRADE SEPARATION  
ALTERNATIVE 2  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020





TYPICAL SECTION A-A  
NOT TO SCALE

LEGEND	
	DIRECTION OF TRAVEL

STAGE 1 (5 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

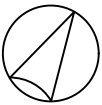
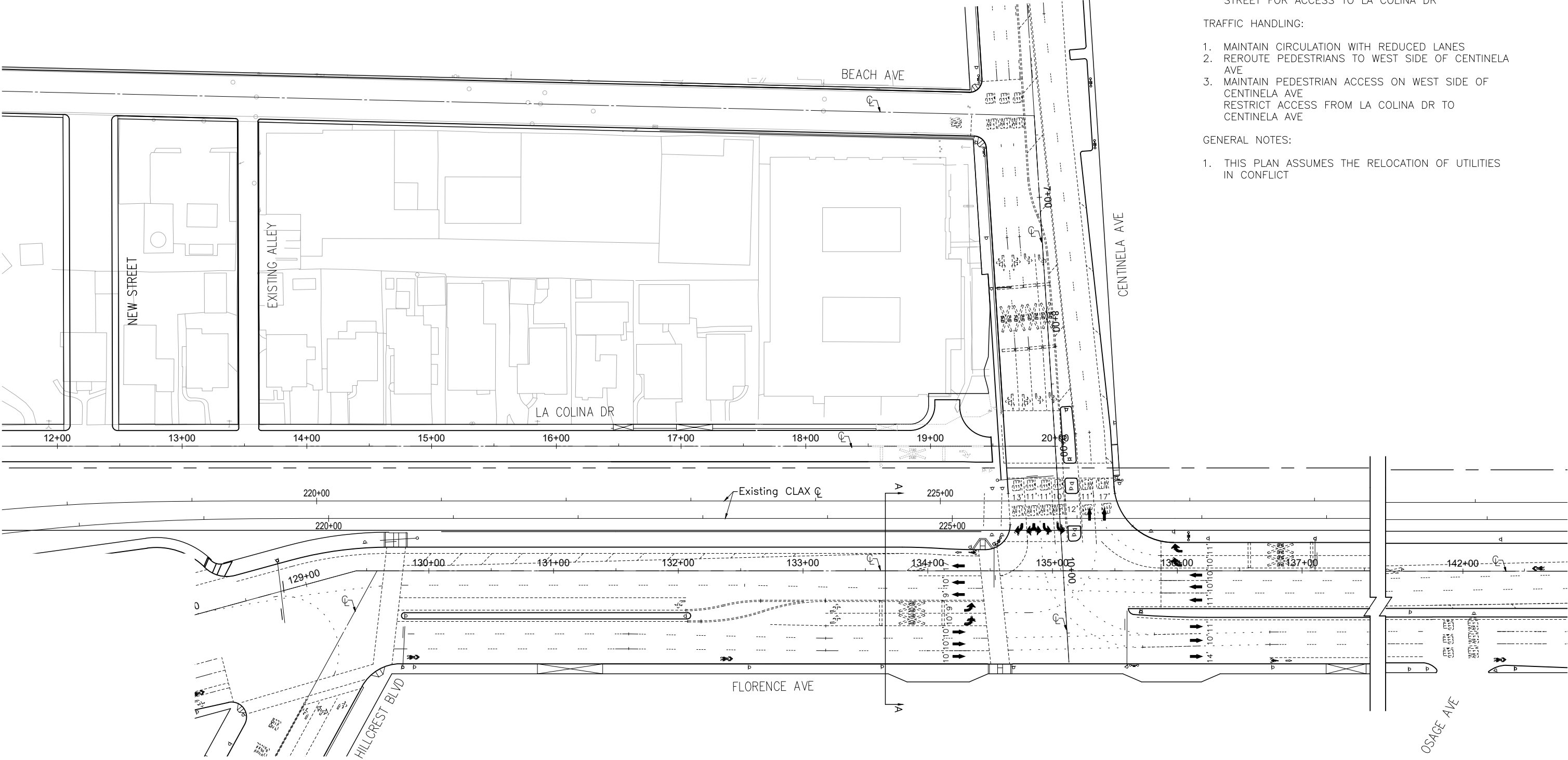
1. CONSTRUCT HAMMERHEAD TURNAROUND AND NEW STREET FOR ACCESS TO LA COLINA DR

TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. REROUTE PEDESTRIANS TO WEST SIDE OF CENTINELA AVE
3. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE  
RESTRICT ACCESS FROM LA COLINA DR TO CENTINELA AVE

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT

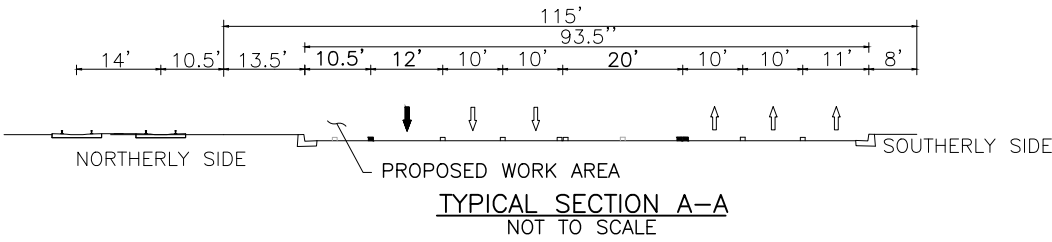


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CENTINELA GRADE SEPARATION  
ALTERNATIVE 3  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020



LEGEND	
	DIRECTION OF TRAVEL
	PROPOSED RETAINING WALL
	PROPOSED WORK AREA

STAGE 2 (10 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

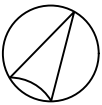
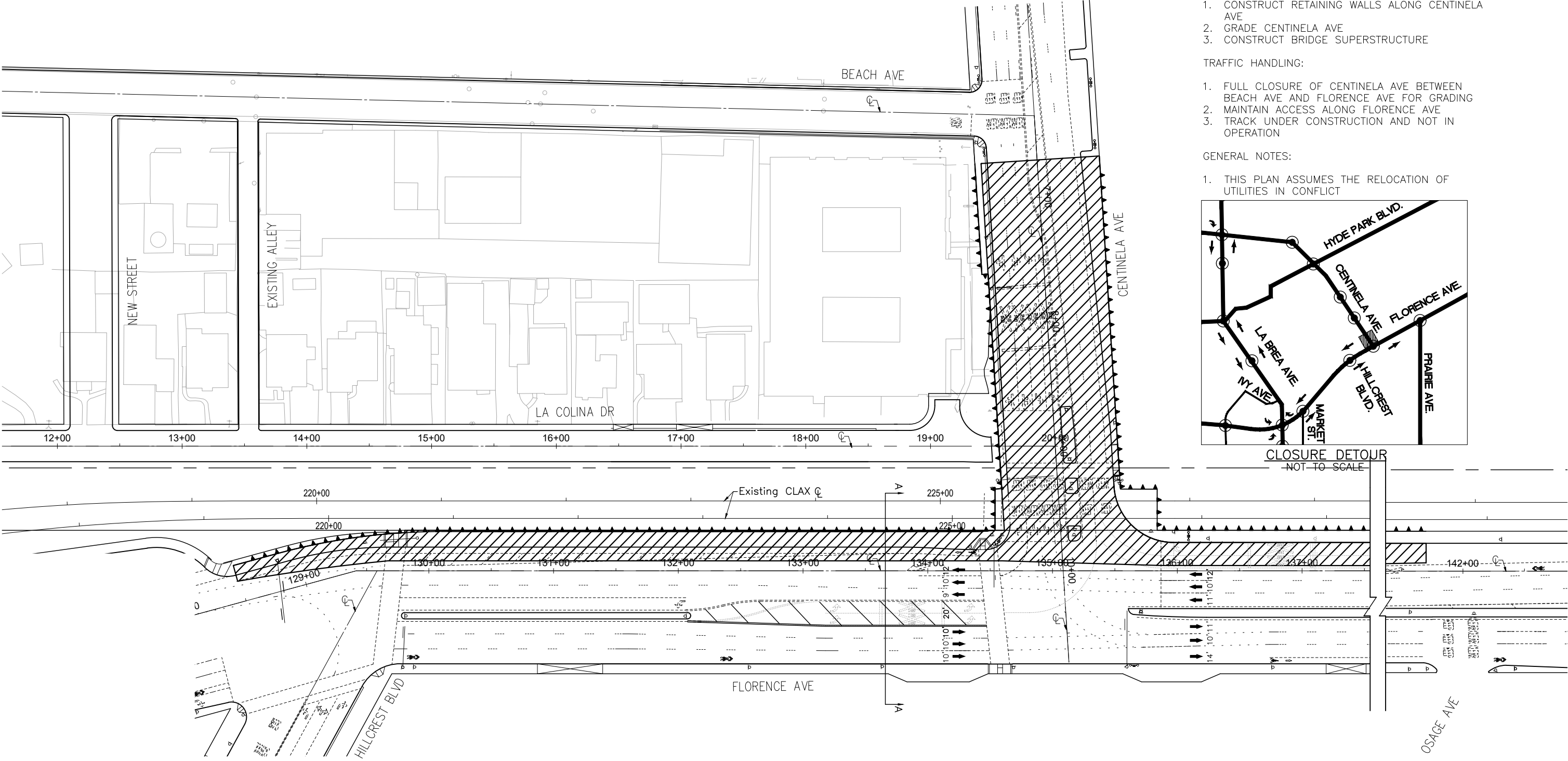
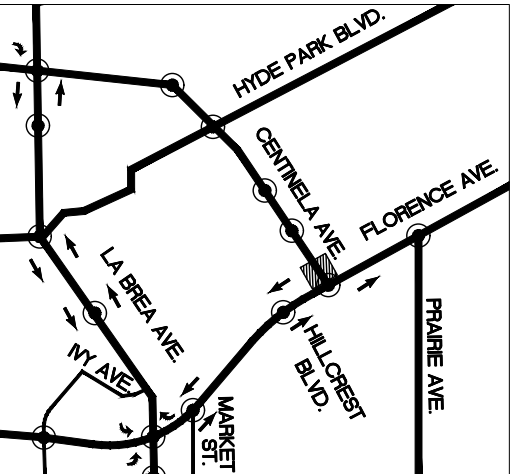
1. CONSTRUCT RETAINING WALLS ALONG CENTINELA AVE
2. GRADE CENTINELA AVE
3. CONSTRUCT BRIDGE SUPERSTRUCTURE

TRAFFIC HANDLING:

1. FULL CLOSURE OF CENTINELA AVE BETWEEN BEACH AVE AND FLORENCE AVE FOR GRADING
2. MAINTAIN ACCESS ALONG FLORENCE AVE
3. TRACK UNDER CONSTRUCTION AND NOT IN OPERATION

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



CENTINELA GRADE SEPARATION  
ALTERNATIVE 3  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020

STAGE 3 (12 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

- 1. GRADE FLORENCE AVE
- 2. CONSTRUCT RETAINING WALLS ALONG FLORENCE AVE
- 3. REMOVE GRADE CROSSING PANELS (PREEXISTING CROSSING BY CLAX CONSTRUCTION)
- 4. CONSTRUCT CURB RAMPS FOR RELOCATED CROSSWALK
- 5. RESTORE PAVEMENT, SIDEWALK, CURB AND GUTTER ALONG FLORENCE AVE
- 6. INSTALL NEW TRAFFIC SIGNAL

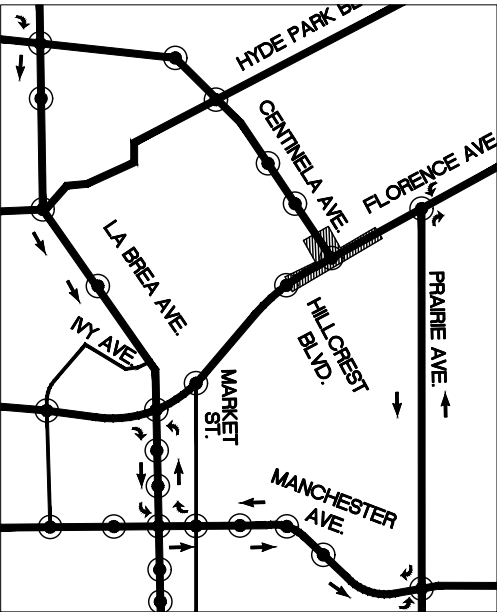
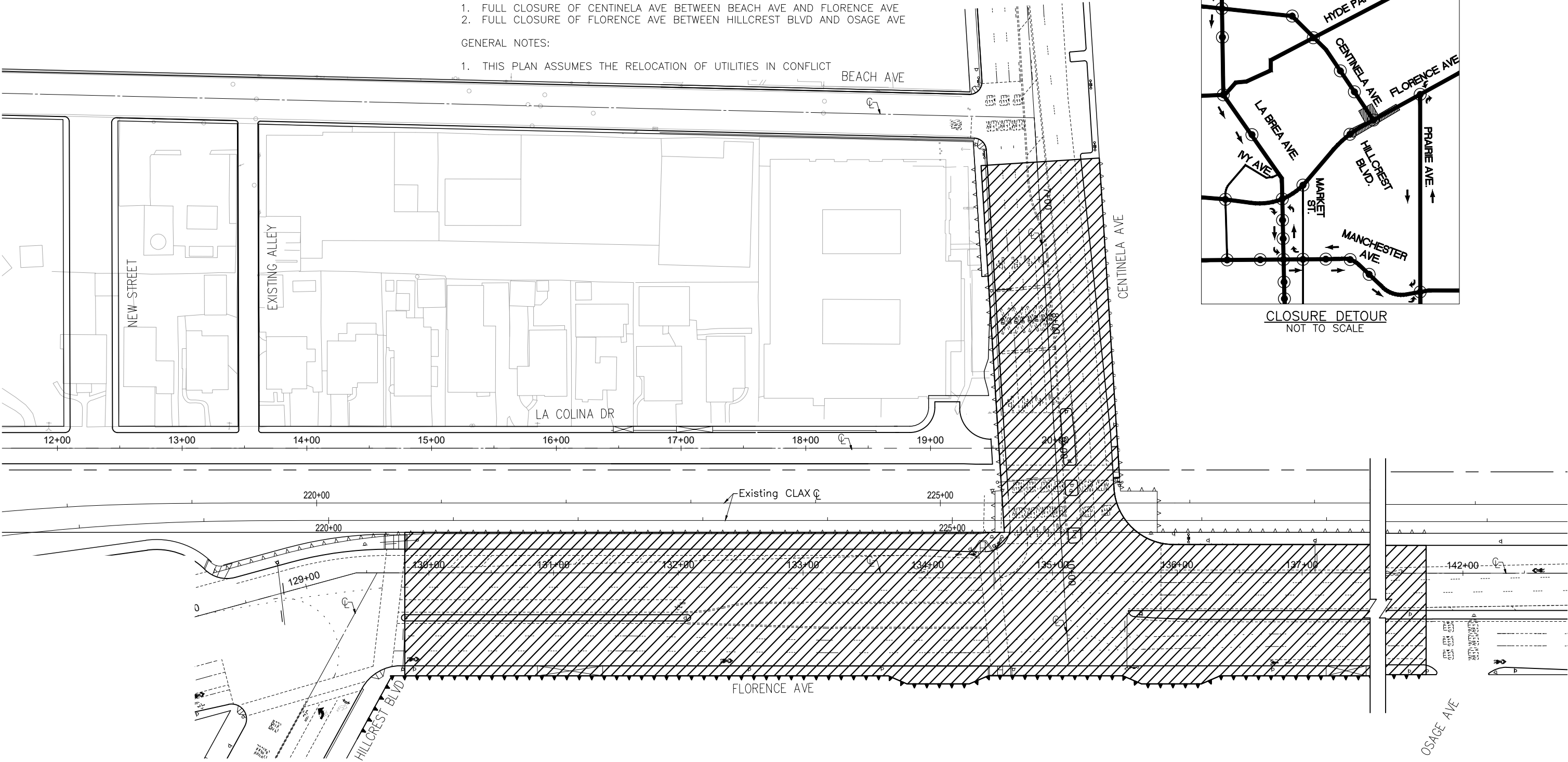
TRAFFIC HANDLING:

- 1. FULL CLOSURE OF CENTINELA AVE BETWEEN BEACH AVE AND FLORENCE AVE
- 2. FULL CLOSURE OF FLORENCE AVE BETWEEN HILLCREST BLVD AND OSAGE AVE

GENERAL NOTES:

- 1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT

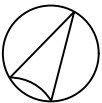
LEGEND	
	DIRECTION OF TRAVEL
	PROPOSED RETAINING WALL
	EXISTING RETAINING WALL
	PROPOSED WORK AREA



CLOSURE DETOUR  
NOT TO SCALE

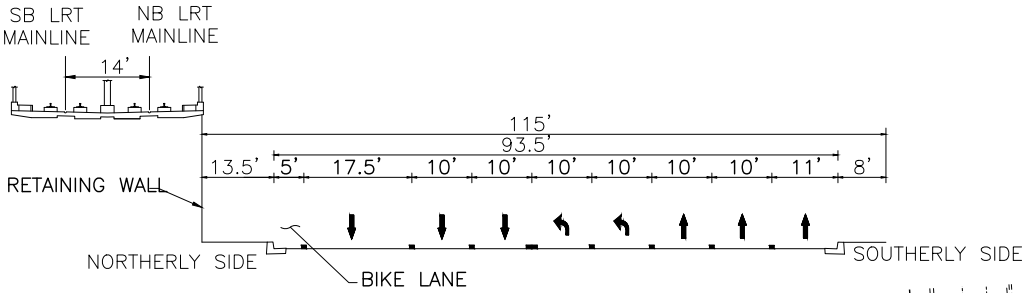
\$ TIMES

\$ DATES  
\$ FILES  
\$ FIELDS  
\$ PLT DRVL \$



CENTINELA GRADE SEPARATION  
ALTERNATIVE 3  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020



LEGEND	
	DIRECTION OF TRAVEL
	EXISTING RETAINING WALL

STAGE 4 (5 MONTH DURATION):

CONSTRUCTION ACTIVITIES:

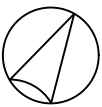
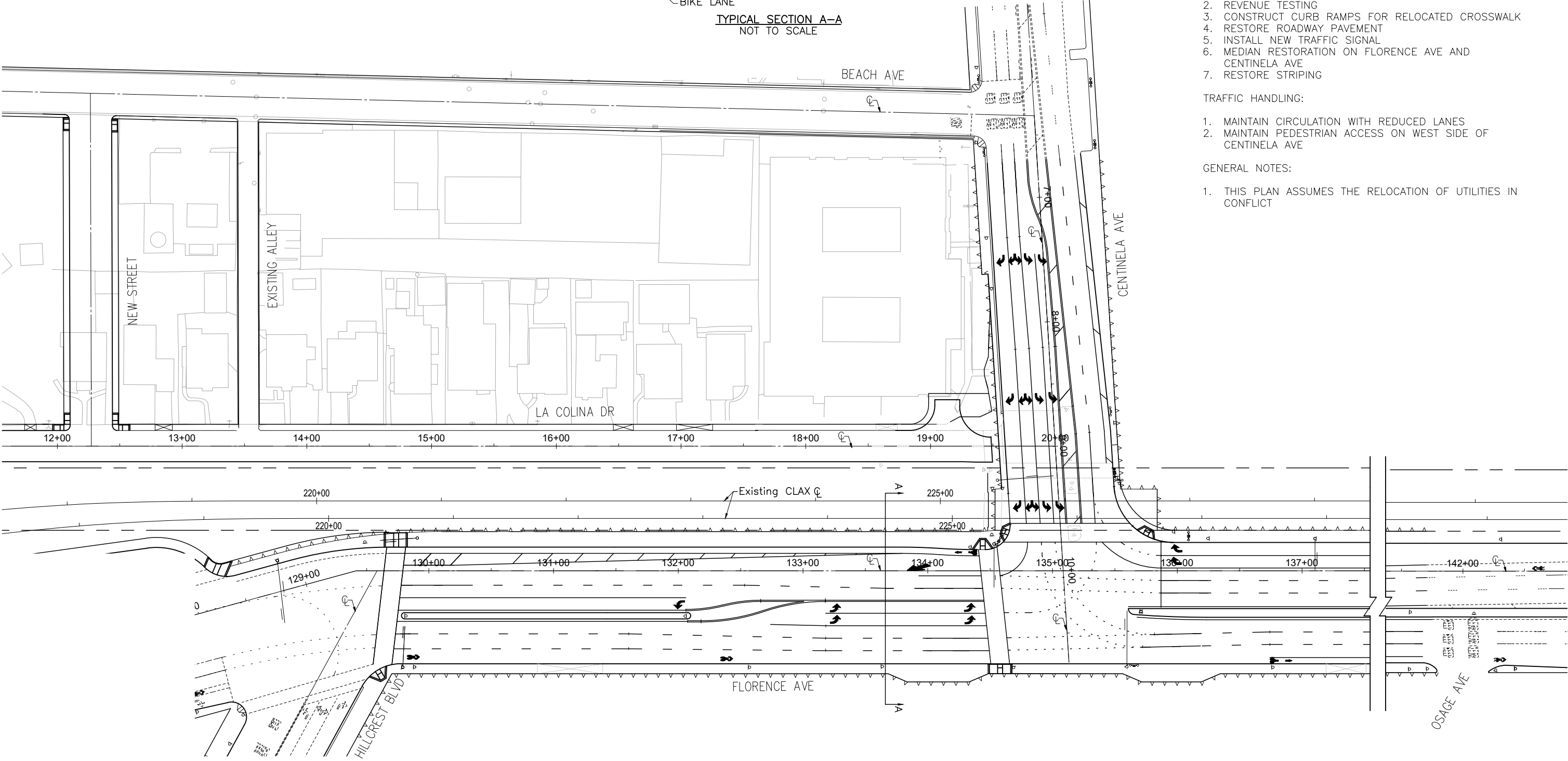
1. CONSTRUCT REMAINING TRACKWORK AND SYSTEMS
2. REVENUE TESTING
3. CONSTRUCT CURB RAMPS FOR RELOCATED CROSSWALK
4. RESTORE ROADWAY PAVEMENT
5. INSTALL NEW TRAFFIC SIGNAL
6. MEDIAN RESTORATION ON FLORENCE AVE AND CENTINELA AVE
7. RESTORE STRIPING

TRAFFIC HANDLING:

1. MAINTAIN CIRCULATION WITH REDUCED LANES
2. MAINTAIN PEDESTRIAN ACCESS ON WEST SIDE OF CENTINELA AVE

GENERAL NOTES:

1. THIS PLAN ASSUMES THE RELOCATION OF UTILITIES IN CONFLICT



CENTINELA GRADE SEPARATION  
ALTERNATIVE 3  
STAGE CONSTRUCTION & TRAFFIC HANDLING

SCALE: 1"=40'  
DATE: 05-13-2020



ATTACHMENT C



# Centinela Grade Separation

## Project Definition, PE & Funding Strategy



Planning & Programming Committee  
May 20, 2020  
Executive Management Committee  
May 21, 2020  
Legistar File No. 2020-0199



**Metro**

# Recommendation

## Authorize:

- Receiving and Filing the Centinela Grade Separation Screening Analysis/Engineering Study
- Approving Project Definition as an Aerial Grade Separation
- Filing an environmental Statutory Exemption pursuant to CEQA
- Authorizing staff to proceed with Preliminary Engineering with an option for final design services

# Project Background & Study Content

## Board Direction

- Study authorized in December 2018 based on prior Grade Separation/Traffic Study and growth forecasts generated by NFL Stadium and associated other new developments since time of Crenshaw/LAX EIS/EIR in 2011

## Study Elements

- Engineering Design- 15% design evaluated several alternatives with recommendation for LRT Above Grade-Aerial configuration. Cost range of \$185-\$241 million
- Environmental Review- To support the Statutory Exemption; technical studies (Transportation, Air Quality, Visual and Aesthetics, Noise and Vibration etc.)
- Community Outreach- Meetings conducted with adjacent stakeholders. In addition, a project update letter was mailed within an approximate 500 ft radius (5,000 addresses) of the proposed study site to address any initial questions or concerns





# Project Funding Strategy

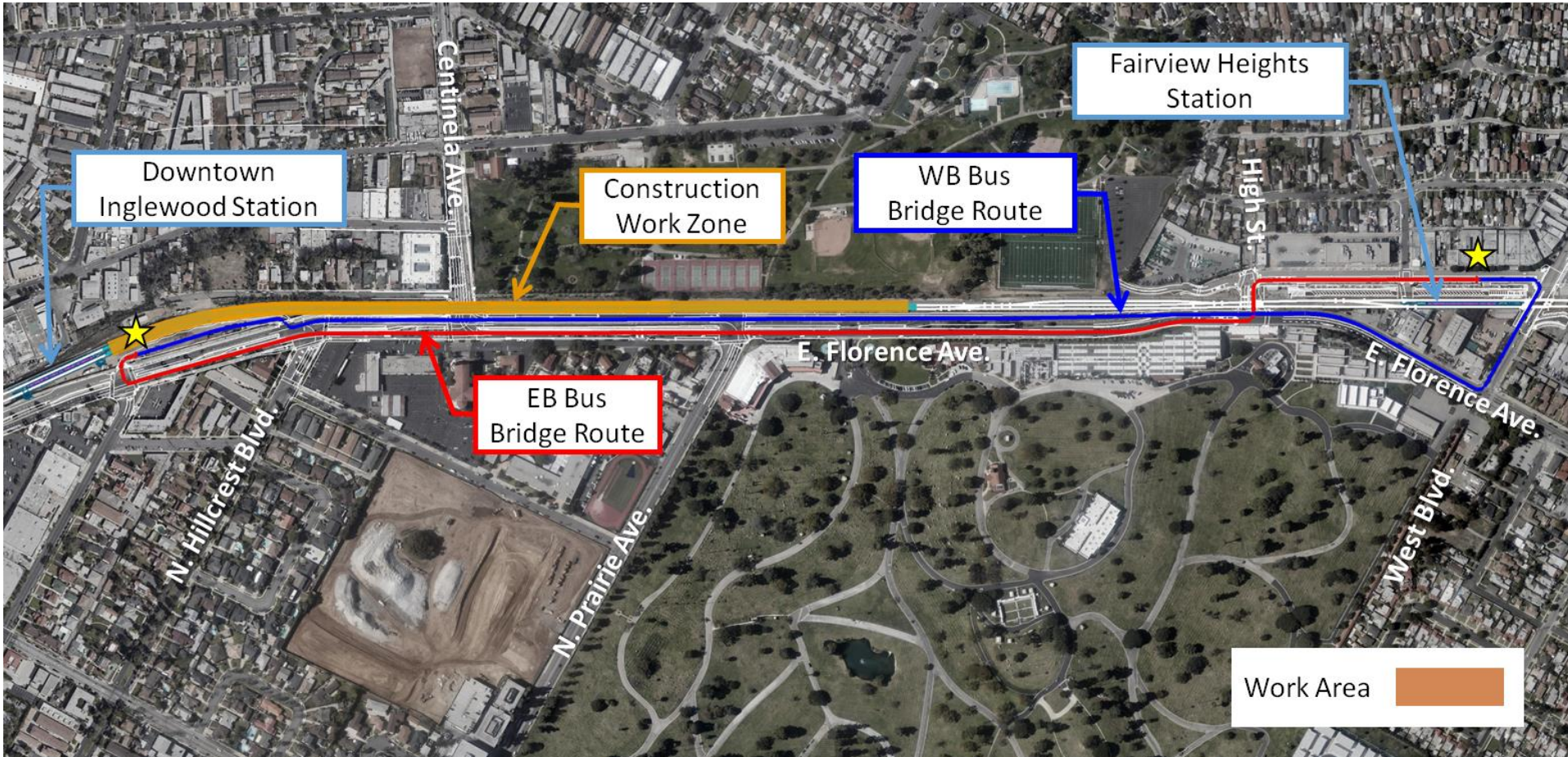
## Funding Need

- **Design**- Board approved \$2.2 million in the FY20 budget to initiate design work. Staff is completing 15% design and is working to identify additional funds for inclusion in the proposed FY21 budget to complete Preliminary and Final Design
- **Construction**- Project cost estimates to be refined during Preliminary Engineering (30% design) from the current range of \$185-241million (15% design)
- **Local Funding Contribution**
  - Working with both South Bay Cities COG and City of Inglewood to develop a funding plan for the construction of the project
  - South Bay Cities COG has supported the use of \$130 million from the multi-year Subregional Equity Program (SEP)
  - SEP allocation funding is available in FY2043 per the LRTP Financial Forecast

Other potential state and federal funding opportunities



# Centinela Grade Separation Construction Staging



# Next Steps/Project Schedule

## Summer/Fall 2020

- Continue design and file the Statutory Exemption
- Continue to work the City of Inglewood and the South Bay Cities Council of Governments to secure construction funding for the project

## Spring/Summer 2021

- Board approval for funding plan and construction
- Construction duration approximately 23 months



## Board Report

File #: 2020-0308, File Type: Informational Report

Agenda Number: 19.

### OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE EXECUTIVE MANAGEMENT COMMITTEE MAY 21, 2020

**SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Transit Safety and Security Report.

#### **ISSUE**

This report reflects March 2020 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LAPD). In addition, the report highlights initiatives from the System Security and Law Enforcement department and its efforts to create a safer environment for Metro employees and a safer experience for Metro customers.

#### **BACKGROUND**

The System Security and Law Enforcement (SSLE) department entered into a multi-agency policing partnership in 2017 to increase the number of police on the Metro system to provide a greater, more visible "felt presence" of police to help deter criminal activity on Metro buses and trains.

#### **DISCUSSION**

##### **DEPLOYMENT ANALYSIS AND FORMULA DEVELOPMENT**

SSLE, in partnership with the Information Technology department, is in the process of developing a layered map of our law enforcement partners deployments using ESRI's mapping software. This will allow staff to have a snapshot view of where resources are allocated and make immediate reallocations when needed.

Lastly, our Physical Security team is also currently assessing all contract security assignments to enhance efficiency and effectiveness.

##### **NATIONAL CRIME VICTIMIZATION SURVEY**



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The Survey Team continues to meet bi-weekly to make progress in launching a National Crime Victimization Survey for Metro. Most recently, the team met on April 22<sup>nd</sup> to discuss feedback from management. Staff has started testing the draft survey on mobile phones to assess its functionality. Through testing, staff has identified technical issues, by which the Survey Team will work with their consultant to address them. The Survey Team expects to have a complete survey available for a test run by May 2020 and hopes not to have any delays, amid challenges posed by COVID-19. The approximate cost of the survey that was provided by the Survey Team is \$905,500.

## **LAW ENFORCEMENT CONTRACT COMPLIANCE**

### Mobile Phone Validators

In the most recent meeting with Axiom and TAP, on April 15th, 2020, all enhanced map features listed under Modification No. 8, were in working order. The three features that Axiom presented to the Metro SS&LE Compliance Staff were as follows: location, officer, and all officer searches.

- **Location searching** was tethered to Google Maps and worked so long as the location was searchable (i.e. North Hollywood Station), however it could not locate more ambiguous addresses such as bus stops. TAP personnel advised that the search function could be altered to accept latitude and longitude coordinates.
- **Officer searching** was bound to officer name or device asset tag, as well as a specific date range and time bracket. Once all fields were identified, the system could generate a visual path of points where the Officer/Deputy moved in a given timeframe. SS&LE personnel inquired whether or not these points represented physical locations (particularly useful for teams that ride from station to station), however Axiom and TAP personnel both advised that the path taken was an approximate and the pings along the displayed path marked the point in time in which the database was updated using their geolocating technology. Thus, it was deemed useful for knowing a general path but not an exact station-to-station summary of events; for now, this will need to be supplemented by employee TAP card data.
- **All Officer searching** was exactly like the Officer search, only it showed all Officers/Deputies at a physical location and their path trajectories therein. This was deemed by the SS&LE Compliance Staff to be counterintuitive and would cause too much interplay because of the sheer volume of devices at major hubs such as Union Station, and the fact that Officers/Deputies are often paired which would mean that many trajectories would intersect at once to clutter the map. In the versions of all three of these search options no date range was searchable, only a single date; SS&LE Compliance Staff explained that because details go over 24 hours, a date range option is a necessity.

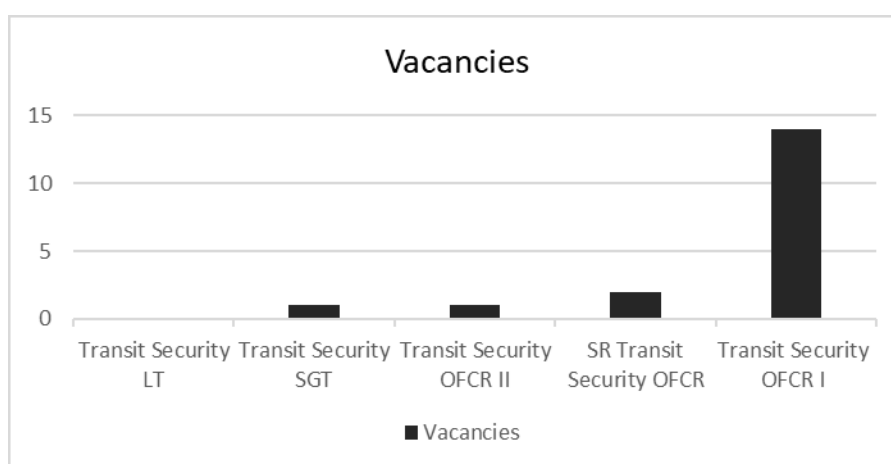
In service of the final critique of the new map features, SS&LE compliance personnel advised that **Group searching** would be more valuable to the compliance process. This new searching format would allow the administrator to search by Group name (i.e. LAPD, LASD, or LBPd), which would significantly narrow down the amount of clutter on a given map. Axiom agreed to add Group as well as date range searching to the Map features. Axiom stated that they will continue to perform software debugging, with the intent to launch the enhanced map features during the week of May 4, 2020. Important to note, Axiom's current software does not allow real-time monitoring of law enforcement personnel.

## **TRANSIT SECURITY HIRING EFFORTS**

Current Staffing Levels

As of 4/20/20:

Job Title	# Budgeted	# Filled	Vacancies	Capacity
Transit Security LT	5	5	0	100.00%
Transit Security SGT	12	11	1	91.67%
SR Transit Security OFCR	15	13	2	86.67%
Transit Security OFCR II	75	74	1	98.67%
Transit Security OFCR I	77	63	14	81.82%
<b>TOTAL</b>	<b>184</b>	<b>166</b>	<b>18</b>	<b>90.22%</b>

Hiring Plan

Our recruiting efforts resumed the second half of March with posting a job bulletin for Transit Security Officer I. In the five days it was open, 410 applications were received and after the Human Resources' auto screening, 374 applications remain. This remaining group will be grouped into three groups in order to effectively and efficiently manage the hiring process.

Currently, our recruitment has been placed on hold due to circumstances related to COVID-19. However, we have been working with Human Resources on overcoming challenges presented by the COVID-19 situation and are confident we can continue the hiring process without compromising the integrity of the selection process.

Transit Security Sergeant, Senior Officer, and Transit Security Officer II recruitments were submitted for approval. If approved, Transit Security and Human Resources are prepared to move forward.

With regards to the last recruitment cycle we have 4 candidates waiting for approval to be sent to medical examination, which is the last step of the recruitment process.

Training Program

Class 17 is the first group of recruits to attend the newly developed Metro Academy Program (M A P). This new program has increased the number of training hours from Class 15 (October 2018) of 80

hours to Class 16 (July 2019) of 213 hours to 313 hours to improve the overall quality of our recruits. Class 17 consisted of 8 TSO I recruits and 1 Lieutenant. Class 17 commenced on March 9, 2020 and all recruits have successfully completed 149 hours out of 313 total hours of training as of April 3<sup>rd</sup>, 2020. There are still 164 hours of training that have not been completed. Due to the impact of COVID-19, there are several classes that could not be facilitated at this time. Class 17 has obtained enough training to be deployed in the field. The remainder of M A P classes will be scheduled once the pandemic has been cleared. This will allow Class 17 to meet Metro's new, enhanced training philosophy.

#### Certifications /Qualifications:

All recruits have either obtained or renewed mandatory credentials or received refresher trainings. Our recruits satisfy all CA State requirements to work and are already more highly trained than industry standards. Almost all the recruits have had several years of security experience and are ready for On the Job (OJT) training with an experienced TSO in the field and the Lieutenant is a retired LASD Lieutenant.

#### On the Job Training

The first day of OJT was April 6<sup>th</sup>, 2020 but due to one of the recruits becoming ill that week, all recruits in Class 17 were quarantined from April 13<sup>th</sup> thru the 26<sup>th</sup>. They are scheduled to return to work beginning April 27<sup>th</sup>, 2020.



#### **BUS OPERATOR ASSAULTS**

In March, there was a total of 7 assaults on bus operators, with 6 assaults occurring in LAPD's jurisdiction and 1 assault occurring in LASD's jurisdiction. Of the 7 assaults, 3 suspects used their hands, 3 suspects spit, and 1 suspect used an umbrella as their method of assault.

Five of the assaults occurred on the bus system, different lines, and the remaining two occurred on the rail system, the Gold Line and Purple Line. Three of the suspects were females and four of the suspects were males. One of the suspects was in her 20's, two of the suspects were in their 30's, and four suspects were between the ages of 41 and 62. Six of the seven suspects were homeless, five were arrested, and one showed signs of mental illness.

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Data provided by LASD show that from July 2019 to March 2020, 45% of the bus operator assault incidents were solved. During this period, only bus line 864 had more than one incident, which had two. Line 864 was the A (Blue) Line bus shuttle that was operating during construction. Both incidents occurred in July 2019. There were no other trends to report aside from these two incidents.

### **EMERGENCY MANAGEMENT COVID-19 RESONSE**

The Emergency Management Department (EMD) has continued to support Metro's Incident Management Team in the Agency's response to COVID-19. EMD activated Metro's Emergency Operations Center (EOC) starting March 10, 2020, and began coordination of daily Command Staff meetings, intelligence briefings and communication with local government and transit partners on regional response, best practices and real-time lessons learned during this incident.

EMD has implemented a Duty Officer Program, with 24/7 availability to aid Metro employees with any questions regarding Metro's COVID-19 response, COVID-19 case tracking and reporting, and all incident related assistance or inquiries for information. Metro's EOC has facilitated and/or provided guidance in notifications to staff, acquiring of emergency supplies, funding regulations & expense reimbursement strategies, safety protocols, regional transit communications (Joint Information Center), and requests from LA County and City EOCs.

Since March 10, 2020 the Emergency Management Department has facilitated the following for COVID-19 response activities:

- 33 Command Staff Meetings
- Over 75 Duty Officer calls
- 38 Command Staff Public Health Intelligence Briefs
- 33 Operational Periods of EOC Activation
- Activated Emergency Supply Shed Distributions to provide extra PPE
- Implemented Temperature Camera Pilot Program
- Maintain direct communication with APTA & DHS/TSA/CISA COVID-19 Planning Groups

### **HOMELESS OUTREACH SERVICES**

#### COVID-19 Metro Operation: Shelter the Unsheltered

- The total number of persons experiencing homelessness placed in shelter (motels, recreation centers) from April 1<sup>st</sup> to April 27, 2020 is **273**.
- P.A.T.H. provides motel shelter to vulnerable homeless populations (elderly, women, women with children, handicapped, veterans) in motels. March's motel expenditure was \$50,496.00.
- P.A.T.H. Outreach Teams continue to work collaboratively with law enforcement partners to move persons experiencing homelessness to recreation center shelters via Metro and Department of Transportation buses.
- PATH teams, under law enforcement leadership, deploy daily throughout the system with special attention to the following hot spots:



- Union Station
  - 7th/Metro
  - North Hollywood
  - Expo/Bundy
- PATH teams have access to a nurse through LA Christian Health on Mondays from 7a.m. - 3:30 p.m.

#### COVID-19 Education

- Law enforcement are stationed at Union Station entrances to educate the general public (independent of appearance) on travel restrictions, essential vs non-essential travel, and reinforce Safer-at-Home guidelines.
- Law enforcement's role with the COVID-19 virus is to advise and inform.

#### **PUBLIC PRIVATE PARTNERSHIPS**

To increase the availability of resources to the homeless community that interfaces with Metro's system, we are pursuing collaboration with Public Private Partnerships through:

- Community-based organizations within faith communities with homeless programs in place
- Task Force meetings with business (Chambers of Commerce); diverse size non-profit agencies, universities, Research & Development Centers
- Neighborhood Councils

#### The Dream Center

The Letter of Agreement between LA Metro and The Dream Center continues to be reviewed by their legal counsel, as well as reviewed by Metro's Risk Management Department. Rapport is being established via conference calls. An update on the status of the Letter of Agreement will be included in the forthcoming monthly report.

#### L.A. DOOR Pilot Program

Due to the COVID-19 pandemic, the pilot outreach program at Union Station and MacArthur Park stations is temporarily on hold. Based on all directives related to the pandemic, leadership will advise on when the pilot program can resume.

#### 7-Day Homeless Count

The 7-day system-wide homeless count is planned to begin when COVID-19 directives to shelter-in-place sanctions are lifted. The use of a video presentation to announce the Count is in the planning stages with Metro's Marketing and IT departments.

#### **SEXUAL HARASSMENT INITIATIVES**

SSLE is in the final stages of development of the new Sexual Harassment training for our law enforcement partners and Metro Transit Security. The new Sexual Harassment program will be ready

to launch by June 1<sup>st</sup> with a social media campaign.

Staff will report back next month with an update.

**PEACE OVER VIOLENCE PERFORMANCE MARCH 2020 METRICS**

<b>Performance Measure</b>	<b>Number Served</b>
Total Sexual Harassment Cases Contacting POV	4
Total Cases of Metro Located Sexual Harassment Contacting POV	2
Total Number of Metro Riders Requesting Counseling Services	1
Total Number of Police Reports Filed or Intended to File	1
Total Number of Active Cases	1

**ATTACHMENTS**

Attachment A - System-Wide Law Enforcement Overview March 2020

Attachment B - MTA Supporting Data March 2020

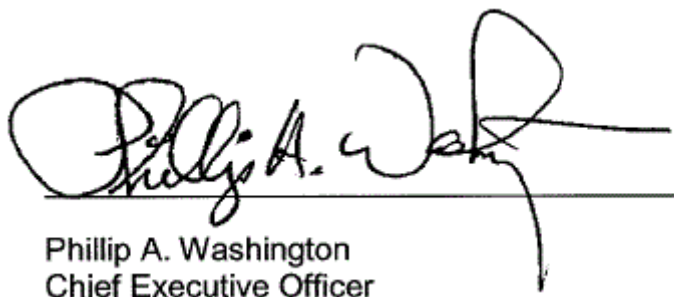
Attachment C - Key Performance Indicators March 2020

Attachment D - Transit Police Summary March 2020

Attachment E - Homeless Update March 2020

Prepared by: Jimmy Abarca, Senior Administrative Analyst, System Security and Law Enforcement,  
(213) 922-2615

Reviewed by: Bob Green, Chief System Security and Law Enforcement Officer, (213) 922-4811



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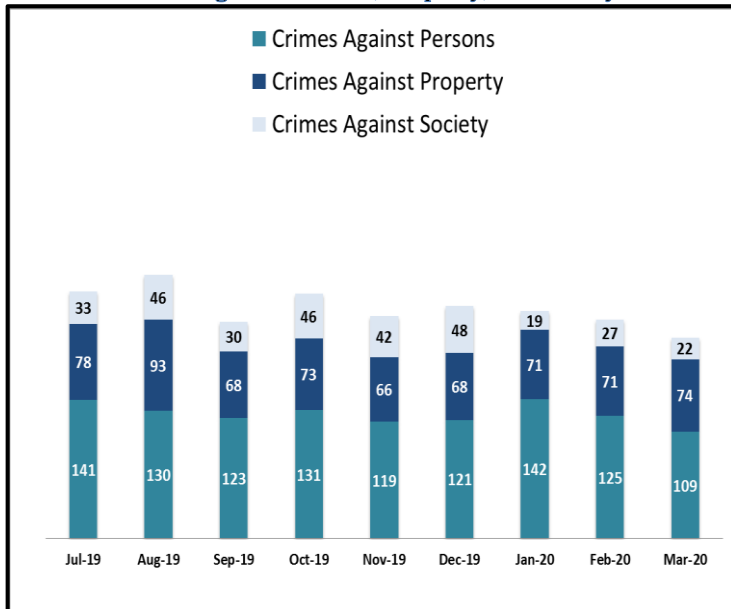
Phillip A. Washington  
Chief Executive Officer

# SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

MARCH 2020

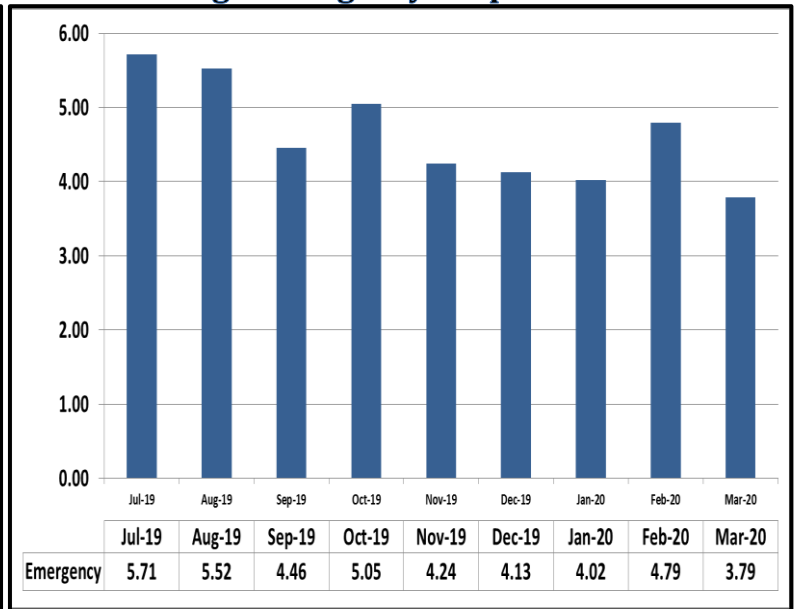
Attachment A

## Crimes Against Persons, Property, and Society



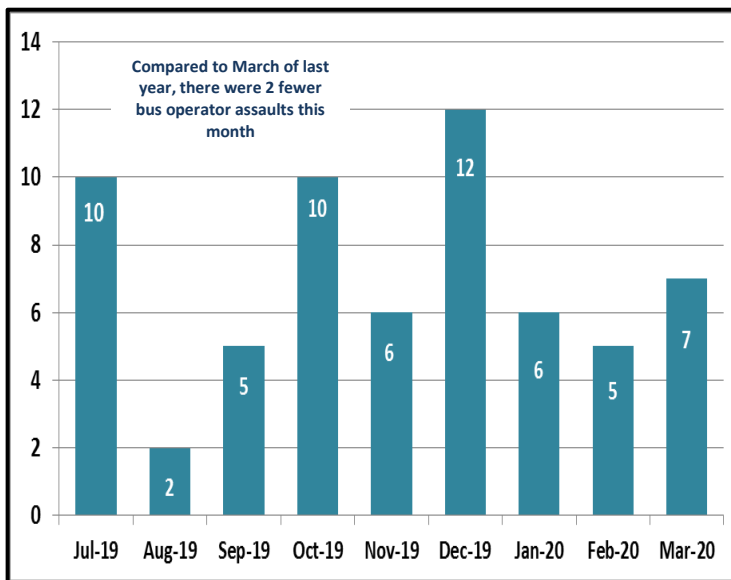
When compared to the same period last year, Crimes Against Persons decreased by 38 crimes, Crimes Against Property decreased by 14 crimes, and Crimes Against Society increased by 2 crimes.

## Average Emergency Response Times

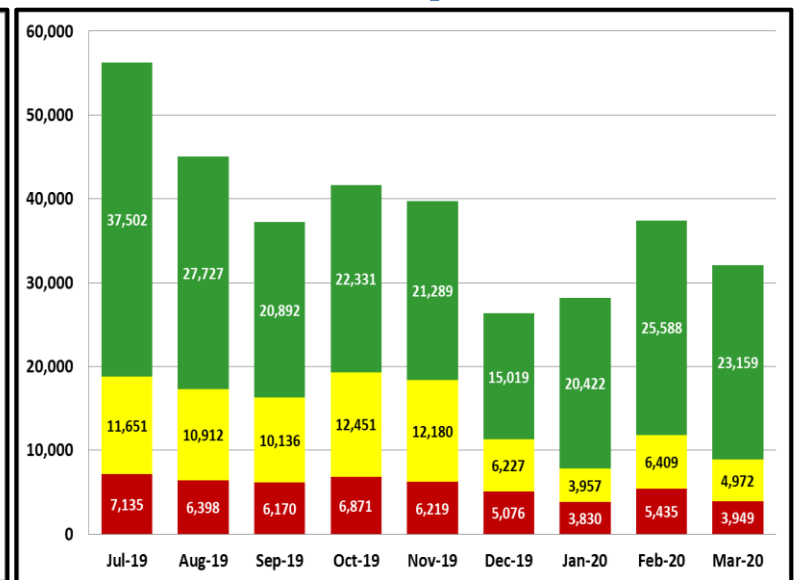


Average emergency response time was 3.79 mins.

## Bus Operator Assaults



## Fare Compliance



**Green Checks**- Occurs when a patron has valid fare

**Yellow Checks**- Occurs when a patron has valid fare, but did not tap at transfer station

**Red Checks**- Occurs when a patron has invalid fare

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPd	FYTD
Homicide	0	0	0	0
Rape	0	0	0	1
Robbery	0	5	0	31
Aggravated Assault	0	1	2	21
Aggravated Assault on Operator	0	0	0	0
Battery	1	4	2	43
Battery Rail Operator	0	0	0	0
Sex Offenses	0	0	0	5
SUB-TOTAL	1	10	4	101
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPd	FYTD
Burglary	0	0	1	2
Larceny	2	3	0	30
Bike Theft	0	0	0	0
Motor Vehicle Theft	0	0	0	4
Arson	0	0	0	0
Vandalism	1	2	0	23
Other	0	0	0	0
SUB-TOTAL	3	5	1	59
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPd	FYTD
Weapons	0	1	1	15
Narcotics	0	2	0	53
Trespassing	0	3	0	14
SUB-TOTAL	0	6	1	82
TOTAL	4	21	6	242

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	14
Pico	1	1	0	6
Grand/LATTC	0	0	0	0
San Pedro St	0	1	0	3
Washington	0	1	0	5
Vernon	0	0	0	2
Slauson	2	0	0	14
Florence	0	0	0	20
Firestone	1	1	0	12
103rd St/Watts Towers	0	0	0	7
Willowbrook/Rosa Parks	5	0	3	51
Compton	2	1	0	34
Artesia	0	1	3	28
Del Amo	0	2	0	7
Wardlow	0	0	0	2
Willow St	0	1	0	10
PCH	0	1	1	8
Anaheim St	2	0	0	7
5th St	0	0	0	1
1st St	0	0	0	2
Downtown Long Beach	2	0	0	9
Pacific Av	0	0	0	1
Blue Line Rail Yard	0	0	0	0
Total	15	10	7	243

ARRESTS				
AGENCY	LAPD	LASD	LBPd	FYTD
Felony	2	5	4	177
Misdemeanor	1	29	17	743
TOTAL	3	34	21	920

CITATIONS				
AGENCY	LAPD	LASD	LBPd	FYTD
Other Citations	461	41	17	10,078
Vehicle Code Citations	358	0	108	8,632
TOTAL	819	41	125	18,710

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPd	FYTD
Routine	9	56	5	641
Priority	17	75	34	1072
Emergency	3	12	11	259
TOTAL	29	143	50	1,972

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPd
Dispatched	20%	3%	2%
Proactive	80%	97%	98%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	89%
Blue Line-LASD	84%
Blue Line-LBPd	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPd	FYTD
Washington St	0	0	0	109
Flower St	0	0	0	46
103rd St	0	0	0	3
Wardlow Rd	0	0	4	25
Pacific Ave.	0	0	0	2
Willowbrook	0	1	0	239
Slauson	12	0	0	71
Firestone	0	0	0	31
Florence	0	1	0	77
Compton	0	0	0	153
Artesia	0	0	0	30
Del Amo	0	0	0	28
Long Beach Blvd	1	0	0	10
TOTAL	13	2	4	824

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	
Long Beach Police Department	



MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	3
Robbery	0	1	29
Aggravated Assault	0	1	16
Aggravated Assault on Operator	0	0	0
Battery	1	1	35
Battery Rail Operator	0	0	0
Sex Offenses	0	3	7
SUB-TOTAL	1	6	90
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	3
Larceny	0	1	14
Bike Theft	0	0	1
Motor Vehicle Theft	0	1	3
Arson	0	0	1
Vandalism	0	2	9
SUB-TOTAL	0	4	31
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	12
Narcotics	0	1	21
Trespassing	0	1	5
SUB-TOTAL	0	3	38
TOTAL	1	13	159

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	1	0	0	7
Douglas	0	0	0	0
El Segundo	0	0	0	3
Mariposa	0	0	0	1
Aviation/LAX	0	1	0	3
Hawthorne/Lennox	0	0	0	7
Crenshaw	1	1	2	15
Vermont/Athens	1	0	0	14
Harbor Fwy	0	0	0	8
Avalon	1	0	0	12
Willowbrook/Rosa Parks	1	0	0	42
Long Beach Bl	0	1	0	24
Lakewood Bl	2	0	1	13
Norwalk	0	2	0	13
Total	7	5	3	162

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	5	63
Misdemeanor	2	11	277
TOTAL	2	16	340

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	8	22	378
Vehicle Code Citations	0	0	97
TOTAL	8	22	475

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	4	102	907
Priority	1	80	722
Emergency	0	6	108
TOTAL	5	188	1,737

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	24%	4%
Proactive	76%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	90%
Green Line-LASD	86%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	0	27
Aggravated Assault	2	0	17
Aggravated Assault on Operator	0	0	0
Battery	9	1	45
Battery Rail Operator	0	0	0
Sex Offenses	0	0	15
SUB-TOTAL	13	1	104
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	6	0	57
Bike Theft	0	0	17
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	0	3
SUB-TOTAL	7	0	78
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	2
Narcotics	0	1	2
Trespassing	1	0	6
SUB-TOTAL	1	1	10
TOTAL	21	2	192

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	8
Pico	0	0	0	0
LATTC/Ortho Institute	0	0	0	18
Jefferson/USC	2	0	0	10
Expo Park/USC	0	0	0	4
Expo/Vermont	3	1	0	15
Expo/Western	0	2	0	19
Expo/Crenshaw	0	0	0	12
Farmdale	0	2	1	15
Expo/La Brea	3	1	0	18
La Cienega/Jefferson	0	0	0	11
Culver City	0	0	0	10
Palms	0	0	0	7
Westwood/Rancho Park	0	0	0	2
Expo/Sepulveda	0	0	0	9
Expo/Bundy	5	1	0	22
26th St/Bergamot	0	0	0	5
17th St/SMC	0	0	0	5
Downtown Santa Monica	1	0	1	12
Expo Line Rail Yard	0	0	0	0
Total	14	7	2	202

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	9	1	49
Misdemeanor	5	2	101
TOTAL	14	3	150

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	21	3	251
Vehicle Code Citations	15	0	172
TOTAL	36	3	423

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	16	86	711
Priority	31	28	652
Emergency	6	0	72
TOTAL	53	114	1,435

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	24%	9%
Proactive	76%	91%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	88%
Expo Line-LASD	85%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	0	0	995
Santa Monica	N/A	0	130
Culver City	N/A	0	5
TOTAL	0	0	1,130

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	2	27
Aggravated Assault	1	38
Aggravated Assault on Operator	0	0
Battery	12	156
Battery Rail Operator	1	1
Sex Offenses	2	16
SUB-TOTAL	18	239
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	14	118
Bike Theft	1	8
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	3	12
SUB-TOTAL	18	138
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	2	32
SUB-TOTAL	2	32
TOTAL	38	409

ARRESTS		
AGENCY	LAPD	FYTD
Felony	17	243
Misdemeanor	62	862
TOTAL	79	1,105

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	156	3,844
Vehicle Code Citations	33	1,261
TOTAL	189	5,105

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	51	88
Priority	94	182
Emergency	4	9
TOTAL	149	279

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	
Dispatched	24%	
Proactive	76%	
TOTAL	100%	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	0	0	0	62
Civic Center/Grand Park	0	0	0	12
Pershing Square	3	3	1	33
7th St/Metro Ctr	4	3	0	44
Westlake/MacArthur Park	3	1	0	49
Wilshire/Vermont	1	1	0	27
Wilshire/Normandie	0	0	0	5
Vermont/Beverly	0	1	0	25
Wilshire/Western	1	0	0	13
Vermont/Santa Monica	0	1	0	19
Vermont/Sunset	1	2	0	15
Hollywood/Western	0	2	0	16
Hollywood/Vine	2	0	0	20
Hollywood/Highland	1	1	1	23
Universal City/Studio City	0	1	0	10
North Hollywood	2	2	0	34
Red Line Rail Yard	0	0	0	0
Total	18	18	2	407

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	87%

LEGEND
Los Angeles Police Department

# GOLD LINE

## ATTACHMENT B

### MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	2
Robbery	0	0	10
Aggravated Assault	1	0	13
Aggravated Assault on Operator	0	0	0
Battery	1	0	29
Battery Rail Operator	0	1	1
Sex Offenses	0	1	3
<b>SUB-TOTAL</b>	<b>2</b>	<b>2</b>	<b>58</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	2	35
Bike Theft	0	0	13
Motor Vehicle Theft	0	0	4
Arson	0	0	1
Vandalism	1	2	17
<b>SUB-TOTAL</b>	<b>1</b>	<b>4</b>	<b>70</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	5
Narcotics	0	0	6
Trespassing	0	0	2
<b>SUB-TOTAL</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>TOTAL</b>	<b>3</b>	<b>6</b>	<b>141</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	0	41
Misdemeanor	4	10	157
<b>TOTAL</b>	<b>7</b>	<b>10</b>	<b>198</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	9	10	363
Vehicle Code Citations	8	1	100
<b>TOTAL</b>	<b>17</b>	<b>11</b>	<b>463</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	8	90	1,074
Priority	13	100	1,038
Emergency	1	11	126
<b>TOTAL</b>	<b>22</b>	<b>201</b>	<b>2,238</b>

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	5%
Proactive	82%	95%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	1	0	0	9
Azusa Downtown	0	0	0	4
Irwindale	0	0	0	7
Duarte/City of Hope	0	1	0	9
Monrovia	0	1	0	9
Arcadia	1	1	0	4
Sierra Madre Villa	0	0	0	9
Allen	0	0	0	4
Lake	0	0	0	4
Memorial Park	0	0	0	10
Del Mar	0	0	0	2
Fillmore	0	0	0	2
South Pasadena	0	0	0	2
Highland Park	0	0	0	5
Southwest Museum	0	0	0	4
Heritage Square	0	0	0	2
Lincoln/Cypress	0	0	0	5
Chinatown	0	0	0	4
Union Station	2	0	1	13
Little Tokyo/Arts Dist	0	0	0	4
Pico/Aliso	0	0	0	2
Mariachi Plaza	0	0	0	3
Soto	0	0	0	6
Indiana (both LAPD & LASD)	0	0	0	4
Maravilla	0	1	0	2
East LA Civic Ctr	0	0	0	2
Atlantic	0	0	0	10
<b>Total</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>141</b>

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	90%
Gold Line-LASD	79%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	0	0	684
Arcadia Station	0	0	76
Irwindale	0	0	33
Monrovia	0	2	35
City of Pasadena	0	24	211
Magnolia Ave	0	0	1
Duarte Station	0	12	30
City Of Azusa	0	13	106
South Pasadena	0	0	105
City Of East LA	0	3	68
Figuerroa St	0	0	342
<b>TOTAL GOAL= 10</b>	<b>0</b>	<b>54</b>	<b>1,691</b>

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department



### MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	0
Robbery	4	11
Aggravated Assault	0	7
Aggravated Assault on Operator	0	0
Battery	1	15
Battery Bus Operator	0	1
Sex Offenses	0	0
<b>SUB-TOTAL</b>	<b>5</b>	<b>35</b>
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	6
Bike Theft	0	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	4
<b>SUB-TOTAL</b>	<b>0</b>	<b>13</b>
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
<b>SUB-TOTAL</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>5</b>	<b>48</b>

ARRESTS		
AGENCY	LAPD	FYTD
Felony	1	10
Misdemeanor	3	40
<b>TOTAL</b>	<b>4</b>	<b>50</b>

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	242	2,479
Vehicle Code Citations	192	2,391
<b>TOTAL</b>	<b>434</b>	<b>4,870</b>

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	5	36
Priority	10	123
Emergency	0	8
<b>TOTAL</b>	<b>15</b>	<b>167</b>

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	18%
Proactive	82%
<b>TOTAL</b>	<b>100%</b>

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	90%

LEGEND
Los Angeles Police Department

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	0	11
Laurel Canyon	0	0	0	0
Valley College	1	0	0	1
Woodman	0	0	0	0
Van Nuys	0	0	0	8
Sepulveda	0	0	0	2
Woodley	0	0	0	2
Balboa	1	0	0	3
Reseda	1	0	0	3
Tampa	1	0	0	3
Pierce College	0	0	0	2
De Soto	0	0	0	0
Canoga	1	0	0	3
Warner Center	0	0	0	0
Sherman Way	0	0	0	1
Roscoe	0	0	0	1
Nordhoff	0	0	0	3
Chatsworth	0	0	0	6
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>49</b>

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	2
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	1	1	3
Battery Bus Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	1	1	9
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	8
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	2	0	2
SUB-TOTAL	3	0	10
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	2
Trespassing	0	0	0
SUB-TOTAL	0	0	2
TOTAL	4	1	21

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	2
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	1	0	2
Downtown	0	0	0	3
37th St/USC	0	0	0	0
Slauson	0	1	0	1
Manchester	0	0	0	0
Harbor Fwy	0	0	0	3
Rosecrans	1	0	0	3
Harbor Gateway Transit Ctr	0	1	0	4
Carson	1	0	0	1
PCH	0	0	0	1
San Pedro/Beacon	0	0	0	1
Total	2	3	0	21

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	1
Misdemeanor	2	0	74
TOTAL	2	0	75

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	170	0	2,364
Vehicle Code Citations	143	0	2,445
TOTAL	313	0	4,809

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	0	2	36
Priority	1	4	60
Emergency	0	0	6
TOTAL	1	6	102

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	1%
Proactive	83%	99%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	91%
Silver Line- LASD	75%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

## MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	1	46
Aggravated Assault	3	1	59
Aggravated Assault on Operator	0	0	8
Battery	12	6	212
Battery Bus Operator	5	0	52
Sex Offenses	0	0	29
<b>SUB-TOTAL</b>	<b>21</b>	<b>8</b>	<b>406</b>
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	11	2	145
Bike Theft	0	0	9
Motor Vehicle Theft	0	0	2
Arson	0	0	0
Vandalism	2	4	37
<b>SUB-TOTAL</b>	<b>13</b>	<b>6</b>	<b>193</b>
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	13
Narcotics	0	3	75
Trespassing	0	0	6
<b>SUB-TOTAL</b>	<b>0</b>	<b>3</b>	<b>94</b>
<b>TOTAL</b>	<b>34</b>	<b>17</b>	<b>693</b>

LASD's Crimes per Sector		
Sector		FYTD
Westside	1	11
San Fernando	2	11
San Gabriel Valley	4	35
Gateway Cities	3	87
South Bay	7	83
<b>Total</b>	<b>17</b>	<b>227</b>

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	1	13
West Valley	2	6
North Hollywood	0	14
Foothill	0	4
Devonshire	1	4
Mission	1	5
Topanga	0	6
Central Bureau		
Central	4	75
Rampart	0	28
Hollenbeck	0	7
Northeast	0	6
Newton	2	40
West Bureau		
Hollywood	4	16
Wilshire	3	24
West LA	1	10
Pacific	0	5
Olympic	2	41
Southwest Bureau		
Southwest	5	64
Harbor	1	6
77th Street	5	71
Southeast	2	21
<b>Total</b>	<b>34</b>	<b>466</b>

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	2	93
Misdemeanor	4	41	604
<b>TOTAL</b>	<b>6</b>	<b>43</b>	<b>697</b>

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	7	37	714
Vehicle Code Citations	0	15	346
<b>TOTAL</b>	<b>7</b>	<b>52</b>	<b>1,060</b>

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	9	110	1,068
Priority	15	158	1,477
Emergency	5	10	164
<b>TOTAL</b>	<b>29</b>	<b>278</b>	<b>2,709</b>

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	
Dispatched	23%	2%	
Proactive	77%	98%	
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	88%
LASD BUS	77%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - MARCH 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	3	9
Aggravated Assault	0	9
Aggravated Assault on Operator	0	0
Battery	11	73
Battery Rail Operator	0	0
Sex Offenses	1	6
SUB-TOTAL	15	97
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	7	60
Bike Theft	2	5
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	4
SUB-TOTAL	9	70
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	5	42
SUB-TOTAL	5	42
TOTAL	29	209



ARRESTS		
AGENCY	LAPD	FYTD
Felony	8	44
Misdemeanor	16	160
TOTAL	24	204

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	13	232
Vehicle Code Citations	8	82
TOTAL	21	314

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	35	184
Priority	25	301
Emergency	2	18
TOTAL	62	503

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	22%
Proactive	78%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	87%

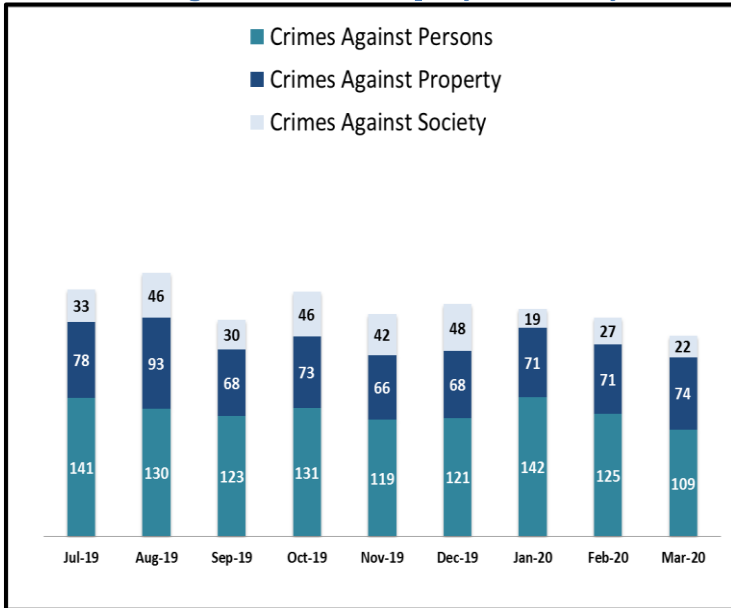
LEGEND	
Los Angeles Police Department	

# KEY PERFORMANCE INDICATORS

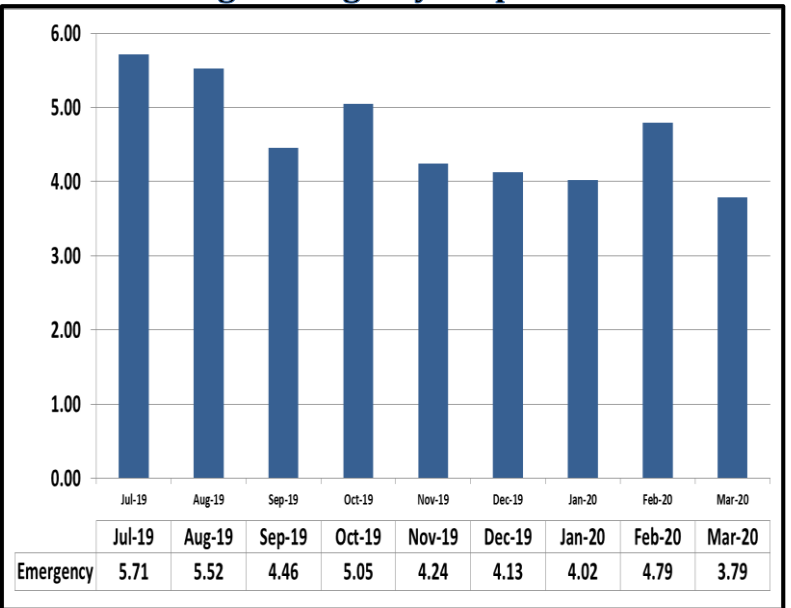
MARCH 2020

Attachment C

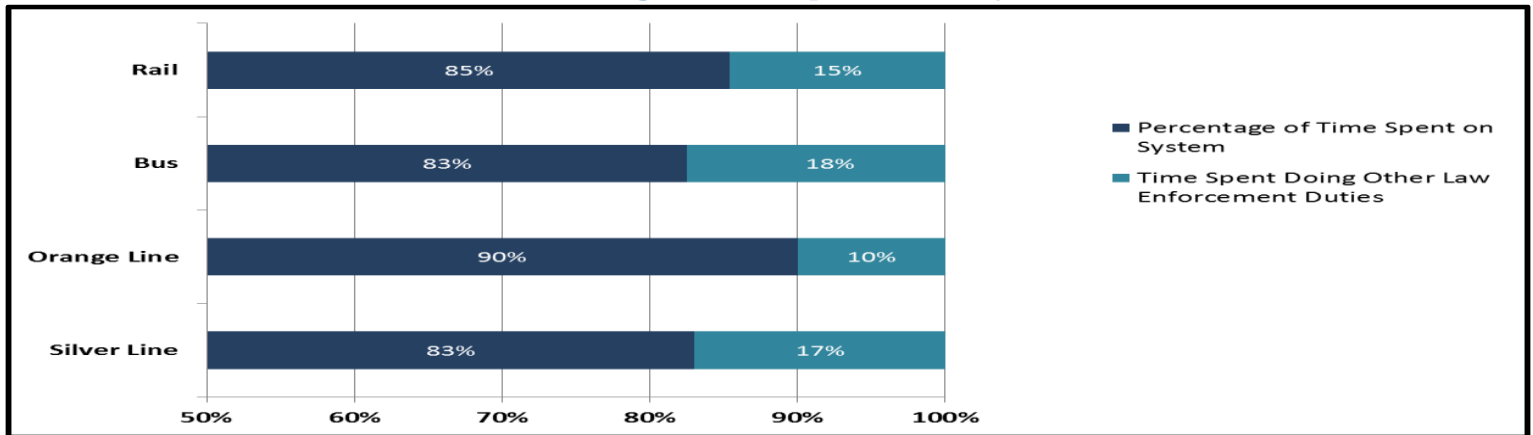
## Crimes Against Persons, Property, and Society



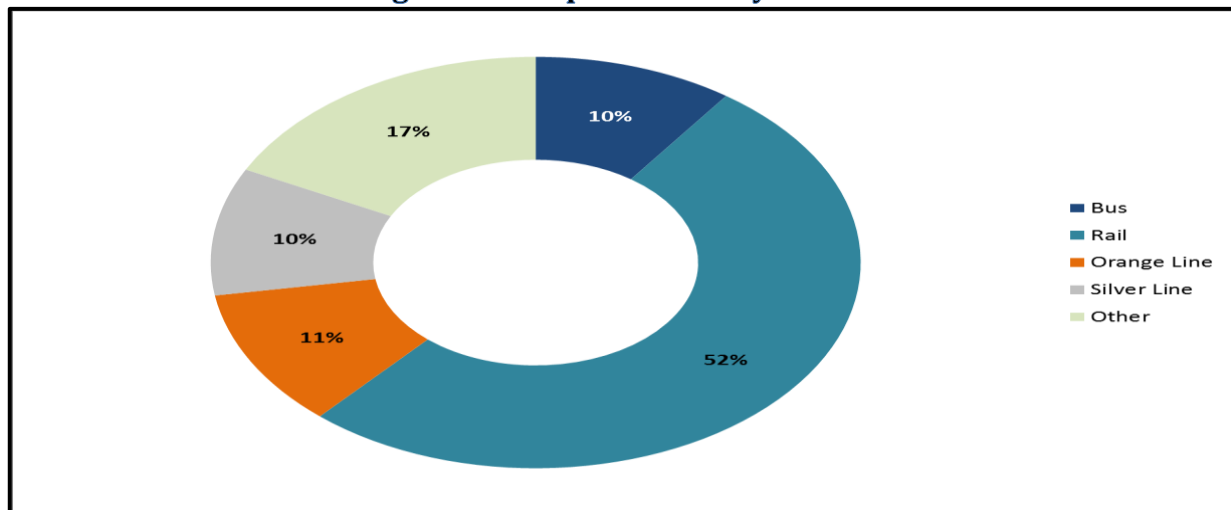
## Average Emergency Response Times



## Percentage of Time Spent on the System



## Percentage of Time Spent on the System as a Whole



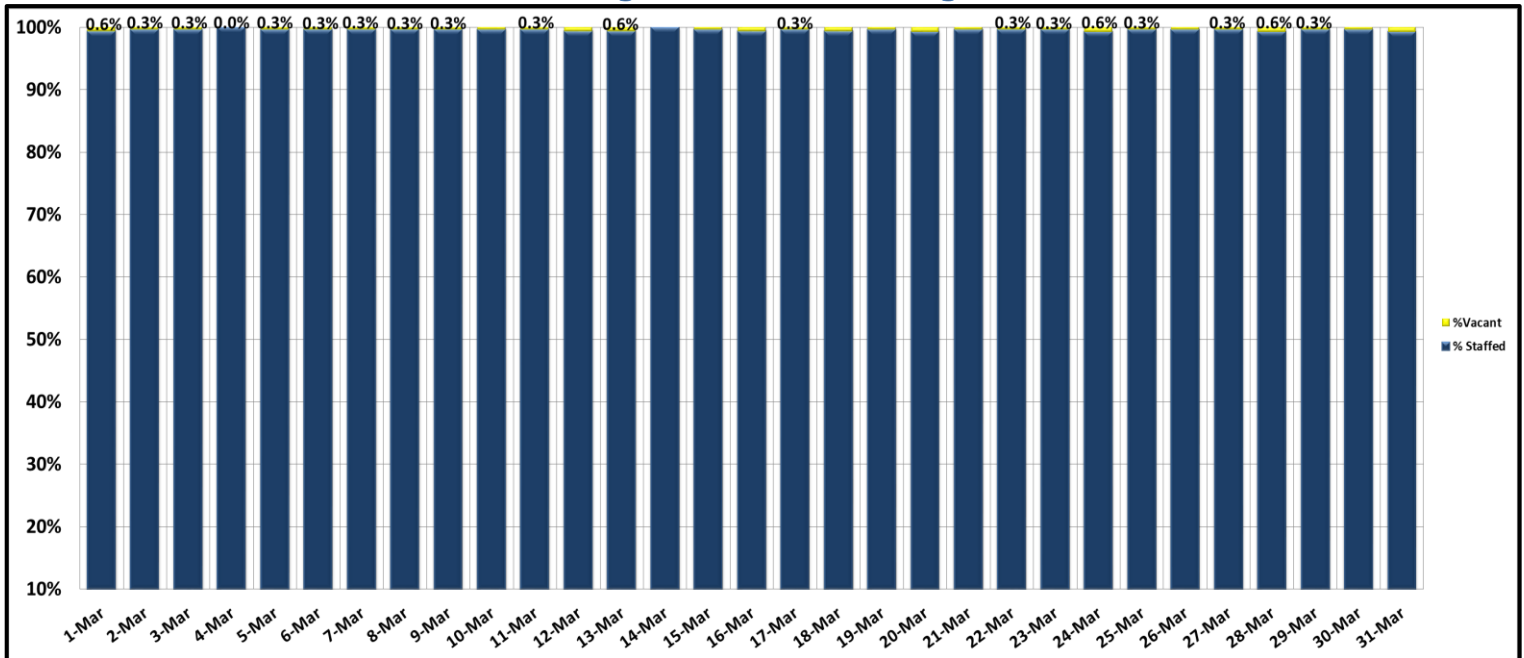


# KEY PERFORMANCE INDICATORS

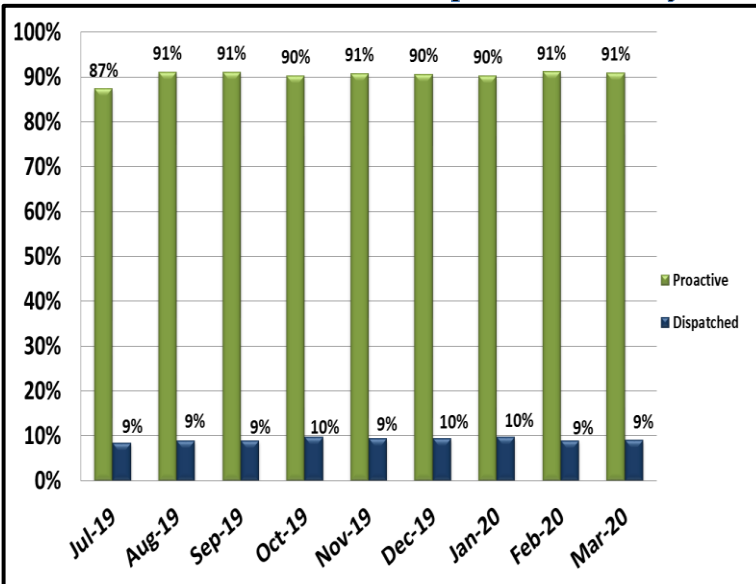
MARCH 2020

Attachment C

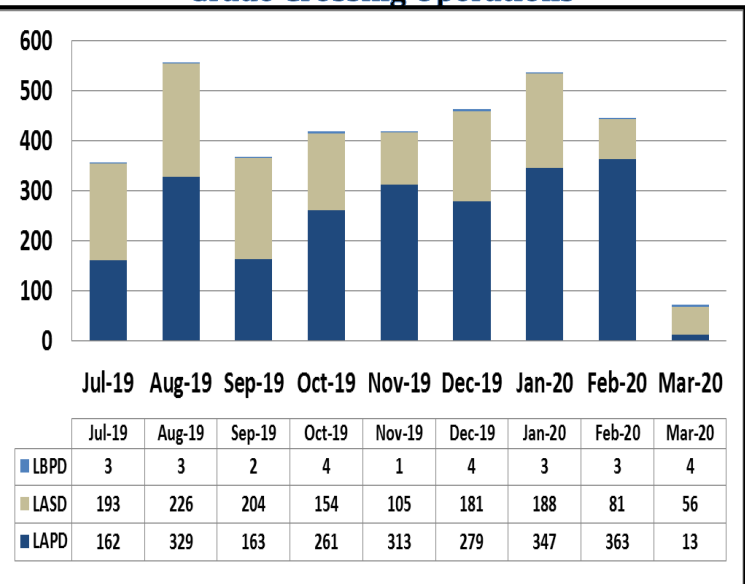
## Ratio of Staffing Levels vs Vacant Assignments



## Ratio of Proactive vs Dispatched Activity



## Grade Crossing Operations



Grade Crossing Operation Locations March:

1. Blue Line Stations (19)
2. Expo Line Stations (0)
3. Gold Line Stations (54)

# Transit Police

## Monthly Crime Report



Attachment D

	2019	2020
	March	March
<b>CRIMES AGAINST PERSONS</b>		
Homicide	0	0
Rape	1	0
Robbery	19	19
Aggravated Assault	23	12
Aggravated Assault on Operator	0	0
Battery	86	64
Battery on Operator	9	7
Sex Offenses	9	7
<b>SUB-TOTAL</b>	<b>147</b>	<b>109</b>
<b>CRIMES AGAINST PROPERTY</b>		
Burglary	1	1
Larceny	67	49
Bike Theft	4	3
Motor Vehicle Theft	5	1
Arson	0	0
Other	0	0
Vandalism	11	20
<b>SUB-TOTAL</b>	<b>88</b>	<b>74</b>
<b>CRIMES AGAINST SOCIETY</b>		
Weapons	2	3
Narcotics	9	7
Trespassing	9	12
<b>SUB-TOTAL</b>	<b>20</b>	<b>22</b>
<b>TOTAL</b>	<b>255</b>	<b>205</b>
<b>ENFORCEMENT EFFORTS</b>		
Arrests	290	268
Citations	2,433	2,098
Fare Checks	67,363	32,080
Calls for Service	1,340	1,345

## Metro's Homeless Efforts

### C3 Homeless Outreach March 1, 2020 through March 31, 2020

Performance Measure	March Number Served	Project Year to date Number Served
Number of unduplicated individuals' initiated contact (pre-engagement phase)	178	6,995
Number of Unduplicated individuals engaged (engagement phase)	68	3,593
Number of unduplicated individuals who are provided services or who successfully attained referrals*	*Unavailable	2,961
Number of unduplicated individuals engaged who successfully attained an interim housing resource (this includes crisis and/or bridge housing)	34	1,336
Number of unduplicated individuals engaged who are successfully linked to a permanent housing program	2	397
Number of unduplicated individuals engaged who are permanently housed	13	234

\*Due to the outbreak, the team pulled all the reported information from Clarity, the computer tracking system, of the Department of Health Services. The system is limited, and the team could not pull the number of individuals who received a service for the first time.

#### Notes:

The team had to redeploy in unique ways that crossed the day/swing shift boundary in response to the COVID-19 virus outbreak. The teams were not able to track data based on the regular swing/day schedule.

The reports for March are limited to combine contract-to-date figures due to COVID-19 related schedule realignments and service adjustments (including, but not limited to social distancing requirements).

With the team's close collaboration with LAPD this month, the "referrals from LAPD" figure are also not included.

#### PATH Highlight

Due to the COVID-19 pandemic, this Success Story is different than past Success Stories. The story that follows highlights the importance of engagement.

Participant is a 57-year-old African American male. He is a US Veteran who had become stranded in Los Angeles after coming from Sacramento for medical care. When the outreach team engaged participant, he had recently been in the hospital due to an accident/injury and was demonstrating symptomology of depression. Participant had lost

his personal contact information and was not able to reach his family or Veterans Administration Supportive Housing (VA/VASH) social worker.

Participant was engaged by outreach case manager and a nurse at Union Station. Participant presented himself with a walker and bandaged leg, stating he had been released from the hospital following injury. Participant stated that he had been on the streets for several weeks and was trying to get back to Sacramento. Participant reported that he was working with a VASH Social Worker and came to Los Angeles for medical care but became stranded. Attempts were made to contact his VASH Social Worker as well as family in Sacramento in order to reunify the participant with family. However, the attempts were not immediately successful. Due to the participant's physical and emotional condition at the time, approval was received to place client in a motel while reunification attempts continued.

Participant was placed at The Stuart Motel from January 29 – February 7. Unfortunately, reunification attempts were unsuccessful on February 7, so participant was referred to First to Serve Vernon and was provided with direct transportation to the shelter for intake. The case manager remained with participant to introduce him to the intake staff and ensure his belongings were accounted for. An appointment was made for the following week to meet with participant to continue working on connecting him with his VASH social worker in Sacramento. However, the case manager was informed the following Monday that the participant did not stay for his intake. The case manager secured a bed for the following day and attempted to get in contact with the participant to let him know he could return to the shelter and complete intake. However, contact attempts were unsuccessful. On March 24, the case manager received an unexpected phone call from the participant. He was audibly in high spirits and was calling to let her know that he had finally reconnected with his VASH social worker and had found an apartment. Participant was waiting for the inspection to take place but was expecting to be able to move in soon. Participant stated he had also been able to contact his family and was staying with his son until his move in date. Participant expressed gratitude for working with him earlier in the year and stated that it had been a difficult time for him. PATH asked participant to stay in touch and to let them know when he successfully moves into his apartment. On March 26, he called to let PATH know that he had moved in. He provided his address and again thanked the case manager and PATH for helping him out earlier this year.

### **LAPD Outreach Impact Story resulting in Stable Housing**

March 22, 2020, Officer Perez contacted the LAPD Transit HOPE Team regarding a homeless family living in a vehicle near a MTA bus stop in the Granada Hills area. Concerned for their well-being, Officer Perez referred the family to the Granada Hills Recreation Center shelter for temporary housing to ensure that the family had a safe place to sleep during the inclement weather. On March 23, 2020 at approximately 0830 hours, HOPE Officers along with Department of Mental Health (DMH) Clinician Garcia responded to the Granada Hills Recreation Center to meet with the family. Upon arrival, City staff advised that the family had been temporarily relocated to a Motel 6 on Roscoe and Haskell for the safety of the children.

HOPE Officers and DMH met with the family at the Motel 6. The family consisted of the mother, father and their (3) children, one of whom suffers from Autism. The mother was concerned because the motel voucher she had received the prior night was good for only (1) night and they had nowhere else to go. Understanding this urgency, DMH Clinician Garcia worked diligently to contact the respective Service Planning Area (SPA), which was Los Angeles Family Housing, to ensure that the family was entered in the Coordinated Entry System (CES) database for homeless individuals so that they could immediately get connected/referred to transitional housing. While Clinician Garcia was coordinating housing arrangements and scheduling mental health appointments for the family, Officers took the family to a nearby gas station to fill up the gas tank of their vehicle as the vehicle was running low on fuel and the family needed a reliable means of transportation to relocate to a new shelter. Additionally, Officers purchased the family breakfast since the family had not eaten since the night before. The mother was grateful and thankful of the Officers willingness to utilize their own money to provide for her family.

Through this coordinated effort, HOPE Officers, Clinician Garcia and Los Angeles Family Housing were able to locate and develop an immediate housing plan for the family. Consequently, Los Angeles Family Housing provided the family with a long-term motel voucher for a motel in Sylmar, which would allow the family to get off the street and provide stable housing until a permanent Los Angeles Family Housing sponsored apartment unit became available.

Officers discovered that the children were in need of new clothes and toys during this incident. Officers returned to the motel the next day with food and clothing for the family. Additionally, Officers followed up with toys for the kids. Officers also assisted the family by connecting them to the Dream Center for a small supply of food and a place to go for daily meals.

The mother was very appreciative for the actions of both the Officers and Clinician Garcia for going above and beyond to ensure that the mother was able to provide a long-term and safe place for her family to live. Being on the street for several months had caused her to lose faith in the system. According to the mother, without the intervention of the HOPE team and DMH, her and her family would have remained on the street (living in her vehicle) with no hope.

#### **Sheriff Mental Evaluation Team (MET) Contacts March 1 – April 4, 2020**

These monthly statistics only include contacts of the Transit MET Units. They do not include contacts made by other Transit Services Bureau personnel. In addition to the data reported below, Transit MET Units:

- Transported 35 clients to other homeless outreach connection services.
- 2 teams conducted MILO training for dayshift Deputy personnel at MTA El Monte, Division 19 – 03/04/2020.



- 1 team attended a Clergy Community Coalition meeting hosted by Altadena Sheriff Station – 03/04/2020.
- 2 teams conducted a MILO De-Escalation training for Deputy personnel at MTA El Monte Division 9 – 03/04/2020.
- 5 teams attended De-Escalation and Tactical Communication Training hosted by Upland PD – 03/11/2020.
- 2 teams assessed and cleared a homeless encampment on a non-revenue line located behind 11508 Wilmington Ave., Los Angeles, CA 90059.
- 2 teams assisted MTA and LAPD conduct a homeless outreach operation at Santa Monica Pax, Expo Line – 03/30/2020.
- 3 teams assisted MTA and LAPD conduct a homeless outreach operation at 7<sup>th</sup>/Metro Pax, Expo Line and the Blue Line – 04/01/2020.
- 2 teams assisted MTA conduct a homeless outreach operation at Citrus Pax, Gold Line – 04/01/2020.
- 2 teams assisted MTA conduct a homeless outreach operation at Santa Monica Pax, Expo Line – 04/01/2020.

Sunday, March 15<sup>th</sup> the MET came into contact with a client, Zeina, at 26th St PAX in Santa Monica during a call for service. Deputies responded to a call in which the client pressed the emergency button on the train and said she had a bomb. During the investigation, client explained she had a water bottle, which she described as a “water bomb”, that she was going to use to heal people. The description of the bottle as a bomb was a mistake due to a language barrier and the client’s difficulty translating from French. Because Zeina appeared to be suffering from a mental health crisis, deputies requested that Zeina be evaluated.

When deputies spoke to Zeina they discovered she was from Cote d’Ivoire, a country in West Africa. She was stranded in the US and became homeless. Zeina suffered from bipolar disorder and was in the US by herself. Zeina had been hospitalized by LAPD approximately a month prior and was eventually released from the hospital. She was extremely thin and said she had been surviving by drinking water and nickels (her water bottle with coins in it) and not eating. Due to her mental health crisis, Zeina was placed on a mental evaluation hold at Providence St John’s Health Center, Santa Monica, CA.

Deputies contacted the Ivory Coast Consulate in Los Angeles and was able to contact Zeina’s family in West Africa. Deputies coordinated with the consulate, the client’s family, and the hospital to get Zeina safely transported back to her family and mental health doctors in Cote d’Ivoire. The family purchased Zeina’s plane ticket and deputies

transported her from the hospital to LAX. Deputies coordinated her arrival to the airport with LAX police and LAX MET. In addition, deputies coordinated with the airline to ensure Zeina arrived safely to her destination.

### **Long Beach Quality of Life Officers Update, March 2020**

Thursday, March 5th, at 0645 hours, a Long Beach Police Department (LBPD), Metro Quality of Life officer encountered 3 female subjects—two children and one adult, who was the mother of the children. The mother informed the officers that she had moved to California from out of state for work, about 4 weeks ago. She was injured on the job and was no longer able to afford housing. Her daughters were enrolled in the Compton Unified School District, and upon finding out about her recent hardships, the district supplied her with Metro Tap Cards and advised her to ride the trains due to her lack of housing. The subject and her 2 daughters had been riding the train for a total of 3 weeks—the mother stays awake at night so that her daughters can sleep. The LBPD Metro Quality of Life officer offered resources to the subject and her daughters in the form of transportation to the Multi Service Center (MSC). Once at the MSC, the subjects were put in touch with a case worker, who would situate them in temporary housing for the time being and would eventually place them with Catholic Charities for more long-term housing.

### **Law Enforcement Homeless Outreach Metrics, March 2020**

<b>ACTION</b>	<b>LAPD HOPE/TSD</b>	<b>LASD MET</b>	<b>LBPD</b>
Contacts	120	637	112
Referrals	24	54	29
5150 Holds	9	25	0
Mental Illness	28	209	34
Substance Abuse	42	140	61
Veterans	3	1	2
Shelter	4	10	0
Motel Housing Plan	5	0	0
VA Housing	0	0	0
Return to Family	0	1	0
Transitional Long Term Housing	4	0	3

Detox	3	0	0
Rehab	1	0	0

**Cleared Encampments Within Metro ROW:**

<b>Incident Date:</b>	<b>Location:</b>	<b>Work Required:</b>	<b>Comments:</b>
03/11/2020	Harbor Subdivision Inactive ROW Main Street to Wall St.	Protocol Clean-up	Clean-up completed March 11 <sup>th</sup>
03/18/2020	Harbor Subdivision Inactive ROW So. Of Slauson Western Ave. to Wilton Pl.	Protocol Clean-up	Clean-up completed March 18 <sup>th</sup>

**Cleared Encampments Outside, Adjacent to Metro Right-of-Way:**

No activity this reporting period



## Board Report

File #: 2020-0264, File Type: Contract

Agenda Number: 30.

EXECUTIVE MANAGEMENT COMMITTEE  
MAY 21, 2020**SUBJECT: MEDICAL CLINIC SERVICES****ACTION: APPROVE CONTRACT MODIFICATION FOR MEDICAL SERVICES****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to increase Contract Modification Authority (CMA) specific to the contracts listed below to continue providing medical examinations and drug and alcohol collections for employees and job candidates, increasing the total cumulative not-to-exceed contract amounts by \$850,000 from \$5,321,075 to \$6,171,075:

Contract No.	Contractor
PS62402786A	Concentra Medical Center - Commerce (formerly U.S. Healthworks Commerce)
PS62402786B	Concentra Medical Center - Los Angeles (formerly U.S. Healthworks - Los Angeles)
PS62402786C	Concentra Medical Center - Van Nuys (formerly U.S. Healthworks - Van Nuys)
PS62402786E	ProHealth-Glendale Occupational Medical Group (formerly Glendale Memorial Occupational Medical Group)
PS62402786F	CareOnSite

**ISSUE**

Effective January 1, 2019 the Federal Transit Administration (FTA) increased its annual random drug testing rates from 25% to 50%, thereby increasing the cost to the contracts. Metro conducts physical examinations and drug and alcohol specimen collections for employees and job candidates in safety sensitive positions. These physical examinations and specimen collections are mandated by various regulatory agencies. Recently, safety has become increasingly scrutinized under the DOT and DMV which increased the frequency of special examinations to be conducted to assess fitness, such as potential safety risk and medication evaluations. The term of the contract is from January 19, 2012 through February 28, 2021 and staff is currently working with Vendor/Contract Management to issue an RFP and award a new contract in January 2021 for these services.

## **BACKGROUND**

Effective January 1, 2019 the FTA increased its annual random drug testing rates from 25% to 50%, thereby increasing the cost to the contracts. In addition, safety has become increasingly scrutinized under the DOT and DMV which increased the frequency of special examinations to be conducted to assess fitness, such as potential safety risk and medication evaluations.

On January 19, 2012, Metro awarded nine-year, fixed unit rate contracts (inclusive of three two-year options) to medical clinics to provide various medical examinations and drug and alcohol specimen collections, for employees and job candidates. These contracts were awarded to multiple clinics covering Metro's five service areas: Downtown, Downtown/San Gabriel Valley, West Los Angeles, South Bay/Long Beach, and San Fernando Valley.

The physical examinations and specimen collections are mandated by various funding and regulatory agencies including the DOT, FTA, DMV, and California Division of Occupational Safety and Health (Cal/OSHA).

Under Metro's Fitness for Duty Policy, Metro conducts medical examinations to ensure individuals can perform the duties of their positions in a safe and competent manner and meet the applicable commercial driver license holder requirements. As a larger emphasis is placed on public safety, we have observed an increase in Commercial Driver's License Holder examinations and Medication Evaluations. Commercial driver's license holders are required by law to have periodic physical examinations to recertify their medical cards. The maximum certification period is two years, but drivers with medical conditions such as hypertension, diabetes or sleep apnea, to name a few, are required to recertify on a more frequent basis. This recertification can be anywhere from one month to one year, which increases the number of examinations performed.

In addition, safety-sensitive employees are required to report medications on the Medication Evaluation Form. To better align our processes with medical confidentiality, staff will work directly with our contracted physician who will review and make a safety determination. The Policy also requires Periodic drug testing in conjunction with the Commercial Driver's License Holder examinations. Due to the increase in examinations, there is also an increase in the corresponding drug screen.

## **DISCUSSION**

Currently, Metro utilizes five medical clinics to perform physical exams and drug and alcohol testing. Talent Acquisition staff coordinates pre-employment examinations and corresponding drug and alcohol testing to a selected clinic. Metro Divisions assign random and incident-based drug and alcohol testing to the clinic designated for their division or nearest to the site of the incident. Employees select a clinic of their choice to complete a commercial driver license renewal examination and the corresponding drug test.

Under Metro's Fitness for Duty policy, Metro requires completion of a medical examination prior to an employee returning to work following a medical event that suggests serious potential safety risk. During the last several years, there has been a gradual increase in Return to Work exams. This is partially due more stringent physical requirements in light of public safety and enhanced medical



oversight of physical examinations completed by DOT-certified providers.

Medical examinations are also required when advised by a Health Care Provider (HCP) or public health official that an employee may pose a risk of spreading a highly contagious, serious disease to co-workers or public. In early 2020, amid the global pandemic crisis of COVID-19 which substantially impacted the Los Angeles County area, resulted in numerous employees with the need to complete an exam as part of the return to work process.

Based on the needs of the agency, and new Federal random drug testing requirements, there is a need to continue the services of existing medical providers until new contracts are issued in January 2021.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

The funding for medical clinic services is included in cost center 6240, Talent Acquisition Department under project 100001, General Overhead.

In FY20 there is \$730,000 budgeted for these services. Since this is a multi-year contract, the cost center manager and Chief, Human Capital & Development Officer will be responsible for budgeting the cost in future years, including any options exercised.

#### **Impact to Budget**

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

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports Strategic Plan Goal #5: To provide responsive, accountable, and trustworthy guidance within the Metro Organization; Initiative 5.6: As Metro will foster and maintain a strong safety culture for all. By approving this recommendation Metro will be able to ensure the safety for Metro's patrons and employees.

### **ALTERNATIVES CONSIDERED**

The Board of Directors may choose not to authorize the increase to Contract Modification Authority. This alternative is not recommended because Metro does not have specialized staff that can capably perform these examinations, nor does Metro have the facility and equipment that meet regulatory and certification standards. Non-compliance with mandatory requirements of regulatory agencies such as FTA, DOT, DMV, and Cal OSHA, will result in loss of federal funding.

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Additionally, Talent Acquisition is in the process of exploring other drug and alcohol testing options which could impact the amount of drug and alcohol collections conducted at the medical clinics.

**NEXT STEPS**

Upon approval by the Board, staff will continue to manage the contracted medical clinics to provide critical medical examinations, drug and alcohol testing for Metro employees and job candidates.

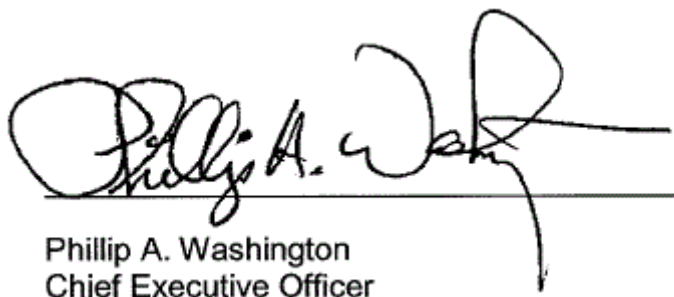
**ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification/Change Order Log  
Attachment C - DEOD Summary

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

Reviewed By: Joanne Peterson, Chief Human Capital & Development Officer  
(213) 418-3088

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



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## MEDICAL CLINIC SERVICES/PS62402786

1.	<b>Contract Number:</b> PS62402786A, PS62402786B, PS62402786C, PS62402786E, PS62402786F		
2.	<b>Contractor:</b> PS62402786A, Concentra Medical Center - Commerce (formerly U.S. Healthworks – Commerce) PS62402786B, Concentra Medical Center- Los Angeles (formerly U.S. Healthworks – Los Angeles) PS62402786C, Concentra Medical Center – Van Nuys (formerly U.S. Healthworks – Van Nuys) PS62402786E, ProHealth Glendale Occupational Medical Group (formerly Glendale Memorial Occupational Medical Group) PS62402786F, CareOnSite		
3.	<b>Mod. Work Description:</b> Increase contract modification authority to continue to provide medical services		
4.	<b>Contract Work Description:</b> To provide medical services including medical examinations; drug and alcohol testing for Metro employees and job candidates.		
5.	<b>The following data is current as of:</b> 4/20/20		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	1/19/12	<b>Contract Award Amount:</b> \$5,321,075
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> 0
	<b>Original Complete Date:</b>	2/28/21	<b>Pending Increase Contract authority (including this action):</b> \$850,000
	<b>Current Est. Complete Date:</b>	2/28/21	<b>Current Contract Value (with this action):</b> \$6,171,075
7.	<b>Contract Administrator:</b> Marc Margoni		<b>Telephone Number:</b> (213) 922-1304
8.	<b>Project Manager:</b> Don Howey		<b>Telephone Number:</b> (213) 922-8867

**A. Procurement Background**

This Board Action is to approve an increase in contract modification authority in support of critical medical examinations, and mandated drug and alcohol testing for Metro employees and job candidates.

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

In January 2012, the Board approved nine-year contracts (inclusive of three, two-year option periods), in the total not to exceed amount of \$5,321,075.

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

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon rates that were established as part of the competitive contract award in January 2012 and during the ensuing option periods.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$850,000	\$850,000	\$850,000

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## MEDICAL CLINIC SERVICES/ PS62402786

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>\$ Amount</b>
<b>1</b>	Increase in Contract Modification Authority	<b>PENDING</b>	<b>\$850,000</b>
	<b>Modification Total:</b>		<b>\$850,000</b>
	<b>Original Contract:</b>		<b>\$5,321,075</b>
	<b>Total:</b>		<b>\$6,171,075</b>



DEOD SUMMARY

MEDICAL CLINIC SERVICES/PS62402786

**A. Small Business Participation**

These contracts were awarded in April 2012, when the Disadvantaged Business Enterprise (DBE) Program was a race-neutral program, where meeting the DBE goal was not a condition of award. None of the medical clinics that were awarded contracts made a DBE commitment. However, Metro continues to encourage the Contractors to seek DBE participation, when opportunities arise.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2020-0282, File Type: Contract

Agenda Number: 31.

### EXECUTIVE MANAGEMENT COMMITTEE MAY 21, 2020

**SUBJECT: FILMING LIAISON ON THE METRO SYSTEM**

**ACTION: APPROVE CONTRACT AWARD**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award Contract No. PS66940000 for filming liaison services to The Hollywood Locations Company, Inc. for 5 years, generating an estimated \$1,500,000 revenue for Metro, subject to resolution of protest(s), if any.

#### **ISSUE**

A competitive procurement for Metro Filming Liaison has been performed to secure a new contract to replace the current contract that expires April 30, 2020. Metro has contracted filming liaison services to a specialized agency since 2013. Staff is recommending award of contract to The Hollywood Locations Company, Inc., which has extensive expertise within the entertainment business and extensive knowledge of Metro's system and properties.

This contract uses a cost neutral financial model where Hollywood Locations earns a commission on each confirmed filming. Based on historical revenues, staff anticipates commercial filming to generate at least \$300,000 a year, for an estimated \$1,500,000 over 5 years.

This contract authorizes the liaison coordination access for Metro bus and train vehicles, stations, divisions, parking lots, empty land, and all other facilities not designated as historic. Union Station is excluded from this contract and managed separately due to its historic landmark designation.

#### **BACKGROUND**

Metro strives to support the local filming industry with a film-friendly environment, offering many resources to media productions. Metro property has provided settings for numerous and notable films, television shows, music videos, and commercials. Since 2013, Metro has used a contractor to provide filming liaison services on Metro properties, rail system, bus system, and vehicles.

Securing an industry expert has resulted in increased opportunities and activities for the industry, and increased revenue for the agency. Recent filming highlights include:

- **Featured Films** - Ad Astra; Bright; Captain Marvel; Fast and Furious 7; Roman J. Israel, Esq.
- **Television/Streaming Series** - All Rise, Bosch, Goliath, Lucifer, Marvel's Runaways, NCIS: Los Angeles, S.W.A.T., This is Us, Westworld
- **Music Videos** - Taylor Swift, The Weekend, One Republic, Joseph Gordon Levitt

Historical revenue and expense figures from the Metro Research Library & Archives collections indicate Metro has permitted commercial filming on the system since 1992, earning \$52,000 from bus, train, and facility leasing. More recent revenues from the previous fiscal years indicate a steady growth in business activity:

- FY15 \$253,075
- FY16 \$284,010
- FY17 \$324,172
- FY18 \$559,695
- FY19 \$381,484
- FY20 \$224,888 (*not yet complete*)

## **DISCUSSION**

Metro has experienced an increase in filming requests following the reestablishment of the California Film & Television Tax Credit Program 2.0 in July 2015. The tax credit has afforded more television shows to be set in the Los Angeles region; in turn, repeatedly using Metro locations and vehicles for filming. Metro staff also coordinates regularly to maintain the database of available Metro-owned properties, which staff uses to allow greater offerings for the filming program and revenue opportunities, especially for production-related parking rentals.

## **Contract Terms**

- 5-year all-inclusive service contract - services including trafficking inquiries and leads from industry scouts and providing requirements for filming on Metro property, managing and finalizing appropriate licensee contracts, and providing production management and oversight while filming.
- 30% fixed commission of total gross rental revenue - commission does not include Metro labor support fees, which are billed directly to each licensee and passed directly to Metro.
- Full financial and revenue reporting - monthly, quarterly, annual, and unique reports as requested by Metro for the purpose of program management, oversight, and analysis.
- Full compliance with Metro's standard terms and conditions, Safety and Operations policies and procedures - contractor staff will be rail safety certified and ensure filming licensees adhere to safety policies and procedures.

## **The Hollywood Locations, Inc.**

Hollywood Locations is an industry leader in location management within the entertainment industry. They have represented LA Union Station for 20 years; they currently, and have represented, LA Metro for 7 years. They have provided location management in the Southern California area since

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1989 and offer a turnkey all-inclusive service - coordinating all production related activities from start to finish.

Since Fiscal Year 2013, Hollywood Locations has generated \$2.6M in revenue as filming liaison for LA Metro. Their impressive rolodex and pre-approved license agreements with all major studios and television networks such as Disney, Warner Bros., NBC Universal, Fox Paramount, Sony, ABC, CBS, and Netflix will ensure access to content creators and their desire to film on the Metro system.

As the incumbent, their experience with Metro and intricate knowledge of agency Operations, Real Estate, Security, and Facilities is advantageous - requiring no new training or transition. They are also fully knowledgeable of our safety policies and are rail safety certified.

### **FINANCIAL IMPACT**

The contract uses a cost neutral financial model for Metro where Hollywood Locations earns a commission for each confirmed filming event/contract. As needed, staff labor support including Security, Operations, and Safety are billed to each filming licensee.

#### **Impact to Budget**

As the filming business is strictly market-driven and based on industry demand - it would not be appropriate to use a minimum annual guarantee (MAG) revenue model for this contract. But based on historical revenues, staff anticipates commercial filming to generate at least \$300,000 a year.

All projected revenues of future filming business are noted in fiscal year planning, and all actual revenues are recorded and validated quarterly as part of department's revenue reporting.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to award the revenue contract for Filming Liaison, but this is not recommended. The current contract expires April 30, 2020 and Metro will face a loss of \$300,000 per year without a new service contract. Metro does not possess the knowledge and expertise to directly support the needs of the filming industry, working with a specialist is the most economical and strategic method of supporting the local filming industry.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Commercial Filming on Metro property supports the Strategic Plan by fulfilling:

Goal 5.2 Exercising good public policy judgement and sound fiscal stewardship by monetizing Metro's capital assets to generate revenues for the agency;

Goal 5.4 Applying prudent commercial business practices to create a more effective agency by tapping industry experts to shepherd Metro through a specialized industry and provide expertise Metro does not possess;

Goal 5.5 Expand opportunities for businesses and external organizations to work with us by outsourcing industry experts and specialists.

### **NEXT STEPS**

Upon Board approval, staff will execute contract No. PS66940000 with The Hollywood Locations Company for filming liaison services.

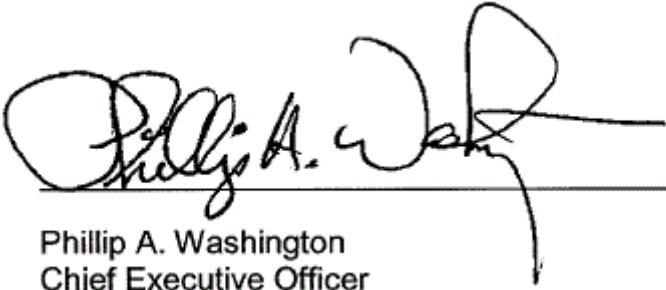
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Ana Vallianatos, Communications Manager, (213) 922-2248  
Lan-Chi Lam, Director of Communications, (213) 922-2349  
Glen Becerra, Executive Officer of Marketing, (213) 418-3264

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



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Phillip A. Washington  
Chief Executive Officer



**PROCUREMENT SUMMARY**  
**FILMING LIAISON / PS66940000**

1.	<b>Contract Number:</b> PS66940000	
2.	<b>Recommended Vendor:</b> The Hollywood Locations Company, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> December 20, 2019	
	<b>B. Advertised/Publicized:</b> January 3, 2020	
	<b>C. Pre-Proposal Conference:</b> January 8, 2020	
	<b>D. Proposals Due:</b> January 22, 2020	
	<b>E. Pre-Qualification Completed:</b> February 27, 2020	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> February 10, 2020	
	<b>G. Protest Period End Date:</b> April 20, 2020	
5.	<b>Solicitations Picked up/Downloaded:</b> 16	<b>Proposals Received:</b> 1
6.	<b>Contract Administrator:</b> Antwaun Boykin	<b>Telephone Number:</b> 213-922-1056
7.	<b>Project Manager:</b> Lan-Chi Lam	<b>Telephone Number:</b> 213-922-2349

**A. Procurement Background**

This Board Action is to approve Contract No. PS66940000 issued in support of filming liaison services. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is revenue generating.

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

- Amendment No. 1, issued on January 10, 2020, provided documents from the pre-proposal conference and extended the proposal due date to January 22, 2020.

One proposal was received on the due date of January 22, 2020 from The Hollywood Locations Company. Several other firms were listed as plan holders of this RFP who were contacted for a market survey. The firms' responses indicated that inability to meet the minimum requirements and inadequate staffing to put together a proposal were the reasons for not submitting proposals in response to this solicitation.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Communications, Marketing, and Property and Asset Management Departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The RFP required proposers to first pass the following minimum qualifications before being considered for further evaluation in this competitive procurement:

- a. Proposer must have at least ten years' experience in location management / representation.
- b. Proposer must have experience with similar contracts with a minimum contract amount of \$10,000.

The proposal that was received passed the minimum qualifications; it was then evaluated based on the following evaluation criteria and weights:

- |                            |            |
|----------------------------|------------|
| • Experience of Firm       | 20 percent |
| • Prime's Skill            | 30 percent |
| • Capability Questionnaire | 25 percent |
| • Fee                      | 25 percent |

Several factors were considered when developing these weights, giving the greatest importance to the prime's skills.

The PET reviewed The Hollywood Locations Company's proposal and references were contacted, reviewed, and confirmed.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **The Hollywood Locations Company**

The Hollywood Locations Company was founded in 1989 and has served as Metro's filming liaison contractor for over seven years. The Hollywood Locations Company provides filming liaison services for Union Station, Immanuel Presbyterian Church and the Japanese American National Museum.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>The Hollywood Locations Company</b>				
3	Experience of the Firm	95.80	20.00%	19.16	
4	Prime's Skill	90.00	30.00%	27.00	
5	Capability Questionnaire	96.64	25.00%	24.16	
6	Fee Proposal	100.00	25.00%	25.00	
7	<b>Total</b>		<b>100.00%</b>	<b>95.32</b>	<b>1</b>

### **C. Cost/Price Analysis**

The proposed revenue has been determined to be fair and reasonable based upon fee analysis, historical data, technical analysis, and comparison with industry revenue rate for similar services.

### **D. Background on Recommended Contractor**

The recommended firm, The Hollywood Locations Company, located in Los Angeles, has been in business for over 30 years in the field of filming liaison services. The Hollywood Locations Company is Metro's incumbent filming liaison services contractor and has performed satisfactorily.

DEOD SUMMARY

FILMING LIASON / PS66940000

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) goal for this revenue-generating procurement, which will not utilize any federal, state and/or local funds.

Based on industry practices, it is expected that the Prime Contractor will provide all the services, supplies, and/or equipment required on this contract with minimal, if any, subcontracting. Pursuant to MTA's small business program, if the Prime Contractor utilizes the services of subcontractors, the Prime Contractor is encouraged to afford maximum opportunities to small businesses in all subcontracting and supply services areas.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

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



Metro

## Board Report

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

File #: 2020-0306, File Type: Contract

Agenda Number: 32.

### EXECUTIVE MANAGEMENT COMMITTEE MAY 21, 2020

**SUBJECT: METRO SYSTEM ADVERTISING (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL)**

**ACTION: APPROVE CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System, with OUTFRONT Media Group, LLC, to temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract, with monthly payments of 55% of actual sales revenues, from May 15, 2020 to December 31, 2020, and to re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020; and
- B. EXECUTE Modification No. 1 to Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System, with Intersection Parent, to temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract, with monthly payments of 55% of actual sales revenues from May 15, 2020 to December 31, 2020, and to re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020.

#### **ISSUE**

Metro's bus and rail revenue advertising contractors have requested temporary relief from the revenue Minimum Annual Guarantee (MAG) requirements of the Contracts.

This report details how the current COVID-19 pandemic and *Stay at Home* orders are impacting the advertising business in the short-term and long-term. Due to the significant impacts of COVID-19, both contractors are experiencing canceled sales, lack of sales, and drop in customer impressions - negatively affecting their ability to generate the level of revenue that is necessary in order to meet the minimum annual guarantee (MAG) payments to Metro.

Staff is recommending the temporary suspension of the minimum annual guarantee payment (MAG) obligation from each contractor, and instead, allowing each firm to pay Metro a monthly revenue of 55% share of actual revenues from May 1, 2020 to December 31, 2020. Additionally, staff is requesting approval to re-schedule the May 2020 payment due date from May 15, 2020 to May 30,



2020 to allow both contractors additional time to remit payments to Metro.

## **BACKGROUND**

The Metro Board approved the agency's current revenue advertising contracts with OUTFRONT and Intersection, respectively, in January 2018 with revenue operations beginning in March 2018 and ending in February 2028.

OUTFRONT was awarded Contract PS41099B to sell and manage commercial advertising on Metro's 2,000+ operational bus fleet with guaranteed revenues of \$262,250,000 for the duration of the contract. Intersection was awarded Contract PS41099R to sell and manage commercial advertising on Metro's rail system, including stations and trains, with guaranteed revenues of \$42,902,200 for the duration of the contract. Additionally, Intersection will deploy digital equipment, worth approximately \$20M, at no cost to Metro, for the purpose of migrating to digital advertising and information.

## **DISCUSSION**

### The Impact of COVID-19

The current COVID-19 pandemic and *Stay at Home* orders are having unprecedented and unexpected circumstances impacting OUTFRONT and Intersection's ability to generate revenue for the remainder of 2020. Due to the significant impacts of COVID-19, both contractors are experiencing canceled sales, lack of sales, and drop in customer impressions - significantly hindering their ability to meet the contractually required minimum annual guarantee (MAG) payments to Metro.

- ***Cancellation of Sales***

Both contractors have received multiple requests for cancellations or requests for postponement of contracted sales to later in the year. Forward bookings and pending transactions have all but stopped for the second quarter of calendar year 2020 (Apr-May-Jun 2020) and the third quarter of calendar year 2020 (Jul-Aug-Sept 2020). Numerous campaigns slated for late March through June from the entertainment business have all been cancelled.

- ***Loss of Customer Impressions***

The out of home industry is having to combat lower traffic counts and less people on the street viewing advertisements. Metro has reported a decrease in bus ridership of 65%, and a rail ridership decrease of 75%, along with reduced service. This has resulted in the dramatic loss of transit rider and bystander viewing impressions. With the uncertainty of how long the pandemic will continue with *Stay At Home* orders, it is difficult to predict when viewing impressions will recover.

- ***Capital Expenditures Delayed***

Metro's Rail Advertising contractor, Intersection Parent, will delay major capital expenditures for 6 months due to delays in the sourcing of critical components and digital displays. The delays are expected to continue until the worst of the pandemic has passed. As a result, equipment installation for the E Line (Expo Line) will begin in Winter 2020, rather than in

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Spring 2020, as previously planned.

### MAG Planned Payments versus 55% Revenue Share

Due to the significant impacts of COVID-19 affecting the advertising business, staff is recommending the temporary removal of the minimum annual guarantee (MAG) payments to Metro, and instead receiving 55% revenue share of actual revenues from May 1, 2020 to December 31, 2020 from both Contractors.

This change provides relief to both contractors, while Metro continues to receive revenue payments. Under the present circumstances, it's impossible to estimate the true revenue loss, due to the nature of the pandemic, but the revenue share incentivizes the contractor to continue selling ad space as aggressively as the market will sustain.

Prior to the COVID-19 pandemic, the contracts called for a combined monthly minimum annual guarantee (MAG) payments of \$2,207,754 (\$1,958,333 for bus and \$249,421 for rail) from May to December. Shifting to the 55% revenue share model, the monthly estimated revenues from both contractors for May 2020 to December 2020 are as follows:

- May \$673,638 (bus - \$495,438, rail - \$178,200)
- June \$872,714 (bus - \$756,664, rail - \$116,050)
- July \$450,568 (bus - \$243,218, rail - \$207,350)
- Aug. \$2,020,150 (bus - \$1,760,000, rail - \$260,150)
- Sept. \$1,961,850 (bus - \$1,760,000, rail - \$201,850)
- Oct. \$2,002,000 (bus - \$1,760,000, rail - \$242,000)
- Nov. \$1,994,850 (bus - \$1,760,000, rail - \$234,850)
- Dec. \$1,998,700 (bus - \$1,760,000, rail - \$238,700)

May, June, and July advertising commitments have seen drastic loss of sales on the bus program. It is estimated to recover with a steady revenue projection of \$1,760,000 each month from August 2020 to December 2020. This estimate must be taken with caution, however, as drastic loss of sales and revenues are expected until *Stay at Home* orders have been lifted.

### FINANCIAL IMPACT

Temporarily replacing the MAG with the 55% revenue share of actual revenues will result in a drastic change in planned revenues. Under the current circumstances, it's impossible to estimate the true revenue loss, due to the nature of the pandemic, but the revenue share incentivizes the contractor to continue selling ad space as aggressively as the market will sustain.

### Impact to Budget

The FY20 Q4 loss of revenue is an estimated \$2,869,156 (-43%).  
The FY21 Q1 and Q2 loss of revenue is an estimated \$2,818,406 (-21%).

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Advertising revenues are eligible for bus and rail operating and capital expenditures.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the contract modifications, but this is not recommended. By providing short-term relief to both OUTFRONT and Intersection, Metro is preserving long-term revenue generating opportunities and investment of equipment and infrastructure.

The current COVID-19 pandemic is having unprecedented, unexpected, and devastating consequences impacting businesses' ability to operate and create revenue.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The revenue advertising program supports the Strategic Plan by fulfilling these goals:

- Goal 2.2 Improving legibility, ease of use, and trip information on the transit system by creating new amenities that provide quality and up-to-date system information; and using popular technology to enhance customer experience.
- Goal 5.2 Exercising good public policy judgement and sound fiscal stewardship by monetizing Metro's capital assets to generate revenues and exploring private investment in Metro infrastructure improvements.

### **NEXT STEPS**

Upon Board approval, staff will execute both contract modifications, and continue to manage the advertising business in accordance with the contract and applicable agency policies.

Staff will monitor national and local advertising business trends, along with our contractors, and provide the Board with an update in January 2021 on Metro's advertising program - including continuation of the digital rollout and economic performance of the modified contract. By providing short-term relief, we are protecting our long-term revenue source and capital expenditure investment.

Staff will provide a recommendation on whether it is necessary to extend the removal of the minimum annual guarantee (MAG) payments to Metro, based on COVID-19 pandemic recovery.

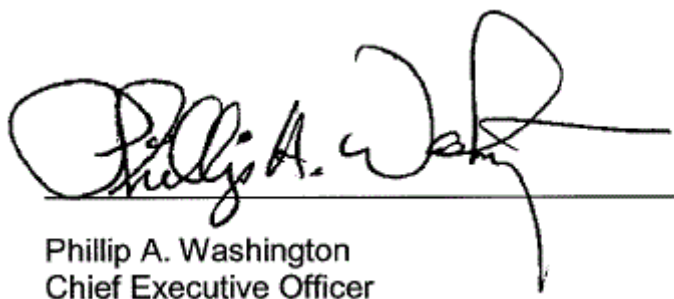
### **ATTACHMENTS**

Attachment A - Revenue Advertising Update Presentation  
Attachment B - Revenue Change Summary  
Attachment C - Procurement Summary  
Attachment D - Change Order/Modification Log  
Attachment E - DEOD Summary

Prepared by: Lan-Chi Lam, Director of Communications, (213) 922-2349  
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Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051  
Nalini Ahuja, Chief Finance Officer, (213) 92-3088



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Phillip A. Washington  
Chief Executive Officer

**Executive  
Management  
Committee**

**May 2020**



**Revenue Advertising**



# Contract Summary

Metro Board approved the current revenue advertising contracts with OUTFRONT and Intersection in JAN 2018 with revenue operations beginning MAR 2018 - FEB 2028.

## **Buses - OUTFRONT**

- Sell and manage advertising on/in 2,000+ bus fleet
- Revenues of \$262,250,000 for the duration of the contract

## **Rail - Intersection**

- Sell and manage advertising on/in rail stations and trains
- Revenues of \$42,902,200 for the duration of the contract
- +\$20M capital expenditure investment for new equipment providing digital advertising and information

**\$305M long-term revenue source for Metro**

# Revenues Paid

Since revenue operations began in March 2018

- \$57.7M have been paid to Metro by OUTFRONT and Intersection combined
- Intersection invested \$4.2M in A Line (2019)
- Both contractors meeting their contractual financial obligations and operating per policies

# Summary of Contract Modifications

To preserve a long-term revenue source and investment of equipment and infrastructure, staff is recommending temporary contract changes for both contractors –

1. Temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract
2. Submit monthly payments 55% of actual sales revenues, from May 15, 2020 to December 31, 2020
3. And re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020

# Impact of COVID-19

COVID-19 pandemic and *Stay Home* orders beginning March 15<sup>th</sup> are having unexpected circumstances impacting both contractors' ability to generate revenue for the remainder of 2020.

## ***Cancellation of Sales***

- Both contractors are flooded with cancellation requests from their clients.
- Forward bookings have all but stopped for calendar year Q2 (Apr-May-Jun) and Q3 (Jul-Aug-Sept).
- The local entertainment business has evaporated; all sales for 2020 have been cancelled.

# Impact of COVID-19 (cont.)

## ***Loss of Customer Impressions***

- Bystander viewing impressions – impressions from traffic and pedestrians (people on the streets).
- Rider viewing impressions – impressions from transit riders (Metro riders).

## ***Capital Expenditures Delayed***

- Intersection will delay major capital expenditures for 6 months – digitizing E Line pushed to Winter 2020 (originally planned for Summer 2020).
- They have experienced delays sourcing critical components and digital displays and expect the delayed to continue until the worst of the pandemic has passed.



# Impact of COVID-19 (cont.)

***Nationally*** – Transit agencies are experiencing similar issues with revenue re-forecasting and shortfalls.

- Regional Transportation Commission Southern Nevada (RTC SNV)
- Sound Transit
- Chicago Transit Authority (CTA)
- Dallas DART

***Locally*** – Businesses who are not providing *essential service* have cancelled orders.

- Entertainment industry (new releases, theaters, television shows) accounts for 50% of BUS sales.
- Local business and institutions (schools, museums, destinations, hospitals) account for 39% of RAIL sales.

# Revised Revenue Estimates

Revised revenue projections for May 2020 to December 2020 - with *estimated* 55% revenue share payments compared to *planned* minimum annual guarantee (MAG) payments.

MAG Revenues (planned revenues and payments)								
	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
BUS - MAG	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333
RAIL - MAG	249,421	249,421	249,421	249,421	249,421	249,421	249,421	249,421
MAG (planned)	\$2,207,754	\$2,207,754	\$2,207,754	\$2,207,754	\$2,207,754	\$2,207,754	\$2,207,754	\$2,207,754

55% Revenue Share (estimated revenues and payments)								
	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
BUS - 55%	495,438	756,664	243,218	1,760,000	1,760,000	1,760,000	1,760,000	1,760,000
RAIL - 55%	178,200	116,050	207,350	260,150	201,850	242,000	234,850	238,700
55% Revenue (estimated)	\$673,638	\$872,714	\$450,568	\$2,020,150	\$1,961,850	\$2,002,000	\$1,994,850	\$1,998,700

# Financial Impact

Estimated loss of revenues

- \$2,869,156 (-43%) = FY20 Q4
- \$2,818,406 (-21%) = FY21 Q1 and Q2
- *Actual monthly sales will vary*
- Advertising revenues are eligible for bus and rail operating and capital expenditures.

# Summary of Contract Modifications

To preserve a long-term revenue source and investment of equipment and infrastructure, staff is recommending temporary contract changes for both contractors –

1. Temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract
2. Submit monthly payments 55% of actual sales revenues, from May 15, 2020 to December 31, 2020
3. And re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020

## Attachment B - Revenue Change Summary

Revised revenue projections for May 2020 to December 2020 - with *estimated* 55% revenue share payments compared to *planned* minimum annual guarantee (MAG) payments.

### MAG Revenues (*planned* revenues and payments)

	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
BUS - MAG	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333	1,958,333
RAIL - MAG	249,421	249,421	249,421	249,421	249,421	249,421	249,421	249,421
<b>MAG (planned)</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>	<b>\$2,207,754</b>

### 55% Revenue Share (*estimated* revenues and payments)

	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
BUS - 55%	495,438	756,664	243,218	1,760,000	1,760,000	1,760,000	1,760,000	1,760,000
RAIL - 55%	178,200	116,050	207,350	260,150	201,850	242,000	234,850	238,700
<b>55% Revenue (estimated)</b>	<b>\$673,638</b>	<b>\$872,714</b>	<b>\$450,568</b>	<b>\$2,020,150</b>	<b>\$1,961,850</b>	<b>\$2,002,000</b>	<b>\$1,994,850</b>	<b>\$1,998,700</b>



## PROCUREMENT SUMMARY

## METRO SYSTEM ADVERTISING – LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO BUS AND RAIL SYSTEMS/PS41099B and PS41099R

1.	<b>Contract Numbers:</b> A) PS41099B B) PS41099R			
2.	<b>Contractors:</b> A) Outfront Media Group, LLC B) Intersection Parent, Inc.			
3.	<b>Contract Work Description:</b> Advertising Revenue			
4.	<b>Modification Description:</b> Replace monthly Minimum Annual Guarantee (MAG) Payments with monthly payments of 55% of sales revenues for the period May 2020 through December 2020 while Contractors recover from the effects of the COVID-19 pandemic.			
5.	<b>The following data is current as of:</b> April 28, 2020			
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>	
	<b>Contract Awarded:</b>	Jan 25, 2018	<b>Original Agreed Upon Revenue (Minimum Annual Guarantee)</b>	PS41099B: \$262,250,000  PS41099R: \$42,902,200
	<b>Original Completion Date:</b>	Feb 28, 2028		
	<b>Current Contract Estimated Completion Date:</b>	Feb 28, 2028		
7.	<b>Contract Administrator:</b> Ernesto N. De Guzman		<b>Telephone Number</b> (213) – 922 - 7267	
8.	<b>Project Manager:</b> Lan-Chi Lam		<b>Telephone Number</b> (213) – 922 - 2349	

**Background:**

On January 25, 2018, the Board approved the award of Contract Nos. PS41099B and PS41099R to Outfront Media Group, LLC and Intersection Parent, Inc., respectively, for license to sell and display advertising on Metro's bus and rail assets. The contracts' terms were for ten (10) years, from March 1, 2018 through February 28, 2028, and included minimum annual guarantee (MAG) payments that would yield to Metro revenues of \$262,250,000 for advertising on bus assets, and \$42,902,200 for advertising on rail assets during the life of the contract. Two modifications were issued for PS41099B previously. Modification No. 1, issued on March 28, 2018, added the Minimum Annual Guarantee payment schedule and provided clarifications to the contents of the Scope of Work. Modification 2, issued on April 25, 2018, provided a revised schedule of payments for the Minimum Annual Guarantee. No modifications have been previously issued for PS41099R.

Due to significant loss of advertising sales revenues due to COVID-19, the advertising industry has experienced significant losses of revenue. Both bus and rail revenue advertising contractors have requested a temporary relief from the Minimum Annual Guarantee requirements of the Contract, paying instead a share of 55% of monthly sales to Metro from May 2020 through December 2020, while they recover from the economic effects of the COVID-19 pandemic.

**ATTACHMENT D****CHANGE ORDER/MODIFICATION LOG****CONTRACT NO. PS41099B****LICENSE TO SELL AND DISPLAY ADVERTISING ON METRO BUS SYSTEM**

<b>Modification No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1	Clarify contract language	03/28/2018	\$0
2	Provide a schedule of monthly Minimum Annual Guarantee payments	04/25/2018	\$0
3	Temporarily replace Minimum Annual Guarantee (MAG) monthly payments with payments of 55% of actual net sales from May 2020 through December 2020	PENDING	TBD
	Original Contract Revenue Amount (Minimum Annual Guarantee)	1/25/18	\$262,250,000

**CONTRACT NO. PS41099R****LICENSE TO SELL AND DSIPLAY ADVERTISING ON METRO RAIL SYSTEM**

<b>Modification No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1	Temporarily replace Minimum Annual Guarantee (MAG) monthly payments with payments of 55% of actual net sales from May 2020 through December 2020	PENDING	TBD
	Original Contract Revenue Amount (Minimum Annual Guarantee)	1/25/18	\$42,902,200

**DEOD SUMMARY**

**METRO SYSTEM ADVERTISING – LICENSE TO SELL AND DISPLAY  
ADVERTISING ON METRO BUS AND RAIL SYSTEMS/PS41099B and PS41099R**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) determined that a goal is not applicable for this revenue generating procurement, as it will not utilize any federal, state and/or local funds.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2020-0324, File Type: Informational Report

Agenda Number: 35.

### EXECUTIVE MANAGEMENT COMMITTEE MAY 21, 2020

**SUBJECT: CORONAVIRUS RECOVERY TASK FORCE**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE this status report on the recently established Coronavirus Recovery Task Force.

#### **ISSUE**

This is the first communication of Metro's Coronavirus Recovery Task Force. The purpose is to report on progress to date and highlight early action items.

#### **BACKGROUND**

To help Metro respond and recover, the Recovery Task Force will recommend early action items while it develops a final report. Early action items are intended to be timely, short-term actions that Metro can take to respond to changing circumstances; or actions Metro can take quickly to prepare for mid-to-long term relaunch and recovery.

The list of early action items below was drawn from ideas shared by members of the task force, ideas in the recovery concept memo, and from emerging best practices drawn from news reports and other research. These ideas rose to the top as early action items because they were timely, impactful, had positive impacts on cost savings/ revenue and/or would bring equity benefits.

#### **DISCUSSION**

Each early action item is summarized as follows:

1. Recommendation -- what are we suggesting?
2. Justification -- why are we recommending this action?
3. Rapid Equity Assessment -- what are the likely equity impacts and are there strategies to mitigate unintended consequences?

#### **1. Customer Survey**

Recommendation: Survey Metro customers on their current transportation patterns and modes, future transportation plans, and customer experience.

**Justification:** Help identify how quickly ridership may recover and gain insights on customer experience priorities, including what would make customers feel safe to use our services.

**Equity:** Survey can determine how different racial and income groups have experienced transportation during the pandemic and how they plan to travel in the future.

## 2. Safe / Slow Streets

**Recommendation:** Ask Metro Board to authorize cities that received 2020 Open Street grants to repurpose some or all of funding on safe/slow street programs; and explore ways to encourage other LA County jurisdictions to implement slow/safe streets.

**Justification:** Create more space for safe, distanced walking and biking for transportation and recreation; showcase how road space can be repurposed for more multi-modal transportation.

**Equity:** Low income communities are more overcrowded, and this is an equity opportunity to prioritize park-poor communities, areas with high levels of vehicle collisions and injuries and few bike lanes. The task force has discussed opportunities to encourage cities to partner with CBOs for outreach and education.

## 3. Cleaning

**Recommendation:** Test, adopt and publicize new cleaning methods such as UV, ozone and cleaning robots while also increasing publicity of existing cleaning practices, especially through videos.

**Justification:** Testing and implementing new cleaning will advance health and safety for riders and employees; publicizing current and new cleaning practices will help inform and reassure riders currently using the system and those who will be making transportation decisions as stay at home orders are modified.

**Equity:** Enhanced cleaning will benefit Metro's primarily low-income riders. Look for opportunities for small and DBE businesses in any new cleaning contracts and study side effects of new cleaning methods to protect sensitive riders/staff.

## 4. Bus-Only Lanes

**Recommendation:** Partner with local jurisdictions to accelerate implementation of bus-only lanes in areas that Operations has identified as past congestion hot spots.

**Justification:** The current period of lighter than usual vehicle traffic is a chance to implement more bus lanes with fewer immediate conflicts with traffic and parking. Bus-only lanes will allow greater speed and reliability, helping keep buses competitive with single occupancy vehicles. Faster travel can also contribute to more frequency and less crowding.

**Equity:** There is an equity opportunity to prioritize bus-only lanes on routes used by essential workers and those that connect equity-focused communities. To allow input from and to get information to



Limited English Proficiency (LEP) populations and riders without smartphones, Metro can streamline outreach, rapidly introduce lanes, and survey riders for feedback.

## 5. Masks

**Recommendation:** Explore ways to distribute masks to riders to help the recently-introduced face covering requirement succeed. Distribution of masks can focus on hot spots identified by bus operators, riders and public health data.

**Justification:** Distributing masks can increase compliance with face-covering requirements, enhancing health/safety benefits. It can also help avoid conflicts and uncertainty if customers try to ride without masks.

**Equity:** Focus distribution in areas where residents lack resources to purchase masks. Use culturally competent education to implement the new face covering requirement rather than law enforcement, which might target marginalized communities.

## 6. Contactless ticketing option and free off-peak fares

**Recommendation:** Rapidly introduce a contactless, visual ticket purchase and payment option in new Transit App as an option to accompany TAP card payment. To smooth out demand, also make off-peak service free for a limited, promotional period. Note: this is not intended to change current fare enforcement practices.

**Justification:** A non-contact option for fare payment will reduce physical risks and help reassure customers. An additional method of fare payment may also increase revenue during a period in which fares are not being enforced. A limited-time promotion with free or reduced non-peak fares can help encourage customer to download the Transit App and can help reduce crowding during peak times.

**Equity:** Many riders, including low-income riders, have smart phones and will have more options for fare payment. Temporary free fares can benefit cost-burdened riders. We should monitor enforcement to make sure there is not unfair targeting of any disadvantaged groups.

## 7. Telecommuting

**Recommendation:** Update Metro telecommute policy to allow more staff to telecommute even after the pandemic; and begin to engage major employers, agencies and other stakeholders to develop a regional pact to expand telecommuting and implement staggered work hours where feasible.

**Justification:** Telecommuting can help avoid a surge in single occupancy vehicle trips and congestion when more businesses open.

**Equity:** While white-collar workers are usually more able to telecommute, there are equity benefits including expanding job opportunities for people with disabilities, and for workers caring for children and the elderly or sick. Metro should track the demographic details of telecommuters to understand who benefits and if there are unintended consequences.

8. More frequent service

Recommendation: Restore more frequent transit service to stay ahead of demand, and retain rear door boarding as an option.

Justification: Restoring more frequent bus and rail service in stages and retaining rear door boarding on buses as an option can make transit competitive and enable greater physical distancing and reduced overcrowding. There is evidence that service cuts during past crises led to long term reductions in ridership.

Equity: Prioritizing more frequent service and retaining rear door boarding on lines experiencing overcrowding can help essential workers and equity communities through mobility gains and health protection.

9. Capital Projects

Recommendation: Prioritize and re-examine major capital projects in a recovery framework based on enhancing mobility, ridership, equity, and Title VI compliance, health (more distancing/frequency) and economic development. Projects can be examined in terms of priority, mode, scope and delivery method.

Justification: Budget challenges, the economic and job benefits of capital construction, and the opportunity for a new normal of mobility without congestion provide an opportunity to re-examine Metro's capital program and maximize the positive impacts of each project and the system as a whole.

Equity: Prioritizing capital projects solely based on fiscal factors could lead to decisions that negatively impact equity communities or cause Title VI challenges. A broader analysis should include equity and also consider impacts to SBEs, DBEs, DVBES.

10. Bike Share

Recommendation: Study options to enhance the Metro Bike Share program, with goals of more locations (especially equity-enhancing locations) and more use. Two options to study are as follows:

- Rebid contract with potential partners, such as municipalities and college campuses, to develop a no-cost, countywide bike share system
- Bring Metro Bike Share operation and maintenance 'in-house' as a core Metro operation performed by Metro staff that can be located at all Metro stations.

Justification: Metro Bike share has seen a lower reduction in use than Metro bus, rail and parking, suggesting that there is interest in bike share as a physically-distanced transportation option. Many cities around the world are promoting biking as an alternative to driving during and after the pandemic. Other bike share systems in the region are struggling, providing an opportunity to reexamine bike share in LA county.

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Equity: Improving bike share can enhance equity if more bikes are available in areas where low-income residents live and work. Study of options for bike share should examine locations, cost and payment options, and messaging/promotion to diverse communities.

11. Homeless services and partnerships

Recommendation: Expand social service resources and partnerships, including on-site services, to increase ability to connect unhoused riders with services and housing.

Justification: The presence of people taking non-essential trips prevents social-distancing, threatens the public health of all riders, and makes many customers feel uncomfortable. Research shows that enforcement is not effective in addressing homelessness. Transit agencies cannot solve the problem of homelessness alone, but with the right policies, partnerships, and programs, they can create a safer and more comfortable environment for all transit users. Additionally, helping unhoused riders find housing and services contributes to Metro's strategic plan goal 3.4 of helping solve homelessness.

Equity: This presents an equity opportunity by helping unhoused people find housing and services and allows essential riders to socially distance and reduce the public health risks.

12. Alternative services

Recommendation: Pilot and expand alternative services like microtransit, mobility on demand, and partnerships with other transportation network companies (TNCs) and micro-mobility companies in areas where this may be a more cost-effective means of restoring mobility services.

Justification: It will be challenging to in the near-term to bring back full transit service on all routes (due to the need for less crowded vehicles and funding challenges). Therefore it will be critical to pilot alternatives to traditional transit. This can include Metro MicroTransit, the Via Mobility on Demand (MOD) service, as well as other partnerships with TNCs and micro-mobility companies. In addition to providing mobility options, this is an opportunity to pilot and learn from a variety of non-Single Occupancy Vehicle (SOV) alternatives.

Equity: Similar to the Via MOD service, this recommendation can prioritize equity-focused communities and people with challenges accessing both traditional and new transportation services.

**FINANCIAL IMPACT**

Receiving and filing this report has no financial impact or impact to budget. The Task Force will evaluate the cost impacts of each recommended action as they advance towards implementation. The Task Force will report on the financial impacts of any actions requiring Board approval on a case by case basis, in addition to providing regular updates on these initiatives, new initiatives, and the Recovery Plan.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This is a broad suite of recommendations specifically developed to align directly with Vision 2028

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Goals. The Task Force seeks to be responsive; bring leadership to the recovery to marshal positive change in the face of this crisis; support and enhance communities and lives; adapt to changing contexts to deliver outstanding trip experiences; and provide high quality mobility options for essential trips and in coordination with a safe recovery.

### **NEXT STEPS**

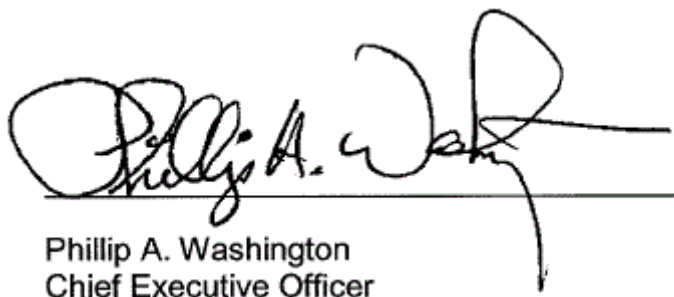
Staff plans to pursue these early actions, develop further recommendations, and continue towards the delivery of a Recovery Plan. Staff also plans to report back to the Board regularly.

### **ATTACHMENTS**

Attachment A - Presentation

Prepared by: Mark Vallianatos, Executive Officer, Office of Extraordinary Innovation (213) 922-5282

Reviewed by: Joshua Schank, Chief Innovation Officer, Office of Extraordinary Innovation (213) 418-4435



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Phillip A. Washington  
Chief Executive Officer



# Metro LA COVID-19 Recovery Taskforce

Update + Recommended Early Action Items

5.21.2020

## COVID-19 Recovery Task Force

- **WHAT** - internal taskforce w/ diverse viewpoints from multiple departments to recommend recovery actions to Senior Leadership Team (SLT) + CEO + Board
- **WHY** – plan for Metro + LA County’s recovery and advance mobility w/out congestion as the ‘new normal’
- **WHEN** – April 28 to Sept 30, w/ monthly reports including recommended early actions + a final report



## COVID-19 Recovery Task Force

- **WHO – members nominated by SLT, w/ preference for staff from Metro Leadership Academy, EnoMax, Women and Girls Governing Council:**

- Joshua Schank, OEI - Chair
- Fumi Sotozono, Audit
- Paula Guevara, Civil Rights
- Melissa Park, Congestion Reduction
- Stephanie Burke, Human Capital Development
- KeAndra Dodds, OCEO
- Aaron Weinstein, OCEO
- Kyle Holland, Finance + Budget
- Rani Narula-Woods, Operations
- Quintin Sumabat, Operations
- Elezanbee Vue, Operations
- Olivia Nelson-Richard, TCU
- Peter Carter, Planning
- Georgia Sheridan, Planning
- Alvin Trotter, Program Management
- Heather Repenning, Program Management
- Heather Severin, Program Management
- Nancy Hinojosa, Risk, Safety and Asset Management
- Imelda Hernandez, Security
- Jessica Spearman, Vendor/Contract Management
- Staffed by Mark Vallianatos, OEI + John Gordon, Communications

## Recommended early action items

chosen for timeliness, impact, cost/saving or revenue + rapid equity assessment (not listed in order of priority)

1. Survey Metro customers to help Metro anticipate how quickly ridership will recover + to gain insights on customer experience priorities.
2. Work w/ Board to authorize cities that received 2020 open street grants to repurpose some or all of funding on slow / safe street programs; explore other ways to fund and/or provide advice on slow/safe streets to other LA County jurisdictions.
3. Test, adopt and publicize new cleaning methods such as UV, Ozone and cleaning robots while also increasing publicity of existing cleaning.
4. Partner w/ jurisdictions to accelerate and implement new bus-only lanes in areas that operations has identified as past congestion hot spots.

Recommended  
early action  
items, continued  
(not in order of priority)

5. Explore ways to distribute masks to riders to accompany new mask requirements, with focus on hot spots identified by bus operators, riders and public health data.
6. Rapidly introduce a contactless, visual ticket purchase and payment option in new Transit app as an option to accompany TAP card payment. To smooth out demand, also make non-peak service free for a limited, promotional period. *Note:* Intent is to not change or expand fare enforcement policy at this time
7. To encourage fewer SOV trips as we emerge from recovery, update Metro telecommute policy and engage major employers, agencies and other stakeholder to develop a regional pact to expand telecommuting and staggered work hours where feasible
8. Restore more frequent transit service to stay ahead of demand and prevent overcrowding; and retain rear door boarding as an option.
9. Prioritize and re-examine major capital projects in a recovery framework based on enhancing mobility, ridership, equity + title 6 compliance, health (more distancing/ frequency) and economic development.

Recommended  
early action  
items, continued  
(not in order of priority)

10. Study options for a new affordable and enhanced Metro Bike Share System, with more locations (especially equity-enhancing locations) and more use. Also pursue TAP integration. Two options to study are:
  - Rebid contract with potential partners, such as municipalities and college campuses, to develop countywide bike share system,
  - Bring Metro Bike Share operation and maintenance 'in-house' as a core Metro operation performed by Metro staff that can be located at all Metro stations.
11. Expand social service resources and partnership, including on-site services, to expand ability to connect unhoused riders w/ services and housing, and reduce non-essential trips which can prevent social distancing and discomfort riders.
12. Pilot and expand alternative services like micro-transit, mobility on demand, and partnerships with other TNCs and micro-mobility companies in areas where this may be a more cost-effective means of restoring mobility services.



Metro

## Board Report

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**File #:** 2020-0354, **File Type:** Oral Report / Presentation

**Agenda Number:** 37.

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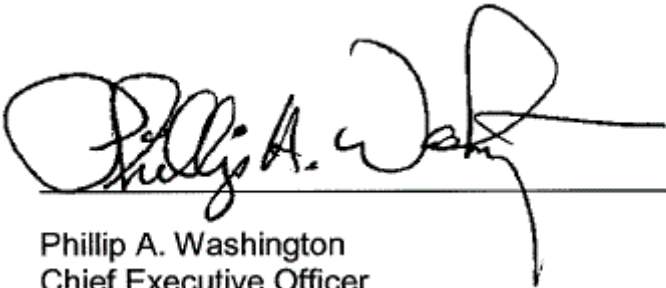
**EXECUTIVE MANAGEMENT COMMITTEE  
MAY 21, 2020**

**SUBJECT: COVID-19 CALL TO ACTION**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE oral report regarding COVID-19 Call to Action.



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Phillip A. Washington  
Chief Executive Officer



# COVID-19 Loss and Mitigation Metro Board of Director Update

*May 2020*



**Metro**

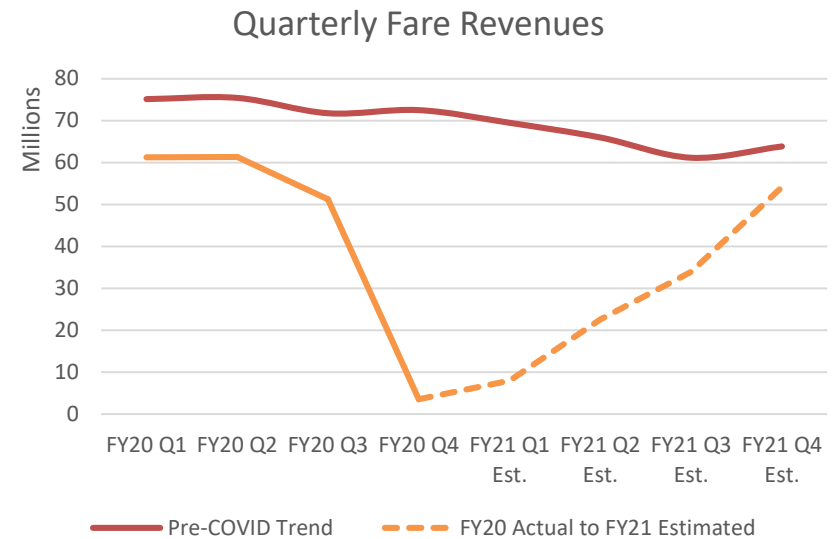
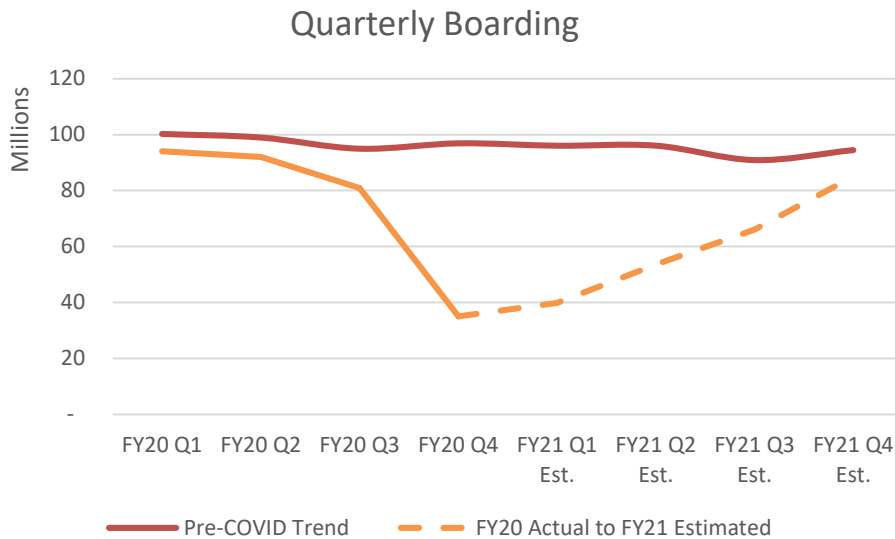




# Agenda

- COVID-19 Impact to Metro
  - ✓ Boarding and Fare Revenue Decline
  - ✓ Sales Tax Update
  - ✓ Revenue Loss Impact to Metro Programs
- Federal CARES Act Stimulus
  - ✓ Timeline, Eligibility, Reimbursement Process
  - ✓ Allocation of CARES Act
- Mitigation
  - ✓ COVID-19 Core Functions to Continue
  - ✓ CEO Call for Action to Reduce Expense
  - ✓ Beyond COVID-19 Strategies: Metro Mobility & Affordability Plan (Metro MAP)
- Next Step

# Metro Systemwide Boarding and Fare



- Since March 20<sup>th</sup> Safe-at-Home order, Metro lost 70% weekly boarding
- Fare revenue lost 95% in the last 2 weeks of March; fare per boarding has fallen from 69¢/boarding to 9¢/boarding
- Recovery is anticipated to start gradually in Q1 of FY21, and may take up to 2 years to return to pre-COVID level

# Change in Key Economic Indicators

Economic Indicator	End of January Pre-COVID	Current
Unemployment Rate	● Historic Lows	● Historic Increases
Economic Output	● Moderate and Steady	● Dramatically Reduced
Wage Growth	● Modest	● Layoffs and Furloughs
Political/Geopolitical Unrest	● Trade, Coronavirus	● Global Pandemic
Interest Rate Yield Curve	● Inverted	● Mostly Flat

- Since the last Board Report on Metro's financial projections for FY21, the entire economic picture has turned upside down with unprecedented speed

# Economic Sector Analysis

	% of total	FY20-Q3	FY20-Q4	FY21-Q1	FY21-Q2	FY21-Q3
<b>General Retail</b>	27.18%					
<b>Apparel Stores</b>	5.78%	-20%	-60%	-55%	-30%	0%
<b>Department Stores</b>	7.43%	-20%	-40%	-30%	-20%	10%
<b>Furniture/Appliance</b>	3.55%	-20%	-60%	-55%	-30%	0%
Florist/Nursery	0.33%	0%	-25%	-15%	-5%	5%
Miscellaneous Retail	8.15%	0%	-10%	-5%	0%	5%

<b>Food Products</b>	20.01%					
<b>Restaurants</b>	14.85%	-25%	-80%	-60%	-30%	0%
Liquor Stores	0.65%	-3%	-20%	-20%	-10%	0%
Food Processing Eqp	0.57%	-5%	-30%	-20%	-20%	0%

<b>Transportation</b>	19.15%					
<b>Auto Sales - New</b>	7.91%	-15%	-60%	-55%	-40%	0%
<b>Auto Sales - Used</b>	1.31%	-15%	-60%	-55%	-40%	0%
<b>Service Stations</b>	6.86%	-15%	-40%	-25%	-10%	5%

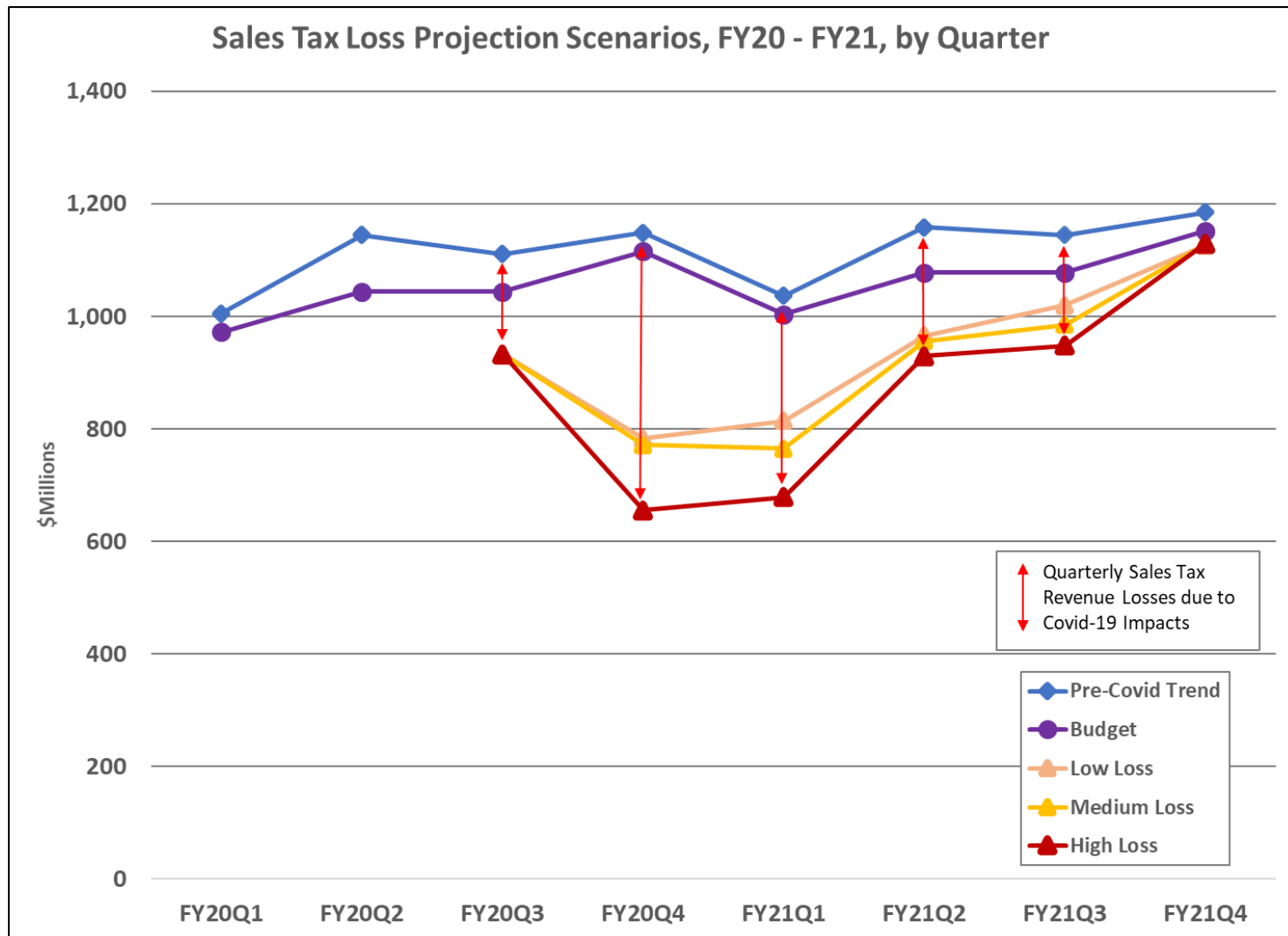
<b>Construction</b>	8.35%					
Bldg, Matis-Whsle	5.11%	0%	-20%	-10%	-5%	5%
Bldg, Matis-Retail	3.24%	0%	-20%	-10%	-5%	5%

<b>Business To Business</b>	20.62%					
Office Equipment	3.34%	-5%	-40%	-30%	-20%	0%
Electronic Equipment	1.05%	-5%	-40%	-30%	-20%	0%
Business Services	1.74%	-5%	-40%	-30%	-20%	0%
Energy Sales	1.17%	-20%	-40%	-30%	-20%	0%
Chemical Products	0.78%	-5%	-40%	-30%	-20%	0%
Heavy Industry	3.56%	-5%	-30%	-20%	-10%	5%
Light Industry	4.37%	-5%	-40%	-30%	-20%	0%
Leasing	4.34%	0%	-30%	-20%	-10%	5%
Biotechnology	0.04%	0%	-20%	-20%	-10%	5%
I.T. Infrastructure	0.12%	0%	-20%	-20%	-10%	5%
Green Energy	0.10%	0%	-40%	-30%	-20%	0%

<b>Miscellaneous</b>	2.61%					
Health & Government	1.62%	0%	-20%	-20%	-10%	0%
Miscellaneous Other	0.99%	-10%	-30%	-30%	-10%	0%

- LA County taxable sales were broken down into economic sectors and percentage of revenue,
- We consulted economic forecasts and Census Bureau data to project losses by sector by quarter
- The biggest expected declines are in restaurants, followed by apparel, furniture and appliances, and auto sales and service stations
- We assumed two quarters of severe contraction and three quarters of gradual recovery

# Sales Tax Losses by Quarter



# Sales Tax Revenue Losses: Covid-19 Scenarios

## Covid-19 Sales Tax Revenue Loss Projections Compared to FY20 Adopted Budget and FY21 Funding Marks

Estimate Including Prop A, Prop C, Meas R, Meas M, TDA, STA/SB1 STA and SB1 SGR

Six Quarters (Jan 2020 - Jun 2021)

Two Fiscal Years (FY 2020 - FY 2021)

Summary (\$Millions)		FY20 (Q3+Q4)	FY21	6-Qtr Loss	FY20	FY21	2-Yr Loss
<b>T</b>	Pre-Covid Revenue Trend	\$ 2,259	\$ 4,524		\$ 4,409	\$ 4,524	
<b>B</b>	FY20 Budget/FY21 Funding Marks	2,165	4,309		4,174	4,309	
<b>L</b>	Covid-19 Low Loss Revenue Estimate	1,715	3,925		3,865	3,925	
<b>L-B</b>	Low Loss From Budget	(450)	(383)	(833)	(309)	(383)	(692)
<b>L-T</b>	Low Loss From Trend	(544)	(598)	(1,142)	(544)	(598)	(1,142)
<b>M</b>	Covid-19 Medium Loss Revenue Estimate	1,715	3,825		3,865	3,825	
<b>M-B</b>	Medium Loss From Budget	(451)	(484)	(935)	(310)	(484)	(794)
<b>M-T</b>	Medium Loss From Trend	(544)	(699)	(1,243)	(544)	(699)	(1,243)
<b>H</b>	Covid-19 High Loss Revenue Estimate	1,588	3,685		3,738	3,685	
<b>H-B</b>	High Loss From Budget	(577)	(624)	(1,201)	(436)	(624)	(1,060)
<b>H-T</b>	High Loss From Trend	(671)	(839)	(1,510)	(671)	(839)	(1,510)

- The six-quarter loss shows the total loss starting in January 2020
- The two fiscal year loss is moderated by over-budget sales tax revenues in the first two quarters of FY20
- Metro sales tax revenues are projected to decline \$1.2B compared to budget and \$1.5B compared to recent trend due to Covid-19
- This represents a 20% decline over the 6 quarters, with a majority of the decreases in FY20 Q4 and FY21 Q1



# Combined Revenue Losses in Covid-19 Scenarios

COVID-19 Two Year Loss to Budget (Amount in Millions) <sup>(1)</sup>	Sales Tax	Fare Revenue	Toll Revenue	Other System Generated Revenues <sup>(2)</sup>	Total Preliminary Loss <sup>(3)</sup>
High	\$ (1,060.0)	\$ (197.3)	\$ (25.0)	\$ (159.8)	\$ (1,442.1)
Medium	\$ (794.0)	\$ (147.8)	\$ (25.0)	\$ (119.7)	\$ (1,086.5)
Low	\$ (692.0)	\$ (128.8)	\$ (25.0)	\$ (104.3)	\$ (950.1)

<sup>(1)</sup> Revenue loss as compared to FY20 Budget and FY21 projected budget.

<sup>(2)</sup> Other System Generated Revenues include Advertising, Parking, Bike, HOV fines, Green Fund and Carbon Credit

<sup>(3)</sup> Total loss is a very preliminary estimate as Metro continues to review

# Revenue Loss Impact to Metro Programs

	COVID-19 Two Year Loss to Budget (Amount in Millions)	Sales Tax	Fare Revenue	Toll Revenue	Other System Generated Revenues	Total Preliminary Loss
1	Metro Bus Operating and State of Good Repair	\$ (198.8)	\$ (141.7)	\$ (0.3)	\$ (38.9)	\$ (379.7)
2	Metro Rail Operating and State of Good Repair	(194.7)	\$ (55.6)	-	(3.9)	(254.2)
3	Additional COVID Cost and Other Operating Expenses					(361.8)
4	<b>Metro Bus and Rail Subtotal</b>	<b>(393.5)</b>	<b>(197.3)</b>	<b>(0.3)</b>	<b>(42.8)</b>	<b>(995.8)</b>
5						
6	Regional Activities					
7	Regional Facility and Hub Maintenance	(3.5)		-	(5.9)	(9.4)
8	Regional TAP and Fare Subsidies	(9.9)		-	(0.1)	(10.0)
9	Regional Rail Infrastructure	(12.1)		-	-	(12.1)
10	Planning, Bike, Parking and Others	(37.8)		-	(47.3)	(85.1)
11	Congestion Management and Commute Services	(10.1)		(24.7)	(32.9)	(67.6)
12	<b>Subtotal Regional</b>	<b>(73.4)</b>		<b>(24.7)</b>	<b>(86.2)</b>	<b>(184.2)</b>
13	<b>Subtotal Metro and Regional Activities</b>	<b>(466.9)</b>	<b>(197.3)</b>	<b>(25.0)</b>	<b>(129.0)</b>	<b>(1,180.0)</b>
14						
15	<b>Regional Transit Other Agencies</b>	<b>(123.6)</b>		-	-	<b>(123.6)</b>
16						
17	Local Return	(176.7)		-	-	(176.7)
18						
19	Infrastructure Construction, Highway, Rail and Others	(292.8)		-	(30.8)	(323.6)
20	<b>Total</b>	<b>\$ (1,060.0)</b>	<b>\$ (197.3)</b>	<b>\$ (25.0)</b>	<b>\$ (159.8)</b>	<b>\$ (1,803.9)</b>



# Preliminary Impact of Revenue Loss

- Estimated gap in funding of \$1.8 Billion estimated from the combined Sales Tax, Fare Revenue, Toll Revenue and Operation Expenses
- Sales tax loss estimates assume a recovery starting by September 2020
- Continuing to monitor and may revise estimates as we receive updated information
- Additional and immediate liquidity risk is the sales tax deferral aiding small businesses per Governor's State Order on April 2nd, a \$200 million impact to Metro (Cash Flow)

# CARES Act

<b>March 27</b>	<b>President signed CARES Act</b>
<b>April 2</b>	FTA Apportionment Tables
<b>April 10</b>	LA County Apportionments
<b>April/May</b>	Stakeholder review of allocations
<b>May</b>	Metro Board approval of Federal CARES Allocations
<b>May</b>	SCAG Split Letter
<b>May/June</b>	Metro & Muni Operators submit grant applications
<b>August/ September</b>	Grant approval process
<b>September/ October</b>	Begin drawing down funds



# LA County Apportionment \$1.068 B

**CARES Act states:**

**“Funds to prevent, prepare for, and respond to coronavirus”**

“Funds provided under this heading are available for the **operating expenses of transit agencies related to the response to a coronavirus** public health emergency as described in section 319 of the Public Health Service Act, including, beginning on January 20, 2020, **reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency**, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service...”



# Eligible Expenses

- Transit operations, capital & planning expenses eligible under 5307/5311
- Operations Costs - operate, maintain & manage a public transit system
  - ✓ Ex. Driver salaries, fuel, pension benefits, self-insurance, PPE & cleaning supplies
- Capital Costs – purchasing, leasing, constructing, maintaining, or repairing transit system facilities, rolling stock & equipment
- Administrative leave for workers due to reduced service or quarantine
  - ✓ Authorized absence without loss of pay or reduction in leave time
- Lost revenue – reimburses costs normally paid by local sources including fare revenue
- Paratransit or COVID-19 related charter service – ex. meal delivery





# Reimbursement

- Reimbursement for eligible expenses
  - ✓ Incurred on or after January 20, 2020
  - ✓ 100% reimbursement rate
  - ✓ Not limited to capital - operating costs also eligible
- Submit eligible expenses for reimbursement
- Follow current federal claims process
- Certain costs must be segregated (Ex. Administrative Leave)
- Continue tracking COVID-19 impacts to Metro and identify gaps
- **FEMA Funding**
  - ✓ Recommend submittal of Request For Public Assistance in May 2020
  - ✓ Special process required for funding to be available 60-90 days

# CARES Allocation

**\$1.068  
Billion**

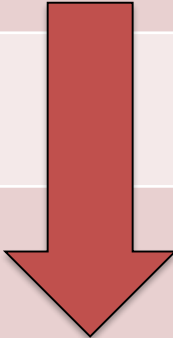
**“... reimbursement for  
operating costs to maintain  
service and lost revenue due  
to the coronavirus”**

**Allocate to maintain service  
and lost revenues**

- **Maintain funding** to mitigate reduction in Countywide Sales Tax Revenues for FY20 Budget and FY21 Projected
- Allocate **supplemental funding** to mitigate additional revenue losses and increased costs related to COVID-19
- Allocate funding to address some regional needs to support countywide transit impacted by the loss in sales taxes and other revenues

# CARES Method

“... reimbursement for operating costs to maintain service and lost revenue due to the coronavirus”

	Maintain Funding	Supplemental Relief	Total CARES Allocations
<b>Municipal Operators</b>	FY20 and FY21 sales tax losses	FY20 and FY21 sales tax losses	<b>2X</b> Sales Tax Losses
<b>Tier 2/Small Operators</b>		½ of one year sales tax funding amounts	FY20 and FY21 sales tax losses + ½ one year sales tax funding amount
<b>Other Transit Operators</b> Metrolink / Access		Estimated loss in fare revenues	FY20 and FY21 sales tax losses + estimated fare revenue loss
Address regional needs to support countywide transit impacted by loss in sales tax		Partially maintain	FY20 and FY21 sales tax losses + other revenue losses

# CARES Allocation High Level Summary

<b>Municipal Operators &amp; Metro</b>			
	<b>FY20/FY21 Loss</b>	<b>Supplemental CARES</b>	<b>Total Allocations</b>
Municipal Operators	\$ 73.9	\$ 73.9	\$ 147.9
Metro Bus	167.1	167.1	\$ 334.2
Metro Rail	126.5	126.5	\$ 252.9
Total Municipal Operators & Metro	367.5	367.5	735.0
<b>Other Transit Operators</b>			
Small Operators	2.8	5.0	7.8
Tier 2 Operators	1.5	3.0	4.5
Metrolink	21.4	35.0	56.4
Access Services	25.2	8.3	33.5
Total Other Transit Operators	50.9	51.4	102.3
<b>Regional Needs to support Countywide</b>			
Regional Facilities & Hubs	9.4		9.4
Regional TAP & Fare Subsidies	10.0		10.0
Regional Rail Infrastructure	12.1		12.1
Planning, Bike Ops & Others	61.6		61.6
Congestion Management & Commute Services	67.7		67.7
Total Regional Countywide Transit Needs	160.8	-	160.8
<b>Direct Apportionments</b>			
North County			45.2
Metro			24.7
Total Direct Apportionments (North County/Metro)			69.9
<b>CARES Funding</b>		<b>\$</b>	<b>1,068.0</b>

Totals may not add due to rounding

# Stakeholders Concurrency

Reviewed CARES allocations with stakeholders  
Concurrency from our regional partners

- ☒ Municipal Operators
- ☒ Tier 2 Operators
- ☒ Small Operators
- ☒ Metrolink
- ☒ Access Services



# **Mitigations and Continuing Strategies**

CEO Call for Action: Reduce Expenses  
Metro Mobility & Affordability Plan (MAP)





# CEO Call for Action: Reduce Expense

## First Bucket: Work to Continue

- COVID-19 additional Expense, PPE, Cleaning
- Legally required payments
- Federal and state regulatory required activities
- Bus and Rail Operations
- Key Infrastructure Projects
- Projects under executed construction or manufacturing contract

## Second Bucket: All Other Projects and Programs not specified in First Bucket are currently being evaluated with the objective of staying on Measure M Schedule

- Defer for 3-6 months



# CEO Call for Action: First Bucket Defined

## First Bucket: Work to Continue

- COVID-19 high priority tasks:
  - Cost incurred from COVID-19 for ensuring health and safety regarding the sanitation and hygiene of customers and employees:
    - PPE
    - Cleaning services
    - Additional expenses directly related to COVID-19
- Continue legally required payments (contractually obligated):
  - Debt service
  - Subsidies
  - License, utilities, rental, etc.
- Federal and State regulatory required activities
- Operating bus and rail service per Transit Operations Plan
  - All direct and indirect support functions to adjust proportionately to service levels



# CEO Call for Action: First Bucket Defined

## First Bucket: Work to Continue

- Key Infrastructure Projects:
  - Crenshaw/LAX
  - Regional Connector
  - Purple Line Extension
  - Gold Line Foothill Extension
  - Patsaouras Bus Plaza
  - Airport Metro Connector
  - Link US (Phase 1 only)
- Projects under executed construction or manufacturing contract:
  - I-5 North HOV (Caltrans Subsidy)
  - I-5 South HOV (Caltrans Subsidy)
  - I-10 Carpool Lanes
  - Willowbrook/Rosa Parks Station and Mezzanine
  - Division 20 Portal Widening and Turnback
  - SR 138 Corridor
  - Soundwall Package 11
  - Light Rail Vehicle Acquisition Program
  - Metro Bus Fleet Replacement (including electrification for buses and infrastructure - Orange Line only)



# CEO Call for Action: Second Bucket Defined

**Second Bucket: All Other Projects and Programs not specified in First Bucket are currently being evaluated with the objective of staying on Measure M Schedule**

- Partially grant funded projects
- Projects in various phases and interdependent projects
- Planning projects
- Highway projects
- Regional Rail projects
- Measure M projects being accelerated
- Non-Measure M projects
- State of Good Repair projects
- Pillar project acceleration



# Metro Mobility & Affordability Plan (MAP)

- The goal of Metro MAP is to provide a roadmap for the coming decade to deliver voter approved projects and programs, to expand and operate the system efficiently and responsibly while maintaining financial stability
- Metro MAP provides the framework and methodology to identify measures that control costs and enhance revenues
- The impacts of Covid-19 are unprecedented and force us to take extreme cost control measures to conserve resources now, with these measures being dynamically tempered as the economy recovers
- Execution of Metro MAP through the annual budget process

# Metro MAP

## COVID-19

## Post-Recovery

### Cost Controls

“Two Buckets”

1. Work to continue
2. All Others not in Bucket 1

- Prioritize based on Board approved criteria and by funding source
- Strengthen cost controls by reviewing scope budget prior to LOP adoption

### Revenue

- Allocate and optimize Federal CARES Act funding
- Community Development Block Grants
- FEMA grants
- Prepare for potential Federal and State stimulus packages
- System-generated revenue (advertising, leasing, corporate sponsorship, station naming rights)
- Congestion Pricing
- Fare revenues
- Consider amendments to sales tax ordinances
- Secure additional grants

- **Prepare for potential recurrence of COVID-19**





# Next Steps

- Continue to monitor total revenue impacts of COVID-19
- Enforce fiscally responsible cost control measures to ensure a balanced budget
- Continue stakeholder outreach
- Partner with Los Angeles and California governments and aggressively pursue stimulus packages
- Plan for a phased recovery post COVID-19
- May Board adoption of Continuing Resolution
- May Board adoption of CARES allocations
- September Board adoption of FY21 Budget
- Financial impact briefing of COVID-19 to include Metro MAP in 6 months




# Budget Continuing Resolution

- **Continuing Resolution** for FY21 Budget in May 2020 Board cycle, to include the following recommendations:
  - Adopt a continuing resolution to extend FY20 budget authorization for one quarter into FY21 until September 2020 when Fiscal Year 2021 (FY21) budget is considered for Board adoption
  - Authorize CEO to execute the adopted continuing resolution through first quarter of FY21 until October 1, 2020
  - Authorize the extension of all annual Operating and Fare subsidy Memorandums of Understanding (MOUs) subject to available funds until such time as the FY21 budget is adopted

# FY21 Revised Budget Development Process

Date	Action
May 2020	Adoption of Continuing Resolution
August 2020	Stakeholder Outreach
September 1, 2020	FY21 Draft Budget Publication
September 16, 2020	Public Hearing
September 24, 2020	FY21 Budget Adoption
December 2020	Midyear Budget Amendment (as needed)



# Q & A