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

**Agenda - Final**

**Thursday, October 31, 2024**

**10:00 AM**

Watch online: https://boardagendas.metro.net
Listen by phone: Dial 202-735-3323 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

# Board of Directors - Regular Board Meeting

***Janice Hahn, Chair***
***Fernando Dutra, 1st Vice Chair***
***Jacquelyn Dupont-Walker, 2nd Vice Chair***
***Kathryn Barger***
***Karen Bass***
***James Butts***
***Lindsey Horvath***
***Paul Krekorian***
***Holly J. Mitchell***
***Ara J. Najarian***
***Tim Sandoval***
***Hilda Solis***
***Katy Yaroslavsky***
***Gloria Roberts, non-voting member***

***Stephanie Wiggins, Chief Executive Officer***

## METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA 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 general 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 General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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

**DISCLOSURE OF CONTRIBUTIONS**

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

**ADA REQUIREMENTS**

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.
Requests can also be sent to boardclerk@metro.net.

**LIMITED ENGLISH PROFICIENCY**

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.
Requests can also be sent to boardclerk@metro.net.

**323.466.3876**
**x2** *Español (Spanish)*
**x3** 中文 *(Chinese)*
**x4** 한국어 *(Korean)*
**x5** Tiếng Việt *(Vietnamese)*
**x6** 日本語 *(Japanese)*
**x7** русский *(Russian)*
**x8** Հայերէն *(Armenian)*

**HELPFUL PHONE NUMBERS AND EMAIL**

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - https://records.metro.net
General Information/Rules of the Board - (213) 922-4600
Internet Access to Agendas - https://www.metro.net
TDD line (800) 252-9040
Board Clerk Email - boardclerk@metro.net

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

## Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on October 31, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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

## Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 31 de Octubre de 2024. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 202-735-3323 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

## Written Public Comment Instruction:

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

## CALL TO ORDER

## ROLL CALL

1. APPROVE Consent Calendar Items: 2, 10, 11, 12, 13, 14, 17, 18, 19, 20, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, and 38.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 6.

## NON-CONSENT

**3. SUBJECT: REMARKS BY THE CHAIR** 2024-1024

**RECOMMENDATION**

RECEIVE remarks by the Chair.

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2024-1025

**RECOMMENDATION**

RECEIVE report by the Chief Executive Officer.

**42. SUBJECT: COLLECTIVE BARGAINING AGREEMENTS** 2024-0548

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE successor collective bargaining agreements with the American Federation of State, County and Municipal Employees Local 3634 (AFSCME) and the Transportation Communications Union/IAM Lodge 1315 (TCU), effective July 1, 2024; and

B. AMEND the FY25 budget in the amount of $15.2 million for the implementation of the wage and benefit changes for the approval of the final collective bargaining agreements.

## END OF NON-CONSENT

**CONSENT CALENDAR - ITEMS 2, 10, 11, 12, 13, 14, 17, 18, 19, 20, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, and 38.**

**2. SUBJECT: MINUTES** 2024-1026

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held September 26, 2024 and the Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee held October 23, 2024.

***Attachments:*** Regular Board Meeting MINUTES - September 26, 2024
September 2024 RBM Public Comments
Special Board Meeting/Ad Hoc 2028 MINUTES - October 23, 2024
October 2024 SBM/Ad Hoc Public Comments

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

**10. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION** 2024-0818

**RECOMMENDATIONS**

CONSIDER:

A. APPROVING programming an additional $17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

***Attachments:*** Attachment A - Active Transportation 1st/Last Mile Connection Program Project
Presentation

**PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**11. SUBJECT: K LINE NORTHERN EXTENSION PROJECT** 2024-0537

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of $2,300,000 with Connect Los Angeles Partners, Joint Venture

(WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from $50,367,851 to a NTE $52,667,851; and

B. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of $550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from $903,223 to NTE $1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

***Attachments:***
Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B-1 - Contract Modification Change Order Log
Attachment B-2 - Task Order Modification Change Order Log
Attachment C-1 - DEOD Summary
Attachment C-2 - DEOD Summary
Presentation

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

**12. SUBJECT: STREET SAFETY, DATA SHARING AND COLLABORATION PROGRAM** 2024-0508

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Action Plan in the amount of $1,108,043, subject to resolution of properly submitted protest(s), if any.

***Attachments:***
Attachment A - Motion 55 - Metro Street Safety Policy
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

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

**13. SUBJECT: FIRST/LAST MILE PLAN FOR THE EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT** 2024-0156

**RECOMMENDATION**

ADOPT the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project (Attachment A).

***Attachments:*** Attachment A - 1st/Last Mile Plan for Eastside Transit Corridor Phase 2 Project

Attachment B - Motion 14.1 - First-Last Mile

Presentation

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

**14. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT** 2024-0377

**RECOMMENDATION**

CONSIDER:

A. AUTHORIZING the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA);

B. AUTHORIZING a 65%, or $2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease;

C. FINDING that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and

D. DECLARING the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 *et seq*, based on the

qualifying factors and criteria described herein.

***Attachments:*** Attachment A - Summary of Key Terms and Conditions
Attachment B - CEQA Studies and Reports
Attachment C - Motion 12.1
Attachment D - Site Plan and Renderings
Presentation

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

**17. SUBJECT: REGIONAL CONNECTOR PROJECT CLOSE-OUT** 2024-0926

**RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by $39,000,000 from $1,755,840,570 to $1,794,840,570 to fully resolve claims and complete the close out the Project.

***Attachments:*** Attachment A - Funding/Expenditure Plan
Attachment B - MR & MM Unified Cost Management Policy Analysis
Presentation

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

**18. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE** 2024-0527

**RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget by $99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from $956,749,577 to $1,056,479,577 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

***Attachments:*** Attachment A - Funding Expenditure Plan
Attachment B - MR & MM Unified Cost Management Policy Analysis
Attachment C - Projected Breakdown of Cost Allocation
Presentation

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

**19. SUBJECT: I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 1 (IDENTIFIED WORKS PACKAGE 1) LIFE- OF-PROJECT BUDGET AND ROADSIDE TOLL COLLECTION SYSTEM LIFE-OF-PROJECT BUDGET** 2024-0857

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget and by establishing funding for the Segment 1 (Identified Work Package 1) construction, from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. This action increases the existing Preconstruction Budget of $119,391,538 by $638,148,678 to a Life-of-Project Budget of $757,540,216 (Attachment A);

B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP;

C. ESTABLISH an LOP budget of $44,254,826 for the I-105 Express Lanes project segments 1, 2, and 3 Roadside Toll Collection System (RTCS) Project 275004; and

D. AMEND FY25 budget for Project 475004 by $47,234,197 from $126,112,511 to $173,346,708 and for Project 275004 by $3,824,193 from $2,129,990 to $5,954,183.

***Attachments:***
Attachment A - IWP Funding & Expenditure Table
Attachment B - Procurement Summary
Attachment C - Equity Assessment Prioritized List of Projects
Attachment D - I-105 Express Lanes Segment 1 Equity Assessment Summary
Attachment E - Contract Modification/Change Order Log
Attachment F - DEOD Summary (CM/GC Contract)
Attachment G - RTCS LOP
Presentation

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

**20. SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B2** 2024-0993

**RECOMMENDATION**

AUTHORIZE execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect the allocation of $798,000,000 of the California State Transportation Agency ("CalSTA") Transit and Intercity Rail Capital Program ("TIRCP") formula funding authorized by Senate Bill 125 ("SB125 Funds").

***Attachments:***
Attachment A - Draft Project Funding Agreement Amendment No 4
Attachment B - Project Funding
Attachment C - Expenditure Plan
Attachment D - Scope of Work
Presentation

## FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

**24. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM** 2024-0903

**RECOMMENDATION**

APPROVE the Resolution in Attachment A to:

A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim $40,211,229 in fiscal year (FY) 2024-25 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and

B. APPROVE the regional SGR Project List for FY24-25; and

C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

***Attachments:***
Attachment A - Resolution to accept and distribute LA County SGR funds
Attachment B - Submitted project listing from Metro and Municipal Operators
Presentation

## EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

**25. SUBJECT: METRO BRANDED AND SPECIALTY MERCHANDISE** 2024-0518

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, firm-fixed unit rate Contract No. PS120351000 to Cétera Marketing, LLC to provide Metro-branded merchandise, in the Not-to-Exceed (NTE) contract amount of $3,500,000, inclusive of item cost, set-up fee, sales tax and shipping, effective November 12, 2024, subject to the resolution of any properly submitted protest(s), if any.

***Attachments:*** Attachment A - External Communications Policy
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

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

**30. SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES** 2024-0442

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 5 to Contract No. OP754160008370 with Steelman Build & Construction Inc., to provide commercial and industrial door repair and preventive maintenance services to exercise option year one in the Not-to-Exceed (NTE) amount of $560,912, increasing the Total Contract Value from $1,732,736 to $2,293,648, and extending the period of performance from January 3, 2025, to January 2, 2026.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

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

**31. SUBJECT: BUS BATTERIES** 2024-0549

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. MA90333-2000 with Battery Power, Inc., for Bus Batteries 12V, Group 31. This modification will exercise the one-year option in the not-to-exceed amount of $1,474,110.90, increasing the total contract value from $1,474,110.90 to $2,948,221.80 and extending the contract term from November 9, 2024 to November 8, 2025.

***Attachments:***
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Presentation

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

**32. SUBJECT: ENGINE ELECTRICAL WIRING HARNESS KITS** 2024-0556

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. SD105427000 with DSM&T Company, Inc., the responsive and responsible bidder for Electrical Wiring Harness Kits. This modification will exercise the one-year option in the Not-to-Exceed (NTE) amount of $543,207.60, increasing the total contract value from $543,207.60 to $1,086,415.20 and extending the contract term from November 9, 2024 to November 8, 2025.

***Attachments:***
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log Option
Attachment C - DEOD Summary
Presentation

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

**33. SUBJECT: CALIPER ASSEMBLIES FRONT & REAR** 2024-0557

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA121741000 to American Moving Parts, the lowest responsive and responsible bidder to supply Caliper Assemblies Front & Rear in the Not-to-Exceed (NTE) amount of $1,827,743.78, inclusive of sales tax, subject to the resolution of all properly submitted protest(s), if any.

***Attachments:*** Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

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

**34. SUBJECT: METRO B AND D LINES AUDIO FREQUENCY TRACK CIRCUIT AND INTERLOCKING RELAY LOGIC REPLACEMENT** 2024-0642

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. AE117449000 to B & C Transit, Inc. for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project in the amount of $59,858,500, effective November 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project (LOP) Budget for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project by $20,000,000 from $50,100,000 to $70,100,000.

***Attachments:*** Attachment A - Capital Project 205674 Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

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

**35. SUBJECT: RAIL CROSSING GATE OPTIMIZATION DEMONSTRATION PROJECT** 2024-0799

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. AMEND the Fiscal Year (FY) 2025 budget to add $2,000,000 for the Rail Crossing Gate Optimization Demonstration Project, federally funded by the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Award; and

B. EXECUTE agreements and any contracts within the grant amount for the Rail Crossing Gate Optimization Demonstration Project.

***Attachments:*** Presentation

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

**36. SUBJECT: MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES COMMUNITY COLLEGE DISTRICT (LACCD) ON BEHALF OF LOS ANGELES TRADE TECHNICAL COLLEGE (LATTC) TO PROVIDE TRAINING SERVICES** 2024-0520

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the Los Angeles Community College District (LACCD) on behalf of the Los Angeles Trade Technical College (LATTC) to provide training services in support of the Rail Technical Training and Rail Apprentice Programs for up to $300,000 each year for a total five years and a value of $1,500,000, effective January 1, 2025, through December 31, 2029.

***Attachments:*** Attachment A - Access to Career Opportunities Update Motion 21

Presentation

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

**37. SUBJECT: REVISION OF METRO SERVICE COUNCIL BYLAWS** 2024-0175

**RECOMMENDATION**

ADOPT the revised Service Council Bylaws (Attachment A).

***Attachments:*** Attachment A - Revised Service Council Bylaws
Presentation

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

**38. SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS** 2024-0789

**RECOMMENDATION**

APPROVE nominees for membership on Metro's Westside Central Service Council (Attachment A).

***Attachments:*** Attachment A - Nomination Letters
Attachment B - Nominee Qualifications
Presentation

**SUBJECT: GENERAL PUBLIC COMMENT** 2024-1027

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

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

Metro

# Board Report

**File #:** 2024-1025, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

**REGULAR BOARD MEETING**
**OCTOBER 31, 2024**

**SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

## RECOMMENDATION

RECEIVE report by the Chief Executive Officer.



powered by Legistar™

# Report by the CEO
# Item #4



Metro

CHIEF EXECUTIVE OFFICER

October 2024

# Weekday Ridership Exceeds 1 Million

**September 2024 Ridership**

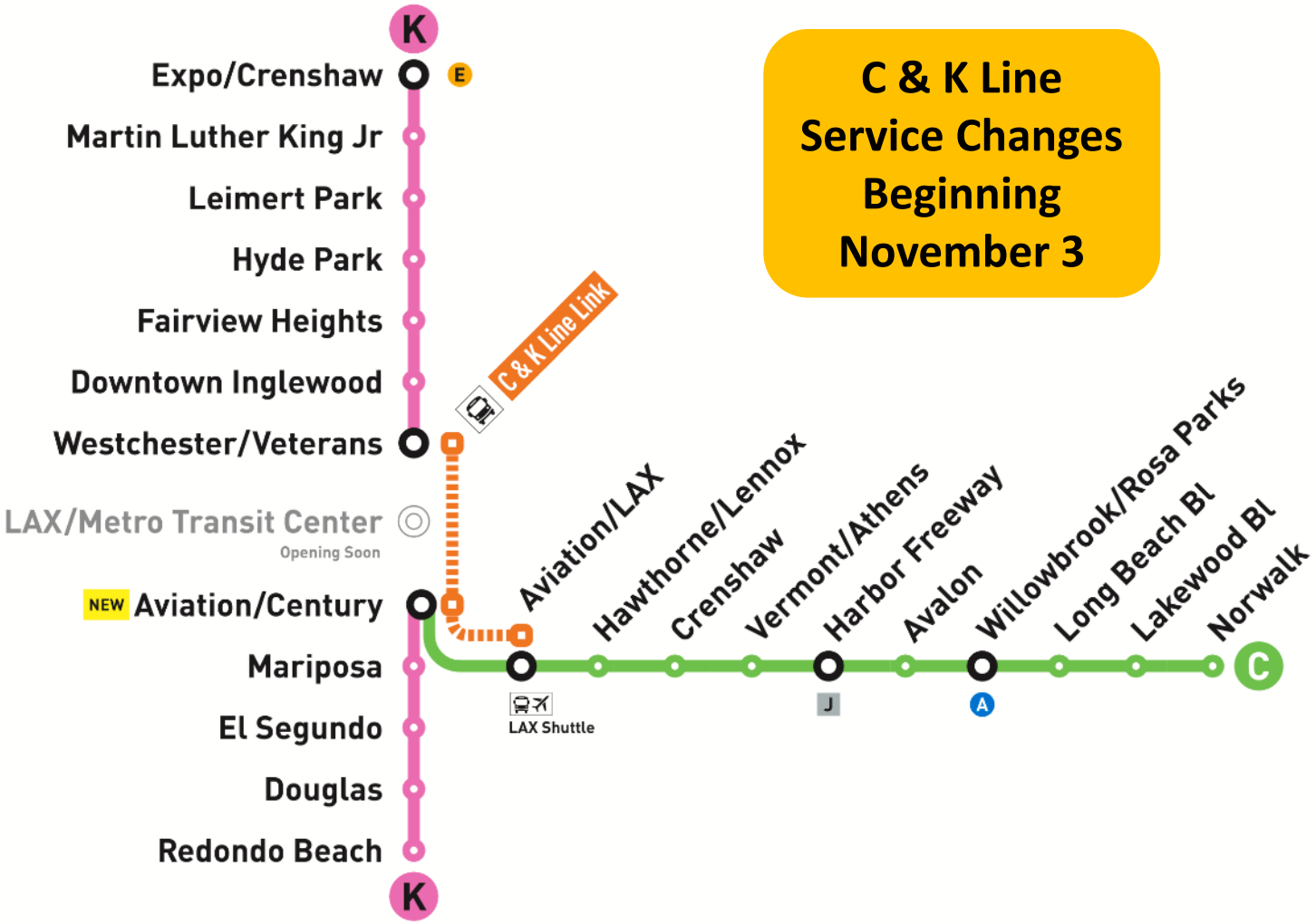
- Exceeded **1 million average weekday riders** for first time since pandemic
- Weekend bus ridership is 96.3% of pre-pandemic, while weekend rail ridership is 99.4% of pre-pandemic
- A Line ridership up 16.7%
- E Line ridership up 18.0%
- Special events drove ridership
  - 9/15 – East LA Mexican Independence Parade: **200% increase at East LA Civic Center**
  - 9/6 – *Barbie* at the Santa Monica Pier: **68% increase at Downtown Santa Monica**
  - 9/14-15 – *La La Land in Concert* at LA State Historic Park: **28% increase at Chinatown Station**
  - 7,000+ Dodger Stadium Express boardings for 2 World Series Games

| Line | % Growth | Region |
|---|---|---|
| 217 – Fairfax/Hollywood | 25.3% | Central |
| 240 – Reseda Bl | 18.8% | SFV |
| 152 – Roscoe Bl | 14.8% | SFV |
| 754 – Vermont Av Rapid | 14.5% | South LA |
| 224 – Lankershim/San Fernando | 13.7% | SFV |
| 117 – Century Bl | 13.6% | South LA |
| 204 – Vermont Av | 12.3% | South LA |
| 234 – Sepulveda Bl | 12.1% | SFV |
| 166 – Nordhoff St | 11.4% | SFV |
| 35/38 – Washington Bl | 11.0% | Central |
| 761 – Van Nuys Bl Rapid | 11.0% | SFV |
| 165 – Van Owen Av | 10.7% | SFV |
| 233 – Van Nuys Bl | 10.0% | SFV |

# Dodgers Victory Parade



# C & K Line Service Changes



# Free Rides on Election Day




- Free rides on Election Day, Tuesday, November 5th
  - Free rides on Metro Bike (use code 110524)
  - Free rides on Metro Micro (use code Vote24)
- Voting Center at Union Station
- Nine Early Vote Ballot Drop-Off Locations on the system
- Visit [metro.net/govote](metro.net/govote) for more details

# Progress on System Safety and Security




- Retrofit Bus Operator Barriers now 72% installed.
- Four Video Analytics-Based Weapons Detection Systems piloted
- Three additional Concealed Weapons Screening Technologies being piloted on the system through December
- TAP-to-Exit enforcement expands to APU/Citrus College Station and Downtown Long Beach Station Monday, November 4

# Bus & Rail Roadeo Winners





# Metro Celebrates
# FilAm History Month & Diwali





# Recognizing Operator Dennis Contreras and Team



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

**File #:** 2024-0548, **File Type:** Contract **Agenda Number:** 42.

**REVISED**
**REGULAR BOARD MEETING**
**OCTOBER 31, 2024**

**SUBJECT: COLLECTIVE BARGAINING AGREEMENTS**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE successor collective bargaining agreements with the American Federation of State, County and Municipal Employees Local 3634 (AFSCME) and the Transportation Communications Union/IAM Lodge 1315 (TCU), effective July 1, 2024; and

B. AMEND the FY25 budget in the amount of $15.2 million for the implementation of the wage and benefit changes for the approval of the final collective bargaining agreements.

## ISSUE

The AFSCME and TCU collective bargaining agreements expired on June 30, 2024. Negotiations with union leadership began in February 2024. As of result of collaboration with union leadership and Metro management/negotiating teams, the AFSCME and TCU successor agreements were successfully negotiated within eight months.

## BACKGROUND

Staff prepared for contract negotiations beginning over eight months ago. Staff conducted workshops for labor and management to come together and explore ridership trends, security within the system and public/private partnerships. These workshops allowed both parties to learn about each other's interests and most importantly, joint interests.

The preparation for contract negotiations left all parties with a clear vision of the direction Metro is heading and a path to making meaningful contributions towards the future. Prior to beginning formal negotiations, the following principles were identified to guide work at the bargaining tables:

- The **users of Metro services and the taxpayers** within LA County are the key stakeholders. It is excellence in service and support that they have come to expect and that they deserve.

- We understand that Metro's **workforce is essential to** Metro's ability to deliver excellence in service and support.
- Metro's labor agreements provide the framework for commitments to each other. The agreements include the guidelines, the work rules and the acknowledgement of **joint interests and respective interests.**
- It is Metro's intent to negotiate agreements in good faith, to build a **stronger organization and to be financially prudent and good stewards of taxpayer dollars.**
- We recognize that as we move into the future, we are evolving in the use of **technologically advanced equipment**, including electric buses for a cleaner Los Angeles.
- We commit to **honoring Metro's agreements** and to be transparent in all efforts to lead LA Metro into the future of the industry.

## DISCUSSION

As of September 26, 2024, Metro reached a tentative agreement with TCU on the successor labor agreement for a term of five years, effective July 1, 2024, to June 30, 2029. This labor union represents Metro clerks, customer service agents, custodians, and various specialist positions. Non-economic benefits of the agreement include:

- New language that clarifies external hiring for vacancies when there are no internal qualified candidates. This will help offset overtime costs.
- Created the new classification "Custodial Specialists" whose primary duties will be to perform specialized cleaning in the Ancillary Areas using special equipment and Personal Protective Equipment.
- ~~Agreed to terms that ensure that Rail Transit Operations Supervisors complete hands-on training to maintain proficiency in operating trains.~~
- ~~Agreed to terms regarding a Supervisor's responsibility to operate buses or trains as a result of workforce staffing shortages for emergencies, such as the pandemic.~~

Additionally, as of October 14, 2024, Metro reached a tentative agreement with AFSCME on the successor labor agreement for a term of five years, effective July 1, 2024, to June 30, 2029. This labor union represents Metro supervisors, transit security sergeants and transit security lieutenants. Non-economic benefits of the agreement include:

- ~~New language that clarifies external hiring for vacancies when there are no internal qualified candidates. This will help offset overtime costs.~~
- ~~Created the new classification "Custodial Specialists" whose primary duties will be to perform specialized cleaning in the Ancillary Areas using special equipment and Personal Protective Equipment.~~
- Agreed to terms that ensure that Rail Transit Operations Supervisors complete hands-on training to maintain proficiency in operating trains.
- Agreed to terms regarding a Supervisor's responsibility to operate buses or trains as a result of workforce staffing shortages for emergencies, such as the pandemic.

TCU members ratified their tentative agreement on October 22, 2024 with a 92% yes vote, and AFSCME members ratified their tentative agreement on October 23, 2024 with an 87% yes vote.

These new labor agreements are now being presented to the Board for approval.

The new successor agreements with AFSCME and TCU will commence July 1, 2024 through June 30, 2029.

## DETERMINATION OF SAFETY IMPACT

Approval of the collective bargaining agreements has a positive impact on safety due to the negotiated work rules directly related to safety. Additionally, the new successor agreements will allow for the safe delivery of continued and uninterrupted transit service for customers and employees, as the unionized workforce adds value and is essential to Metro's mission and goals.

## FINANCIAL IMPACT

Staff recommends salary and wage increases that average 4.4% annually over 5 years along with a 0.25% quarterly wage adjustment each year. Health and welfare increases are included to follow the terms of the contracts.

| Wages | Number of Employees | FY25 | FY26 | FY27 | FY28 | FY29 | Average Annual Rate |
|---|---|---|---|---|---|---|---|
| TCU & AFSCME | 1,927 | 4% | 4% | 4% | 5% | 5% | 4.40% |

Impact to Budget

At the May 2024 meeting, the Board approved the FY25 budget, with the assumption that wage/salary increases and health/welfare benefits for represented employees are subject to separate board actions, due to ongoing negotiations for collective bargaining agreements. Consequently, an amendment to the FY25 budget totaling $15.2 million is necessary to account for additional expenses specific to the TCU and AFSCME collective bargaining agreements.

## EQUITY PLATFORM

The collective bargaining agreements with TCU and AFSCME effective July 1, 2024, have considered equity impacts such as the annual wage increases which will help with retention and recruitment issues to ensure that there is no delay in Metro's current and future projects, especially as Metro moves into new technology. Not having to reduce transit service levels would avoid negatively impacting Metro's core ridership and the equity seeking communities Metro serves. Further, the agreements are anticipated to benefit the diverse composition of Metro's workforce represented by TCU and AFSCME (see tables below):

**Demographics Summary**

| | TCU & AFSCME | | Metro | |
|---|---|---|---|---|
| **Ethnicity** | **Staff** | **Percentage** | **Staff** | **Percentage** |
| African American | 607 | 31.50% | 3,208 | 26.39% |
| America Indian | 3 | 0.16% | 38 | 0.31% |
| Asian | 122 | 6.33% | 1,357 | 11.17% |
| Hispanic | 981 | 50.91% | 5,514 | 45.37% |
| Native Hawaiian | 8 | 0.42% | 69 | 0.57% |
| Two or More | 44 | 2.28% | 326 | 2.68% |
| White | 132 | 6.85% | 1,052 | 8.66% |
| N/A | 30 | 1.56% | 590 | 4.85% |
| **Total** | **1,927** | **100.00%** | **12,154** | **100.00%** |

**Demographics and Gender Information**

| Ethnicity/Gender | TCU & AFSCME | TCU & AFSCME | Metro | Metro |
|---|---|---|---|---|
| **African American** | **607** | **31.50%** | **3,208** | **26.39%** |
| F | 281 | 14.58% | 1,511 | 12.43% |
| M | 326 | 16.92% | 1,697 | 13.96% |
| **American Indian** | **3** | **0.16%** | **38** | **0.31%** |
| F | 0 | 0.00% | 10 | 0.08% |
| M | 3 | 0.16% | 28 | 0.23% |
| **Asian** | **122** | **6.33%** | **1,357** | **11.17%** |
| F | 17 | 0.88% | 280 | 2.30% |
| M | 105 | 5.45% | 1,077 | 8.86% |
| **Hispanic** | **981** | **50.91%** | **5,514** | **45.37%** |
| F | 320 | 16.61% | 1,137 | 9.35% |
| M | 661 | 34.30% | 4,377 | 36.01% |
| **Native Hawaiian** | **8** | **0.42%** | **69** | **0.57%** |
| F | 1 | 0.05% | 13 | 0.11% |
| M | 7 | 0.36% | 56 | 0.46% |
| **Two or More** | **44** | **2.28%** | **326** | **2.68%** |
| F | 12 | 0.62% | 110 | 0.91% |
| M | 32 | 1.66% | 216 | 1.78% |
| **White** | **132** | **6.85%** | **1,052** | **8.66%** |
| F | 33 | 1.71% | 234 | 1.93% |
| M | 99 | 5.14% | 818 | 6.73% |
| **N/A** | **30** | **1.56%** | **590** | **4.85%** |
| F | 7 | 0.36% | 169 | 1.39% |
| M | 23 | 1.19% | 421 | 3.46% |
| **Grand Total** | **1,927** | **100.00%** | **12,154** | **100.00%** |


powered by Legistar™

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendations support LA Metro's Vision 2028 goals in the following manner:

**GOAL:** Deliver outstanding trip experiences for all users of the transportation system:
Recruit, retain, and provide updated training to members as the agency brings in new technology and reduces its carbon footprint.

**GOAL:** Enhance communities and lives through mobility and access to opportunity:
Provide opportunity for union members to be trained in additional crafts, thereby creating additional positions (through vacancies) which can be filled by members of the community at large.

**GOAL:** Provide responsive, accountable, and trustworthy governance within the Metro organization:
During negotiations, staff established a stronger relationship of trust by using the "interest based/collaborative" negotiation style. This creates a better working relationship with the unions and reduce tension and friction between labor and management.

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the new agreements. This option is not recommended as it would be contrary to the tentative agreements reached with TCU and AFSCME labor and management bargained in good faith. These agreements are the foundation of the commitment between labor and management for nearly 1,927 represented employees.

## NEXT STEPS

Staff will implement the successor collective bargaining agreements.

Prepared by: Cristian Leiva, Deputy Chief People Officer, Labor Negotiations (213) 922-3035

Reviewed by: Dawn Jackson-Perkins, Interim Chief People Officer, (213) 418-3166

Stephanie N. Wiggins
Chief Executive Officer

# Collective Bargaining Agreements with AFSCME and TCU Effective July 2024 - June 2029

Regular Board Meeting
October 31, 2024
Cristian Leiva, Deputy Chief People Officer
Dawn Jackson-Perkins, Interim Chief People Officer

Metro

# Metro/ATU Tentative Agreement

- On September 26th, 2024, and October 14, 2024: LACMTA reached tentative agreements with AFSCME and TCU
- On October 22, 2024: 92% of the TCU membership who were present voted to ratify the tentative agreement
- On October 23, 2024: 85% of the AFSCME membership who were present voted to ratify the tentative agreement
  - Five-year term through June 30, 2029
  - 4.0% wage increases for FY25, FY26, and FY27
  - 5% wage increases for FY28 and FY29
  - 0.25% annual Quarterly Wage Adjustments
  - Health and welfare increases are included to follow the terms of the contracts

Metro

# Staff Recommendation

- Staff recommends the LACMTA Board approve the 2024-29 CBA tentative agreements with AFSCME and TCU

- Upon Board approval, the terms of the tentative agreements will be implemented effective July 1, 2024

Metro

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

Metro

# Board Report

**File #:** 2024-1026, **File Type:** Minutes **Agenda Number:** 2.

**REGULAR BOARD MEETING**
**OCTOBER 31, 2024**

**SUBJECT: MINUTES**

## RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 26, 2024 and the Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee held October 23, 2024.



powered by Legistar™

[redacted]

October 18, 2024

To Adhoc Committee For LA28,

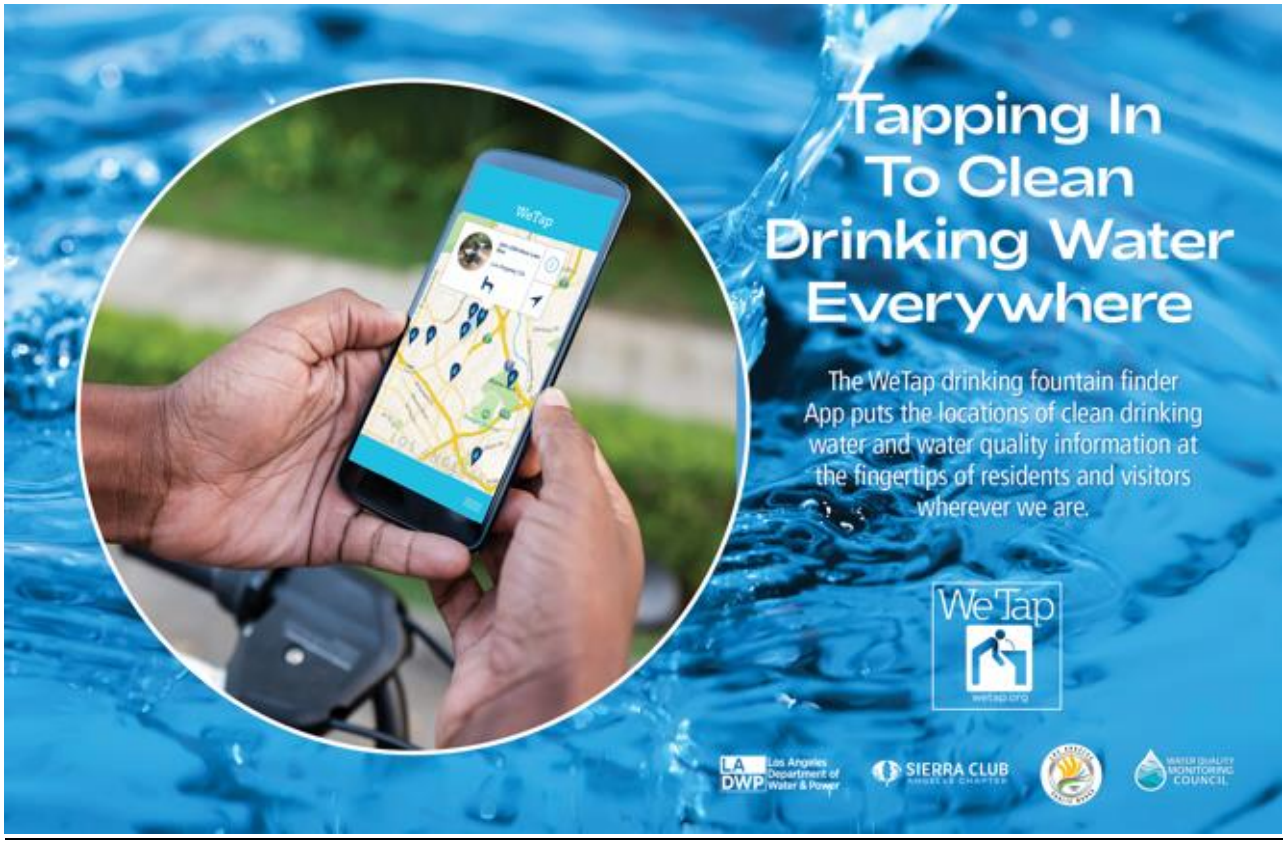
Founded in 2008, WeTap is a 501©3 nonprofit committed to increasing awareness, access and use of public water and drinking fountains/hydration stations to help improve public health, minimize the severe social and economic disparities, and reduce our dependence on single-use plastic to protect the environment and public health.

Over the years, WeTap.org has partnered with dozens of public agencies and community groups, including Los Angeles Department of Water and Power (LADWP), the Los Angeles Unified School District (LAUSD), and the California State Water Resources Control Board, to further the goals of increasing awareness and confidence in our public drinking water supply. WeTap developed the 'WeTap App' to map and help residents and visitors locate community drinking fountains and hydration stations. WeTap pioneered the Los Angeles and CA State legislated "Tap Water Day" campaigns to celebrate publicly provided drinking water. We robustly support the placement and maintenance of drinking fountains and filling stations in schools, parks, and public spaces as normal for everyone. WeTap partnered with the City of Los Angeles in the 2019 LA Sustainability pLAn (http://plan.lamayor.org/partner). Mayor Garcetti gave the City of LA 200 new fountains and now we are aiming for 2028 fountains and hydration stations for the 2028 Olympics #2028for2028. We can outshine Paris!

WeTap.org received funding from the Annenberg Foundation, LADWP Community Partnership Grants, and a few others but mostly we have survived with our grit. Now we are in a fast lane to the 2028 Olympics, and we are respectfully requesting your financial support, partnerships and collaboration.

[redacted]

# THE WETAP APP




The [WeTap Drinking Fountain Finder App] puts the locations of clean drinking water into the hands of everyone and can provide water quality information at the fingertips of residents and visitors with customization. With site specific data and information about water access, the WeTap App makes drinking water more accessible to all of our communities and bridges the gaps with communication. The WeTap App helps build public confidence in our water supplies and demonstrates the generosity of spirit from public utilities. When more people have better access to hydration stations, where they can refill reusable water canteens for free, and our dependence on single use plastic waste is reduced!

# #2028FOR2028




## WeTap.org - Investing in the Future of Los Angeles

Looking towards the future and with the 2028 Los Angeles Olympics fast approaching, WeTap is helping to systematically organize our publicly supplied drinking water success. We can outshine Paris with publicly provided services that are easy for the public and visitors to find - #2028for2028.

WeTap addresses the social, environmental, economic, public health and education necessary to support the appreciation and use of our PUBLIC DRINKING WATER which helps residence of disadvantaged communities grow and thrive by eliminating the costly burden of single use plastic water bottles while improving public health and protecting our environment for everyone.

We seek your collaboration and support for WeTap's existing programs including the WeTap App, Tap Water Day, and #2028for2028 so that California will emerge as a leader on the world stage for the upcoming World Cup and 2028 Olympics.

# CALIFORNIA CELEBRATES TAP WATER DAY!




On May 7, 2015, the City of Los Angeles, under the leadership of Mayor Eric Garcetti, celebrated the nation's first Tap Water Day to promote public drinking water and the promotion and installation of hydration stations/drinking fountains across California to reduce single use plastic waste and improve pubic health and wellbeing.

In 2023, the California Legislature unanimously passed the Resolution for the State (Senate Concurrent Resolution 55) which establishes the first Thursday in May as "Tap Water Day" in the State of California. As stated by Senator Anthony J. Portantino, "Clean drinking water is a basic human right and it's important to make it more accessible for our communities…Organizations like WeTap are doing the critical advocacy work to expand access to clean tap water and I appreciate their support on this resolution."

City of Los Angeles

# PROCLAMATION

## Tap Water Day

### May 7, 2015

WHEREAS, clean drinking water is a basic human right, and protecting and conserving the water we drink is absolutely crucial, and

WHEREAS, outdoor access to drinking water in many municipalities, school districts, parks, and other public places has diminished over time, due to aging infrastructure, shrinking budgets, and the placement of vending machines where once only water fountains stood; and

WHEREAS, there is a pressing need to maintain existing public drinking fountains and to install newer versions – more commonly known as filling stations – in public places to benefit public health, minimize cleanup costs, and protect the environment; and

WHEREAS, public water fountains can provide ready access to safe drinking water and thereby provide adequate hydration throughout the day to benefit student health, performance, and success, and are healthier alternatives than sweetened beverages; and

WHEREAS, maintaining and installing new community drinking fountains and filling stations contributes to conservation of valuable water resources by reducing both demand for bottled water and waste from discarded bottles, and are a more desirable alternative in schools, parks and other outdoor public areas; and

WHEREAS, the mission of the Tap Water Day campaign is to improve public access to water in public places by promoting the placement of public drinking fountains and filling stations in schools, parks and other public spaces, leading to a growing awareness of the public health, financial and environmental benefits to publicly available drinking water provided by local water utilities at home and on the go; and

WHEREAS, WeTap.org makes public water fountains easy to find and use via use of its mobile phone application and other educational technology, and is a major partner in the Tap Water Day campaign; and

WHEREAS, for over 90 years, the California-Nevada Section of the American Water Works Association (AWWA) has been committed and dedicated to leading, educating, and serving the drinking water community to ensure public health and to provide safe and sufficient water for all and is a proud sponsor and partner of Tap Water Day as part of national AWWA Drinking Water Week May 3-9, 2015; and WHEREAS, the Los Angeles Department of Water and Power has served the City with Pure, Clean, Refreshing tap water for over 110 years:

NOW, THEREFORE, I, ERIC GARCETTI, as Mayor of the City of Los Angeles do hereby proclaim May 7, 2015 to be "Tap Water Day" in the City of Los Angeles and encourage Angelenos to support and use public fountains as the one of the best and healthy sources of drinking water, thereby helping appreciate, conserve and preserve scarce water sources, especially in the face of a drought and to protect our environment and the future of Los Angeles.

May 7, 2015

ERIC GARCETTI
Mayor

CALIFORNIA SENATE

# RESOLUTION

By the Honorable Anthony J. Portantino, 25th Senatorial District

Relative to

## *Tap Water Day*

**WHEREAS**, Clean drinking water is a basic human right, and the protection and conservation of the water people drink is crucial; and

**WHEREAS**, Outdoor access to drinking water in many municipalities, school districts, parks, and other public places has diminished over time due to aging infrastructure, shrinking budgets, and the placement of vending machines where once only water fountains stood; and

**WHEREAS**, Many have recognized a pressing need to maintain current community drinking fountains and to install newer versions, more commonly known as filling stations, in public places to benefit pupil health, performance, and success, as community drinking fountains and filling stations provide a healthier alternative to sweetened beverages; and

**WHEREAS**, Maintaining and installing new community drinking fountains and filling stations contributes to the conservation of valuable water resources by reducing both demand for bottled water and waste from discarded bottles, and for this reason, maintaining and installing new community drinking fountains and filling stations are more desirable alternatives in schools, parks, and other outdoor public areas; and

**WHEREAS**, The mission of the Tap Water Day initiative is to improve access to water in public places by promoting the placement of community drinking fountains and filling stations in schools, parks, and other public spaces, leading to a growing awareness of the public health and financial and environmental benefits of making publicly accessible drinking water provided by local water utilities available both at home and on the go; and

**WHEREAS**, Municipalities and water utilities are responsible for providing clean and dependable drinking water throughout communities, and this annual celebration provides an opportunity for them to display their commitment to meeting the highest standards of safety and quality to ensure the health and well-being of the public and increasing public awareness about the value, dependability, reliability, and safety of public water and consider investing in the expansion and maintenance of drinking fountains and filling stations, especially in underserved communities; and

**WHEREAS**, We Tap org makes community drinking fountains easy to find and use by offering an mobile phone application and other educational technology and is a major partner in the Tap Water Day initiative; now, therefore, be it

**RESOLVED BY SENATOR ANTHONY J. PORTANTINO**, That he recognizes the first Thursday in May as Tap Water Day in the State of California, which provides an opportunity for Californians to celebrate, support, trust, and value publicly supplied drinking water and our community drinking fountains and filling stations as some of the best and healthiest sources of drinking water, thereby helping to reduce single-use plastic waste, alleviate economic disparity, and appreciate, conserve, and preserve scarce and precious drinking water resources, especially in the face of drought and increased heat, to protect the environment and the future of California.

Members Resolution No. 269
Dated this 4th day of May, 2015

Honorable Anthony J. Portantino
25th Senatorial District

# ACCURATE AND DYNAMIC WATER QUALITY INFORMATION NEEDS TO ALWAYS BE ACCESSIBLE TO EVERYONE




WeTap.org is partnered with the CA Resources Control Boards' CA Water Quality Monitoring Council (CAWQMC) for the Safe to Drink Workgroup to help improve our drinking water narrative. This is the only drinking water website for the State of California. MyWaterQuality.ca.gov could be a more vital source of coordinated and relevant information for the public throughout the state, including in Los Angeles, particularly when the world descends on our state for these world class athletic games.

Under the CAWQMC, this is a legislated mandate, in the Governor's Resiliency Plan, and yet underfunded. Data and information sharing has evolved since the inception of this requirement and yet WeTap.org has been rising to the challenge to help this very important drinking water website.

# COMMUNITY OUTREACH




Expanding community outreach in positive, unique and creative ways, is essential. We need to:

CONNECT with the residents citywide and statewide.
ENGAGE with targeted communities.
FOCUS messaging to reach specific communities.
SHARE water quality expertise and context.
EMPOWER communities and individuals to solve challenges.
PROMOTE city wide goals and visions.
INFORM everyone about publicly suppled drinking water and its benefits.
EDUCATE students with information that matters.

WeTap successfully advocated for LAUSD's public fountains which are now maintained at very high standards, with their $50,000,000+ investments in their units. WeTap collaborated with some schools to educate youth about the quality of public drinking water and to "SAY NO" to disposable plastic water bottles, increasing funding for filling stations in schools, parks and other public places. WeTap is now seeking to increase the messaging to students across California with new educational curriculum and inspiring programs including WeTap's "Waterfall of Art"

# EDUCATION IS POWER:

# CREATIVE PROJECTS COMMUNICATE

# MESSAGES MOST EFFECTIVELY

# WITHOUT DISCRIMINATION




[redacted]

**October 2024 Special Board Meeting/Olympics Public Comments – Item 7**

[redacted]
**Sent:** Tuesday, October 22, 2024 3:10 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** ITEM NEEDS MORE CONSIDERATION for Agenda Item #7 of Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee

Dear Chair Hahn and Committee Members,
I'm a transit advocate from Chino Hills. I am writing today on Agenda Item #7. I believe the item needs more consideration. I use Metro personally for appointments and events in Los Angeles (e.g., L.A. Pride in the Park, Dodgers Pride Night). I promote Metro use on social media as a viable alternate to driving. Metrolink and local transit outside L.A. County are impractical for me. I wish that was not the case. TAP and its technology are ahead of what my county offers for local transit. I regularly advocate to my local transportation authority (SBCTA), local transit provider (Omnitrans), and Metrolink to integrate into the TAP system. I advocate the committee to work with nearby county transportation authorities to extend the TAP system for local transit outside Los Angeles County. I also recommend coordinating with fellow board members on Metrolink to simplify, update, and expand the transfer policy. Most local transit and Metrolink riders in the region experience inconsistent transfer policies (see below for examples). Except for Metro Bus and Rail, Metrolink passes and tickets are generally not useful for local transit except to and from a Metrolink station (see below).
I also put forward transforming the Countywide and Freight TDM and Universal Basic Mobility programs into regional projects with nearby county transportation authorities. Many local transit riders outside L.A. County miss out on the benefits that TAP offer: stored value to pay-per-ride, fare capping (on Metro), the flexibility of using an app or a physical card and eventually a contactless debit or credit card, and multiple locations to buy passes and refill store value accounts for TAP cards. TAP has the potential to serve local transit in neighboring counties and Metrolink, according to SCAG (see below). The Olympics and Paralympics are excellent opportunities for state and federal funding on that. It's disappointing our region lacks something like Clipper Card in the San Francisco Bay Area and OMNY in the New York City Area.

Let's expand TAP to local transit in Southern California and make it easier to ride across the region!

Sincerely,
[redacted]

Sources and Examples
SCAG Universal Fare System - https://scagitsarchitecture.org/projdetail.htm?id=75

OCBus Transfer Policy - https://www.octa.net/getting-around/bus/oc-bus/routes-and-schedules/connections-and-transfers/
Omnitrans transfer policy - https://omnitrans.org/wp-content/uploads/2020/05/Accepted-Fare-Media.pdf
Riverside Transit Agency (RTA) transfer policy - https://www.riversidetransit.com/index.php/fares-a-passes/fares-a-passes?highlight=WyJ0cmFuc2ZlciJd
Foothill Transit transfers- https://www.foothilltransit.org/transfers
Metrolink transit connections - https://metrolinktrains.com/rider-info/general-info/transit-connections/

**MINUTES**

**Thursday, September 26, 2024**

**10:00 AM**

# Board of Directors - Regular Board Meeting

**DIRECTORS PRESENT:**
**Janice Hahn, Chair**
**Fernando Dutra, 1st Vice Chair**
**Jacquelyn Dupont-Walker, 2nd Vice Chair**
**Kathryn Barger**
**Karen Bass**
**James Butts**
**Lindsey Horvath**
**Paul Krekorian**
**Holly J. Mitchell**
**Ara J. Najarian**
**Tim Sandoval**
**Hilda Solis**
**Katy Yaroslavsky**
**Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:11 A.M.**

## ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 11, 13, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27 and 32.

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

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |

**Voting Deviations:*
*Item 9 – the following Directors were conflicted: KB, KRB, LH, and JH*
*Item 16 – the following Directors were conflicted: KB, KRB, LH, HJM, KY, and JH*
*Item 23 – the following Directors were conflicted: KB and KRB*
*Item 24 – the following Director was conflicted: KY*
*Item 32 – the following Directors were conflicted: KB, KRB, LH, HS, KY, and JH*

**2. SUBJECT: MINUTES** **2024-0937**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 25, 2024.

**3. SUBJECT: REMARKS BY THE CHAIR** **2024-0938**

RECEIVED remarks by the Chair.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | P | P | P | P | P | P | P | P | P | P | P | P |

**4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2024-0939**

RECEIVED report by the Chief Executive Officer.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | P | A | A | P | P | P | P | P | P | P | P | P |

| | | | |
|---|---|---|---|
| KB = K. Barger | FD = F. Dutra | HJM = H.J. Mitchell | KY = K. Yaroslavsky |
| KRB = K.R. Bass | JH = J. Hahn | AJN = A.J. Najarian | |
| JB = J. Butts | LH = L. Horvath | TS = T. Sandoval | |
| JDW = J. Dupont Walker | PK = P. Krekorian | HS = H. Solis | |

**LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT**

**5. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION** **2024-0506**

APPROVED ON CONSENT CALENDAR:

A. APPROVING:

1. Programming of an additional $11,164,810 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50);

;

2. Programming of an additional $11,586,591 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);

3. Programming of an additional $600,000 within the capacity of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66);

4. Programming of an additional $16,300,000 within the capacity of Measure R South Bay Transit Investments Program; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

**6. SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR** **2024-0473**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 14 to Contract No. AE49337000 with Arcadis, A California Partnership (formerly IBI Group) in the amount of $3,158,761 for the optional task for preliminary engineering and to advance the design of curb extensions (bus bulbs) or boarding islands as part of the North San Fernando Valley (NSFV) Bus Rapid Transit (BRT) Corridor Project, increasing the contract value from $5,683,973 to $8,842,734, and extend the period of performance from October 31, 2024 through December 31, 2026.

**7. SUBJECT: PROGRAM FUNDS FOR ARROYO VERDUGO OPERATIONAL IMPROVEMENTS** **2024-0779**

APPROVED ON CONSENT CALENDAR:

A. $5,000,000 in additional programming for two City of Glendale projects within the Arroyo Verdugo subregion; and

(continued on next page)

(Item 7 – continued from previous page)

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

**8. SUBJECT: COUNTYWIDE CALL FOR PROJECTS** **2024-0510**

APPROVED ON CONSENT CALENDAR:

A. DEOBLIGATING $5.94 million of previously approved Call for Projects (Call) funding, and hold in RESERVE;

B. changes to the scope of work for:

1. City of Los Angeles - Last Mile Folding Bike Incentive Program (Call #F7707);

2. City of Los Angeles - Building Connectivity with Bicycle Friendly Business District (Call #F9803);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 49 projects.

**9. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT** **2024-0468**

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute and enter into a Joint Development Agreement (JDA) with NOHO Development Associates, LLC, a Delaware limited liability company (Developer), an affiliate of Trammell Crow Company, and associated Ground Leases (Ground Leases) and other related documents with Developer or its affiliates or qualified transferees, for the construction and operation of a mixed-use project on up to 11.8 acres of Metro-owned property located at the North Hollywood Metro Station (District NoHo or Project) in accordance with the Joint Development Summary of Key Terms and Conditions upon receipt of concurrence by the Federal Transit Administration (FTA) and the California Transportation Commission (CTC);

(continued on next page)

(Item 9 – continued from previous page)

B. DETERMINING that the Board, acting as the governing body of the responsible agency under the California Environmental Quality Act (CEQA), after consideration of the whole of the administrative record, adopts the Findings of Fact and Statement of Overriding Considerations setting forth the reasons and benefits with full knowledge that significant impacts may remain, and the Mitigation Monitoring and Reporting Program of the City of Los Angeles Environmental Impact Report No. ENV-2019-7241-EIR which was certified on August 22, 2023; and

C. AUTHORIZING the CEO or designee to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

**10. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR BATTERY ELECTRIC BUS CHARGER INFRASTRUCTURE** **2024-0397**

AUTHORIZED the Chief Executive Officer to award a cost plus fixed fee Contract No. AE120406MC083, to Anser Advisory, to provide Construction Management Support Services for Battery Electric Bus (BEB) Charging Infrastructure Projects located at our bus operation divisions, transit centers, as well as opportunity chargers along current BEB routes for a term of 3 years at a not to exceed total contract value of $6,012,319, subject to the resolution of any properly submitted protest(s), if any.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | Y | C | Y | Y | A | Y | Y | Y | A/C | C | A/C |

**11. SUBJECT: METRO TRAINING & INNOVATION CENTER (MTIC)** **2024-0541**

APPROVED ON CONSENT CALENDAR:

A. INCREASING the Life of Project Budget for the Metro Training & Innovation Center (Project) by $1,409,000, from $19,900,000 to $21,309,000; and

B. AUTHORIZING the Chief Executive Officer to amend the FY25 Budget in the amount of $1,091,000 to fund operational costs for the Metro Training & Innovation Center.

**13. SUBJECT: G LINE IMPROVEMENTS PROJECT** **2024-0512**

APPROVED ON CONSENT CALENDAR:

A. ESTABLISHING a Life-of-Project (LOP) budget for the G Line Improvements Project in the amount of $668,450,000; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including Early Works Packages (EWPs), the Phase 2 Supplement and contract modifications, up to the authorized Life-of-Project budget.

**16. SUBJECT: GROUP INSURANCE PLANS** **2024-0523**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamster employees, and life insurance for all full-time Metro employees, for the one-year period beginning January 1, 2025.

**17. SUBJECT: PRE-QUALIFICATION PROGRAM** **2024-0355**

APPROVED ON CONSENT CALENDAR:

A. ADOPTING an amendment to Metro's Administrative Code Chapter 4-05 to replace the existing contractor pre-qualification language with of this Board Report; effective January 1, 2025; and

B. RECEIVING AND FILING streamlining initiatives, including electronic signature deployment for procurement contracts and purchase orders.

**18. SUBJECT: MEASURE R BONDS** **2024-0434**

APPROVED:

A. ADOPTING a Resolution, ("Resolution"), that authorizes the issuance and sale of up to $500 million in aggregate principal amount of Measure R Senior Sales Tax Revenue Refunding Bonds in one or more series and taking all other actions necessary in connection with the issuance of the refunding bonds ("Refunding Bonds"); and

B. ESTABLISHING an underwriter pool that will be used to select underwriters for all future negotiated debt issues through June 30, 2029.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | C | C | Y | C | Y | Y | Y | ABS | Y | C | C |

**20. SUBJECT: CIRCUIT BREAKER RETROFIT KIT** **2024-0471**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA111914(2)000 to Gillig LLC, the lowest responsive and responsible bidder to supply Circuit Breaker Retrofit Kits in the not-to-exceed (NTE) amount of $1,339,042.21 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

**21. SUBJECT: ALTERNATOR ASSEMBLY** **2024-0472**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA113336000 to TK Services, Inc., the lowest responsive and responsible bidder to supply alternator assemblies in the not-to-exceed (NTE) amount of $2,805,153.48, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

**22. SUBJECT: BRAKE CALIPER ASSEMBLIES** **2024-0474**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA113925000 to Zen Industrial Services, Inc., the lowest responsive and responsible bidder to supply Brake Caliper Assemblies in the not-to-exceed (NTE) amount of $3,015,693.07, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

**23. SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT** **2024-0481**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 7 to the Vanpool Vehicle Supplier Bench Contract Nos. PS1074300051491, PS1074400051491, and PS1074500051491 with Green Commuter, Airport Van Rental, and Enterprise Rideshare (a division of Enterprise Holdings) respectively, to increase the total not-to-exceed (NTE) contract amount by $3.7 million from $36,000,000 to $39,700,000 and extend the period of performance from December 31, 2024 to June 30, 2025.

**24. SUBJECT: P3010 LIGHT RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)** **2024-0505**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 2, and exercise Option 1, install and commission the Integrated Data and Communication System (IDCS) on the P3010 Light Rail Vehicle under Contract No. TS83056-2000 to Siemens Mobility, Inc. in the firm fixed amount of $18,051,025, increasing the total Contract amount from $5,043,855 to $23,094,880. This action does not change the board-approved LOP for this project of $44,436,129.

**25. SUBJECT: A LINE TRAIN CONTROL NON-VITAL AND VITAL RELAY REPLACEMENT** **2024-0496**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a 39-month firm fixed price Contract No. AE117510000 to B&C Transit, Inc. for the Metro A Line Train Control Non-Vital and Vital Relay Replacement Project in the amount of $14,838,050 effective October 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project (LOP) Budget for the A Line Train Control Non-Vital and Vital Relay Replacement by $9,355,855 from $11,100,000 to $20,455,855.

**26. SUBJECT: SENATE BILL 125 (SB 125) ZERO-EMISSION TRANSIT CAPITAL PROGRAM** **2024-0172**

APPROVED ON CONSENT CALENDAR:

A. ADOPTING a Los Angeles County Regional Zero Emission Bus Procurement Policy;

B. the Los Angeles County Regional Zero Emission Transit Capital Program (ZETCP)-Equivalent Fund Allocation Framework and the resulting Included and Eligible Transit Operator fund amounts totaling $49.84 million in Proposition C 40% funding; and

C. AMENDING the FY25 Budget to implement the ZETCP-Equivalent Fund Allocations and authorize the Chief Executive Officer to negotiate and execute all necessary agreements.

**27. SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS** **2024-0431**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

**32. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT** **2024-0526**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 8 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, in the amount of $74,869,029 to advance to 30% Preliminary Engineering (PE) for the Initial Operating Segment (IOS), increasing the contract value from $35,514,357 to $110,383,386 and extending the period of performance from December 31, 2024, to August 30, 2026.

**33. SUBJECT: STATE AND FEDERAL REPORT** **2024-0550**

RECEIVED AND FILED the September 2024 State and Federal Legislative Report.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | P | A | A | P | P | P | P | A | P | P | P | P |

**34. SUBJECT: A TRANSPORTATION PLAN FOR 2028 OLYMPIC AND PARALYMPIC GAMES VENUES MOTION** **2024-0959**

FORWARDED TO THE OCTOBER 2024 BOARD CYCLE:

~~APPROVE Motion by Hahn that the Board direct the Chief Executive Officer to:~~

~~A. Report back to the Board with a plan on the Games Enhanced Transit System and overall preparation for the 2028 Olympic and Paralympic games, including:~~

~~1. An estimate of the number of bus operators and maintenance staff that Metro will need;~~

~~2. A staffing plan;~~

~~3. A plan for how Metro will coordinate with other Municipal bus operators and Metrolink; and~~

~~4. Estimated costs for bus procurement and staffing, and how it could be paid for.~~

~~B. Report back on this plan and next steps at the April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee of this Board, with an interim update at the January 2025 Ad Hoc Committee meeting.~~

**35. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 1** **2024-0173**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a 10-month and 7 days Temporary Construction Easement (“Property Interest”) from the property known as 5318 Wilshire Blvd, Los Angeles, CA 90036 APN: 5089-001-028 (formerly 5089-001-026) identified in.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |

**36. SUBJECT: CLOSED SESSION** **2024-0956**

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

1. Saul Salamanca v. LACMTA, Case No. 22STCV00221

APPROVED settlement in the amount of $400,000.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | Y | Y | A | A | Y | Y | Y | Y | Y | Y | Y | Y |

2. Mervin Shannon v. LACMTA, Case No. 22STCV03752

APPROVED settlement in the amount of $700,000.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | Y | Y | A | A | Y | Y | Y | Y | Y | Y | Y | Y |

3. Jobs To Move America v. LACMTA, Case No. 24STCP02977

No report.

**B. Public Employee Performance Evaluations - Government Code Section 54957**
Title: CEO, General Counsel, Board Clerk, Inspector General, Chief Ethics Officer

No report.

**C. Conference with Labor Negotiator - Government Code Section 54957.6**
TCU, AFSCME, Teamsters

No report.

**D. Conference with Real Estate Negotiator - Government Code 54956.8**
1. Property: 1801 Avenue of the Stars, Los Angeles, CA 90067 and 1930 Century Park West, Los Angeles, CA 90067
Agency Negotiator: Craig Justesen, EO Real Estate
Negotiating Party: Century City Mall, LLC, a Delaware limited liability company
Under Negotiations: Price and Terms

No report.

(continued on next page)

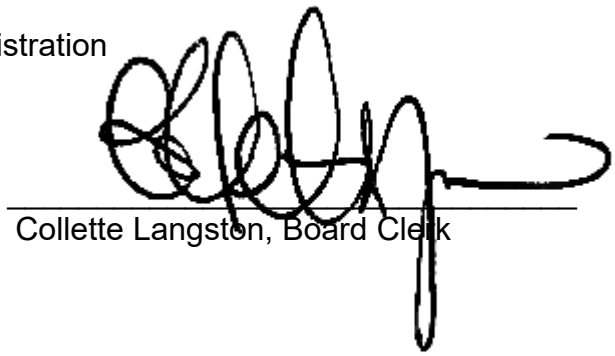
(Item 36 – continued from previous page)

2. Property: 13949 Stage Road and 16934 Rosecrans Avenue, Santa Fe Springs, CA 90670
   Agency Negotiator: Craig Justesen, EO Real Estate
   Negotiating Parties: RRM Properties, LTD
   Under Negotiations: Price and Terms

   No report.

**ADJOURNED AT 1:51 P.M. IN MEMORY OF ILYSSA DECASPERIS AND RICHARD ALATORRE.**

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration



Collette Langston, Board Clerk

August 14, 2024

Dear Metro Board Members,

We have been residents of Lafayette Square since 2015 and of Los Angeles since 2003. Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

## Seismic Risks and Vulnerability

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

## Structural Damage from Vibration and Soil Settlement

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues.

The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

### Inadequate Community Consultation and Procedural Concerns

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

### Reduction in Home Values

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

### Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

### Our Request

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

Initially Proposed Pathway:




Recent notice in the mail:



[redacted]

8/28/24

Board Chair, Supervisor Janice Hahn
Los Angeles Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Subject: EB SR-91 Atlantic Av to Cherry Av Auxiliary Lane Improvement Project

Dear Board Chair Hahn,

I am writing on behalf of the Associated General Contractors (AGC) of California to express our support for LA Metro's EB SR-91 Atlantic Av to Cherry Av Auxiliary Lane Improvement Project.

We have recently learned that this project is at risk of being terminated following a local community town hall. We strongly oppose suspending this project as it could set an unjust precedent for future approved projects. The EB SR-91 freeway project and many others like it have gone through several channels of approval procedures and have been approved for bid solicitation and execution by the construction industry. How the project faces suspension puts other critical projects that have been funded at the same risk.

In March 2018, the LA Metro Board voted unanimously in favor of the project after environmental studies and presentations. Community input was considered, and the opportunity to provide formal comments was offered. Suspending the project outside the proper channels of government prevented all affected parties from participating.

This project is just part of a larger highway safety infrastructure project that aims to provide the community with safer roads and create hundreds of thousands of labor hours, benefiting Long Beach and the greater Los Angeles area. AGC and its members are dedicated to supporting the success

of all communities impacted by construction and would like to collaborate with Metro and other agencies to support the affected community directly.

We hope for a positive resolution to ensure the continuation of this important project.

Sincerely,

[redacted]

[redacted]

September 4, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**RE: METRO K LINE EXTENTION NORTH CONCERNS CRENSHAW/ADAMS TO MIDTOWN CROSSING**

Dear Metro Board of Directors,

I write this letter as a supporter of public transit. I am deeply concerned about the impacts of potential tunneling under any residential community, and in particular the historic neighborhoods of Lafayette Square (incl. the adjacent Lafayette Road) and Wellington Square as described in the Draft Environmental Impact Report (DEIR). While the majority of the planned route stays along public rights-of-way and commercial corridors, these are two of the few residential communities that would be affected by potential tunneling. **Metro must place the underground route between the Crenshaw/Adams station and the Midtown Crossing Station on the public rights-of-way along Crenshaw Boulevard and Venice or Pico Boulevard.** Unfortunately, there is no discussion of either of these neighborhoods in the Communities, Population, and Housing analysis.

One of the goals of the DEIR is to … "minimize Environmental Impacts to displacement of residents, businesses, and existing communities." Lafayette Square and Wellington Square are historic, culturally rich, largely African-American communities with long-time homeowners and former residents who have invested their lives in their city and their homes, having made major contributions to the cultural tapestry, history, and ethnic and economic diversity that is the City of Los Angeles. The unknown impacts of potential tunneling could include irreparable harm to identified and documented cultural resources such as the Lafayette Park HPOZ, the pending Wellington Square HPOZ, and City approved Historic Cultural Monuments in these neighborhoods, as well as ground subsidence and infrastructure issues; values that are the antithesis of equitable planning and transportation. The Cultural and Paleontological Resources analysis does not discuss any of these issues in any meaningful manner as required by an EIR. These impacts are significant and they are avoidable by moving the route to the public rights-of-way.

The high-water tables of these communities have also not been considered, and potential tunneling will likely create severe impacts that will lead to ground subsidence and infrastructure issues, creating reductions in home values and make it difficult to sell one's residential property in the future. Lack of supporting structural details in the DEIR does not allow the public to understand

the potential impacts of noise, ground settlement, and vibration damage that could impact the properties and residents in these communities. The Hydrology and Water Quality analysis is woefully incomplete and does not adequately address the tunneling impacts to these communities.

The Base Alignment should be rejected for a design option that puts the tunneling and underground train directly under the public rights-of-way along Crenshaw Boulevard and Venice or Pico Boulevard. There are minimal costs and minimal delays to operations with this design option.

**I highly encourage the Metro Board of Directors to support the communities' concerns and move the train to the public rights-of-way under Crenshaw Boulevard and Venice or Pico Boulevard.** Let's connect the dots by not impacting the historic communities of Lafayette Square and Wellington Square. If you have any questions, please contact Andrew Westall of my staff at 213-473-7010. Thank you for your prompt attention to this matter.

Sincerely,



September 20, 2024

Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Re: Comments on the K-line Northern Extension EIR,
In Support of a Re-route

To The Metro Board:

I am Mark J. Robertson, Sr., also writing on behalf of my wife, Donna D. Robertson. We are supportive of Metro expansion throughout the region. We were born and raised in Los Angeles, and both were raised by single, widowed mothers.

My mother was Rita, mother of 5, a union administrator who never made more than $35,000 in working for 32 years on the same job. Donna's mother was Barbara, who spent her working life as a telephone operator at Cedars Sinai Hospital. While our parents did very well to provide for us, neither was in a financial position to leave any semblance of wealth for future generations.

They were, however, diligent to make sure that Donna and I were both well educated, at USC and UCLA respectively. Our mothers' commitment to our education has served us well in raising our three sons and building the beginnings of an estate to leave behind for them, and now our grandchildren. We see providing for our family's future as an obligation and generational responsibility, with whatever resources we can accumulate.

For the last 25 years, the plan to provide a major portion of those resources has included our home at 1744 Virginia Road, in the predominantly Black neighborhood of La Fayette Square, in Los Angeles. This is a 108-year-old structure that has truly been our home in every sense of the word. It is where our sons grew up, where we have been healed from illness, where we celebrated holidays, birthdays and graduations, and where we can relax and feel safe – HOME.

Our plans for HOME, however, are now threatened by the planned route of the Metro K-line northern extension, under the La Fayette Square community. We attended the Metro informational meeting at the Nate Holden Theater, and we listened to Metro professionals explain the engineering of the project, and their thoughts on how homes in the area would not be impacted. We also listened as the Metro team showed a video of the construction of the 10 Freeway, and the destruction, disruption, and financial devastation of the communities along the route, including the historic Sugar Hill neighborhood of Black Los Angeles. The comment made by Metro staff after the video was "we get it, we understand". Those comments, after **that** video left one with the thought of "how patronizing, they get it, but this K-line plan is doing the same thing all over again".

Yes, the K-line will be up to 110 feet below ground, and yes, the engineers give their opinions on soil stability and vibrations, but the financial impact on property values, and thus Black family wealth cannot be quantified. Due to this uncertainty, the route of the K-line extension must be

[redacted]

Final Audit Report 2024-09-20

| | |
|---|---|
| Created: | 2024-09-20 |
| By: | Kimberly Blake (kimberly.ludlow@pcrcorp.org) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAs_gbSVXFdklQqNn1Ca7yOFFTGe1OXZdN |

# "Mark and Donna Robertson - METRO Letter 9-20-2024" History

Document created by Kimberly Blake (kimberly.ludlow@pcrcorp.org)
2024-09-20 - 5:43:11 PM GMT

Document emailed to Mark Robertson (mark.robertson@pcrcorp.org) for signature
2024-09-20 - 5:43:15 PM GMT

Email viewed by Mark Robertson (mark.robertson@pcrcorp.org)
2024-09-20 - 5:49:33 PM GMT

Document e-signed by Mark Robertson (mark.robertson@pcrcorp.org)
Signature Date: 2024-09-20 - 5:49:43 PM GMT - Time Source: server

Agreement completed.
2024-09-20 - 5:49:43 PM GMT

PCR Powered by Adobe Acrobat Sign

August 21, 2024

To Whom It May Concern,

My name is Robert Brkich Jr. and I have been a resident of La Fayette Square since 2000. I have seen this neighborhood in a severely rundown state and turn into an absolutely beautiful neighborhood. The residents of this community, both old and new, have spent countless hours of hard work and money restoring these historical homes, and the neighborhood is now one of the most desired neighborhoods to live in.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the

project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]
[redacted]



August 29, 2024

Dear Members of the Los Angeles Metro Board,

The League of Women Voters of Los Angeles County strongly supports extending the K line from the current northern terminus at Expo/Crenshaw to connect with the D and B lines.

LWV California Transportation Policy supports transit that lowers VMT, is efficient, convenient, and cost-effective; is safe and secure; serves all segments of the population and diverse geographic needs; minimizes harmful effects on the environment; and is integrated with land use. Additionally, LWV California Climate Change Action Policy supports a clean, sustainable low-carbon energy economy that includes all forms of transportation infrastructure and land use policies that reduce automobile dependence.

Global atmospheric $CO_2$ is approaching 420 ppm and global temperatures have reached 1.2°C above pre-industrial times. In California and the Los Angeles Area, VMT continues to rise. $CO_2$ emissions due to private vehicles have not decreased, even with the adoption of EVs, because vehicles are larger, heavier, and equipped with more powerful engines which require more fuel.

Connecting the K line with the D and B lines will unlock the potential for more carfree travel between the mid-city area and other regions served by rail lines. We cannot risk extending the project from 2 to 3 phases of 8-12 years each. Such a delay would likely result in exceeding our carbon budget by 1.5°C or even 2.0°C. The County must not take an extra decade to achieve the $CO_2$ emissions reductions that would result from connecting these rail lines.

The League recognizes that the La Brea alignment is expected to reduce $CO_2$ the most while the Fairfax alignment will serve the most users per station. Both options will save transit users more time than the longer, roundabout San Vicente alignment. We acknowledge that the Fairfax alignment is about a mile east of Cedars-Sinai, but this is not sufficient justification for further delay.

Connections to Cedars-Sinai would be greatly improved with the addition of wide and protected bike lanes on Beverly and/or 3rd, and San Vicente and/or La Cienega. Protected bike lanes are suitable for mobility scooters and bicycles/tricycles alike. The Wilshire/La Cienega D line station, only 1 mile from Cedars-Sinai, is scheduled to open in 2025. One mile of protected bike lanes and dedicated bus lanes, including a direct DASH route, can be installed quickly and at a much lower cost than $4 Billion. Alternatively, shared bus, bike and first responder lanes can be installed even faster.

The League urges Metro to consider only the Fairfax and La Brea alternatives going forward.

Thank you,



[redacted]

klinenorth@metro.net, boardclerk@metro.net, FourthDistrict@bos.lacounty.gov, ThirdDistrict@bos.lacounty.gov,councilmember.Krekorian@lacity.org, kathryn@bos.lacounty.gov, HollyJMitchell@bos.lacounty.gov, firstdistrict@bos.lacounty.gov, Councilmember.Yaroslavsky@lacity.org, suki.gershenhorn@lacity.org, info@mincla.org

August 14, 2024

To Whom It May Concern,

I have lived in Lafayette Square since 1985 and have added to the continuing upgrading of this special neighborhood, including involvement with the installation of gates and obtaining our HPOZ designation. I am also old enough to have witnessed the destruction of the historic West Adams and Berkeley Square neighborhoods for the construction of the 10 Freeway. I am appalled by the Metro K line northern expansion, with the potential impact on the 100 year-old structures and the degrading of our property values. My home is one of the English Tudor Brick veneer structures on Virginia Rd and I doubt that the constant motion and bombardment from tunneling and, eventually, trains will allow my home to survive.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks,

especially given the unique vulnerabilities of historic homes.

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.



Initially Proposed Pathway:




Recent notice in the mail:



September 3, 2024

To Whom It May Concern,

My name is Obdulio Carreras. I grew up in Lafayette of Square and have been a resident of the neighborhood for over 30 years. I wish to address concerns that were recently brought to my attention by my fellow neighbors.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same

consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

Date: September 20, 2024

Opposition to the Metro K Line Northern Extension and its Impact on LaFayette Square

Members of the Metro Board of Directors,

As concerned residents of LaFayette Square, this writing is to express both mine and my wife's strong ***opposition*** to the proposed plan of the Metro K Line Northern Extension.

> It is well known that our neighborhood and others are preserved under "***Historical Preservation.***" Most, if not all the homes are well beyond 100 years of age. One (still standing) belonged to Mr. Charles Crenshaw, in whose honor *Crenshaw boulevard* was named! Drilling underground to ***any extent*** poses a severe threat. While we are not technical experts, our deep connection to this neighborhood provides a unique understanding of the potential dangers that this project could bring.

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our already fragile buildings.

At our last meeting, we were told by an "*invited engineer*," the method used in determining depth to avoid "surface" damage dwelling, urged Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety. The engineer also indicated the depth of drilling had been as far as "96" feet!

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) may not be sufficient to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Has there been an independent HEALTH AND SAFETY review or study what the extent of the EMF (Electro Magnetic Frequencies) that will permeate from underground trains, and cells towers into homes of the residents**?

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette and Wellington Square. Despite recent meetings with claims of this project being still in its draft stage, there appears to be a dismissal of

alternatives that would avoid tunneling beneath our neighborhoods. The only other route discussed, which runs along  Pico to Crenshaw, or Labrea have been dismissed due to cost concerns, yet while very possibly impact fewer homes and pose less risk to “historic structures”. This raises significant procedural concerns that must be addressed.

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, Labrea Ave, Pico Bl, and Crenshaw Bl

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that do not endanger our century-old homes, ensuring the preservation of our community’s unique character.

**We strongly oppose to the Metro K line routing through our historical predominately black neighborhood destroying our home values and our generational  wealth.**



[redacted]

September 19, 2024

To Whom It May Concern,

My name is Kim Foley and I have been a long time resident of Wellington Square. My parents purchased this home in 1964. It has always been a lovely, peaceful and quiet neighborhood.

I am in favor of a rail to bridge the divides. However, I am NOT in favor of the K Line Northern Extension coming through Wellington Square or La Fayette Square. It has always been a peaceful HPOZ neighborhood. The house was built in 1923. Many of the homes in this area are older and disrupting the underground could cause SEVERE damage to the existing foundations of these older homes. I worked with Kiewit, the construction company, on the 405 freeway Carmageddon project at Wilshire & Sepulveda in 2012. There were numerous complaints from residents in the area and adjacent to the area, of foundation cracks, wall cracks and overall damage to their homes. It is incredibly sad to think that hard-working middle-class people, like my parents, try to secure a legacy and provide a home for their families only to have them majorly disrupted. I was excited about having the Kline go down Crenshaw Blvd. We used to ride the bus to Hollywood when we were teenagers. Having it disrupt the "sanctuary" of your home is unacceptable. It saddens me to see a thriving, peaceful, safe neighborhood destroyed when other options can be taken like going down Crenshaw which was the original plan.

We take pride in our homes. You buy or inherit a house, have increasing property taxes and then someone wants to disrupt your peace and your investment? When you make such a large purchase, you expect your property value to increase in value, not decrease in value like our homes will with the Kline running underneath. It's like building a sink hole under someone's home. With earthquakes and changes in weather, it's too risky. Plus, all of the chemicals that will be released and leached into to soil and air for daily contact and even while you are sleeping. I just finished a profoundly serious health challenge in 2023 and would not want to be subjected to carcinogenic or other health threatening gases, etc. going forward. You are actually unaware of the gases and toxins that will be released into the environment that could put the lives of humans at risk. Would you want your family to be exposed to unknown dangers and potential health challenges caused by the residence and area they live in?

Please, please, please reconsider and put the rail down Crenshaw Blvd, then briefly under Rossmore, which turns into Vine and would let us off in Hollywood just as the bus use to do. I know there must be a better way.

Regards,

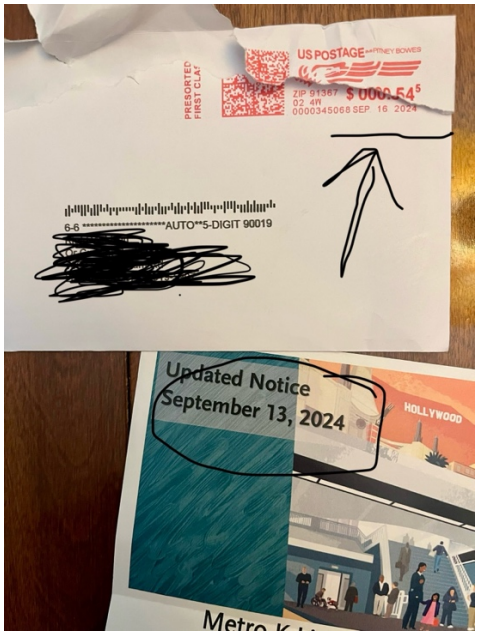
[redacted]

[redacted]

September 19, 2024

Dear Metro,

In addition to the outstanding, unanswered questions and concerns of myself and fellow Lafayette Square, Wellington Square, Victoria Park and Lafayette Road neighbors, please let it be in the public letter that I received a letter of notice on September 18, 2024 (pictured below) stating that the Metro website had updated its FAQs page based on feedback from the September 4th meeting at the Nate Holden Performing Arts Center. That leaves 1 day for me to write and state my public concerns before this DEIR closes on September 20, 2024.




If Metro was so concerned about collaborating with the residents of these historical neighborhoods, why was there no public outreach and consultation prior to offering up our land for tunneling between two proposed stations in Mid City, Los Angeles? The way in which the current draft EIR proposes 3 routes and 1 alternative to residents for public comment completely covers up the fact that Metro altered and then buried the shift away from Crenshaw Blvd north of the I-10 freeway from the public discourse.

Here is what currently shows on the Metro's K LINE FAQ's page as of 9/19/2024. The text on the first line indicates that the K Line heads "north from Exposition/Crenshaw Station along **Crenshaw Blvd** and then continues as follows: (goes on to list alignments proposed to Hollywood).

**What alignments (routes) is Metro studying for the Project?**
All alignments being studied (https://bit.ly/comparealternatives) head north from Exposition/Crenshaw Station along Crenshaw Boulevard and then continue as follows:

- **San Vicente-Fairfax Alignment** (approx. 10 miles with 9 stations): heads northwest on San Vicente Bl, then north on Fairfax Av, connecting to the future Metro D Li station at Wilshire/Fairfax. The alignment continues north on Fairfax Av, west on Beverly Bl, north on San Vicente Bl, east on Santa Monica Bl, and then turns north Highland Av to connect to the Metro B Line.
- **Fairfax Alignment** (approx. 8 miles with 7 stations): heads northwest on San Vicente Bl and north on Fairfax Av, connecting to the future Metro D Line station at Wilshire/Fairfax. It continues north on Fairfax Ave, east on Santa Monica Bl, and turns north on Highland Av to connect to the Metro B Line.
- **La Brea Alignment** (approx. 6 miles with 6 stations): heads northwest on San Vicente Bl and north on La Brea Av, connecting to the future Metro D Line station at Wilshire/La Brea. It then continues north on La Brea Av to connect with the Metro B Line.

North along Crenshaw Blvd? That implies public right-of-way. Please go back to the drawing board and do better. Give residents a voice in what happens under their homes.

Additionally, there are no specifics in this draft EIR on Metro's plan for accessibility in the design. ADA compliance is the bare minimum. As the great Judy Huemann once shared, "Nothing for us, without us." What are the specifics beyond the brief mention below on the FAQ's?

**How would the project ensure station areas are safe and accessible for all, including people with disabilities and seniors?**
All Metro rail projects are designed in compliance with Americans with Disabilities Act (ADA) requirements and will be able to accommodate those with limited mobility through various elements like elevators and escalators to ensure access, as well as level boarding between station platforms and rail vehicles.

**What is Metro doing to address safety and security at rail stations?**

Thank you for your time and effort to address these comments ***before*** the Metro Board reviews the draft EIR.

[redacted]

[redacted]

September 17, 2024

Dear Metro Board Members,

Thank you for your time and effort to make public transportation a reality in Los Angeles. We support thoughtful design with community input and collaboration.

Following the one, ***and only,*** community meeting with Metro - at the urging of Mid-City residents – on September 4, 2024, at the Nate Holden Performing Arts Center, there are many unanswered questions and concerns surrounding the DEIR plan released to the public in July 2024. Most importantly, the KNE DEIR focused on 3 potential routes in their proposal to connect a Midtown Crossing station with Hollywood.

There was no intention to seek public comment or provide environmental studies related to a new element in the plan…the significant shift to tunnel west under residents in Wellington Square, Lafayette Square and Lafayette Road from what was previously presented as going north along a public right-of-way, Crenshaw Blvd, in order to connect a station at Adams/Crenshaw with a newly proposed station at Midtown Crossing, where a Ralph's Grocery Store and Planet Fitness currently serves large demographic.

Let the following concerns be added to the public record and addressed before a vote on the current DEIR:

1. When did Metro decide that Midtown crossing would be a new station on the KNE line?
2. There was no formal outreach, included mailers, emails, and local meetings with residents of the historical neighborhoods most impacted, until neighbors started talking to one another and making noise with local officials. How do you explain this oversight?

3. How much did the land under the Ralphs Grocery Store and Planet Fitness cost the City of Los Angeles?
4. From whom did the City of Los Angeles purchase or lease this land from?
5. Why does the current DEIR show no mitigation plan for how residents will access groceries and other necessities during the construction phase were Midtown Crossing to become a station?
6. Why did Metro fail to consult or notify Los Angeles' HPOZ officers regarding plans to tunnel under historically significant neighborhoods, Wellington Square, Lafayette Square and Victoria Park?
7. Has any effort been made to consult with HPOZ since the only community meeting in Mid City on September 4, 2024?
8. At the meeting on September 4, 2024, Metro experts attempted to reassure residents that vibration, noise and other environmental impacts would be minimal. We formally request the input *from additional experts and stakeholders* before this DEIR is approved, including but not limited to:
    a. Residents currently living over or near recent Metro excavations
    b. Neuroscientists, therapists, and the Neurodivergent community, who can speak to the lower threshold tolerances for sensory input, such as sound and vibration, on health and wellbeing.
    c. Metro has made no effort to consult with these valuable experts and at-risk populations to date. Why?
9. Jacquelyn Dupont-Walker is a member of the Metro Board. She also lives in Lafayette Square; one block west of Crenshaw Blvd. Crenshaw Blvd is the most obvious commercial corridor between the Crenshaw/Adams station and proposed Midtown station. Ms. Dupont-Walker has an obligation to recuse herself from the board due to this clear conflict of interest. While previous drafts indicated Crenshaw Blvd would be the route for the Metro to follow, the most recent plan released in July 2024 shows an abrupt change. From I-10 freeway, the Metro proposes to veer west from Crenshaw Blvd and under Wellington Square and Lafayette Square historical homes.

10. Metro did not inform Wellington Square, Lafayette Square and Victoria Park homeowners about this draft change. It was only by chance that some homeowners, who had received official letters notifying them their property would be impacted by the KNE line, spoke with their neighbors and began asking questions.
11. While Metro claims tunneling west of Crenshaw after the 1-10 freeway saves money, I ask: is Metro failing to disclose the mitigation costs required to turn west from Crenshaw at Venice Blvd? We know that an elusive developer purchased the apartment complex at 1625 Crenshaw Blvd., (https://www.lafayetteplacela.com/), displaced many Section 8 residents, raised rents and leased vertical real estate to multiple telecom companies beginning in 2018-2019. The potential fire and electrical risks to run a Metro line under this property makes the alternative – going under historical homes – a far less expensive option.
12. Metro's light rail crossover lengths on the KNE extension seem wildly out of proportion with underground light rail crossovers around the world and even by LA Metro's own standards. For comparison, the most recent LA Metro light rail crossover built is under 300 feet in length. Save billions of dollars with shorter boxes and stay away from historical neighborhoods.

Thank you for your time and addressing my concerns and the concerns of my fellow neighbors and public officials, like Heather Hutt, that are now on the public record.

Sincerely,

[redacted]

Thursday, September 19, 2024

Los Angeles Metro
C/O: Roger Martin
One Gateway Plaza, MS 99-22-5
Los Angeles, CA. 90012

This letter is in response to your proposal to tunnel under houses in Lafayette Square for the Metro K-Line Northern Extension Project.

**My response is "Absolutely Not !!!"**

As you have already learned, Lafayette Square is a historic, predominantly African American/Black, culturally diverse community which actually developed as a result of racism and segregation in the real estate and housing market in Los Angeles and surrounding cities. Many homes were built over 100 years ago with unique architectural qualities and designs.

Understanding this, the only plausible reason for drilling under this historic neighborhood is to save money for Metro. However, what Metro is proposing would actually just shift the financial burden on to the 236 homeowners in Lafayette Square. The property values will immediately drop for every house in the Square simply because of the anticipated problems and issues deriving from a myriad of inevitable negative effects resulting from living above or in close proximity to (anywhere in Lafayette Square) an underground railway. While Metro would reportedly save $131M, the collective homeowners would easily lose upwards of $236M in property value. Ask any reputable real estate agent and they will tell you that our properties are already "undervalued" because of our homes being historically Black owned.

Additionally, financial institutions, that already undervalue our properties, could and would use the underground rail as clear "justification" to further lower our property values and appraisals, particularly as homeowners attempt to refinance properties. This only further impedes our ability to create generational wealth in our community.

Lastly, but certainly not least, at all levels of our government, there are currently active attempts being made to rectify many past discriminatory practices, abuses and financial travesties suffered by Blacks and other minorities. Now, Metro is contemplating the same kind of travesties in this modern day and time. Have we not learned anything?

Take the K-Line on the already public right-of-way, and leave Lafayette Square as is!!

[redacted]

**September 2024 RBM General Public Comment**

[redacted]

**Sent:** Wednesday, August 14, 2024 10:54 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** K line extension - please avoid tunneling under Lafayette square

To Whom It May Concern,

I live in Lafayette Square and I am deeply concerned and vehemently opposed to the proposed extension of the K line going under my neighborhood.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Thursday, August 15, 2024 11:34 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Cc:** Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Joseph Brooke <johnburkeesq@gmail.com>
**Subject:** Metro K Line - Lafayette Square Impact

To Whom It May Concern,

My name is Jennifer Brooke and I am a homeowner in Lafayette Square. My husband and I recently purchased a historical property here in the square- we own a 1922 Mediterranean Revival that we cherish deeply. We are also long time residents of Mid-City – we moved here from just a couple of blocks north of here where we still own a 1914 Craftsman bungalow on Lucerne Blvd. We love our community and feel invested here.

We are aware that Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods of Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for a few neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. It seems inconceivable that Metro would want to risk the destabilization of a historic neighborhood. Furthermore, according to the blueprints that we were able to view, the tunnelling will take place directly at the back end of our lot. A lot that houses our historic, Mills Act contracted and protected property. When we bought this home, we knew that this specific designation meant we had to preserve and honor the structure at all costs, and are gravely concerned by Metro's lack of

research and thoughtfulness towards this beloved and historic community. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

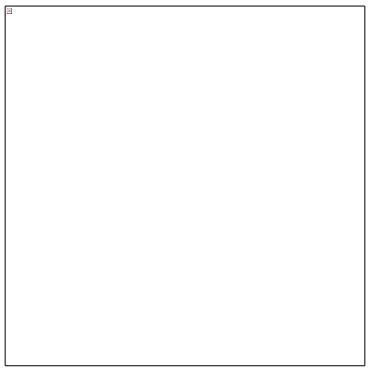
Thank you for your time and effort.

Sincerely,

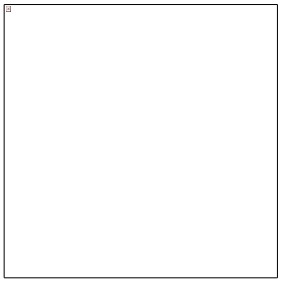
[redacted]

[redacted]

Initially Proposed Pathway:



Recent notice in the mail:



Jennifer Brooke
Associate Broker DRE #01464481

Berkshire Hathaway HomeServices CA Properties

881 Alma Real Dr, Suite 100
Pacific Palisades, CA 90272
o: 310-230-3797 c: 310-562-7589
jenmorgen@gmail.com

[redacted]
**Sent:** Thursday, August 15, 2024 1:47 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Cc:** Carol Cundiff <carolkcundiff@gmail.com>; ICE Jimmy Cundiff <jimmyocundiff@gmail.com>
**Subject:** Metro K Line Northern Expansion Concerns

August 15, 2024

To Whom It May Concern,

I am a homeowner in the Historical Lafayette Square area of Los Angeles. I love my historical home that was built in1922, and it's longevity is very important to me.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing

weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

[redacted]
**Sent:** Wednesday, August 28, 2024 11:51 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

The Historical and Architectural Significance of LaFayette Square

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

Structural Vibration Damage: Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

Ground Settlement: Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

Impact on Community Character: Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

Enforcement of HPOZ Protections and Legal Requirements

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

Design Review and Compliance: Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

Legal Precedents: Previous cases, such as West Adams Heritage Association v. City of Los Angeles, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.

Sincerely,

[redacted]

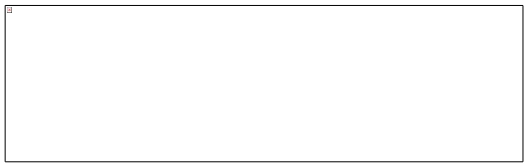
Sincerely,

[redacted]

Initially Proposed Pathway:




Recent notice in the mail:



[redacted]
**Sent:** Tuesday, August 20, 2024 3:08 PM
**To:** Board Clerk <BoardClerk@metro.net>; CCO <cco@southpasadenaca.gov>; online@dominguezfirm.com
**Subject:** Oaklawn Bridge Notice -- mailed copy to follow

[redacted]

August 20, 2024

Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Metro Directors:

The Oaklawn Bridge is a reinforced concrete pedestrian bridge in South Pasadena, California, located just to the south of the building at 435 Fair Oaks Avenue. It was built in 1906. This 118 year-old structure runs over a pair of light rail tracks owned and operated by the Metropolitan Transportation Authority, with frequent light rail traffic passing underneath it.

In March of 2023, the City of South Pasadena acknowledged that the Oaklawn Bridge is in a state of apparently severe structural disrepair, and closed the bridge to pedestrians, barricading the entrances to prevent people from walking on an **unmaintained and structurally unsafe** bridge. A year and a half later, the Oaklawn Bridge has not been repaired. Deep cracks run through the concrete, exposing the underlying iron structure to rust and corrosion. See video footage of rain running through the deep cracks in the bridge here:

https://www.youtube.com/shorts/JGKThSYIdK4

The barricades and warning signs remain at both entrances to the bridge, acknowledging the danger of using the structure. Your trains continue to run under a structurally unsafe bridge, exposing light rail passengers and crew to injury or death from full or partial collapse of a structurally dangerous and wholly unmaintained concrete bridge.

The City of South Pasadena will not repair the Oaklawn Bridge in the foreseeable future. Indeed, the City of South Pasadena appears to have entirely abandoned all forms of infrastructure maintenance, and I now regard it as a city in name only, persistently unable and unwilling to perform the most basic functions of city government.

But **you are now provably aware** that the Metropolitan Transportation Authority is dangerously operating light rail trains under an old, unmaintained, structurally questionable concrete bridge that was closed for safety purposes. Take action to address this dangerous condition.

Sincerely,

[redacted]

[redacted]
**Sent:** Tuesday, August 20, 2024 7:20 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** NO To Metro K Line Thru Lafayette Square

August 20, 2024

To Whom It May Concern,

I have been a resident of Lafayette Square since October 2019. I truly respect its rich historical background which includes an ongoing defense against discrimination, racism, and abuse of power specifically pertaining to the Black community. Lafayette Square's communal ambiance and environmental landscape are top notch. Any develpmental add ons which would jeapordize these effects would be a travesty, unjust, and definitely a financial setback.
Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain. Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their

construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.
Sincerely,

[redacted]

[redacted]
**Sent:** Wednesday, August 21, 2024 8:56 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Metro K Line Extension

August 21, 2024

To Whom It May Concern,

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has

been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
Cc: Heather.Hutt@lacity.org; b.croil-snell@mincala.org
Subject: Metro K Line expansion

August 24, 2024
To Whom It May Concern,

My name is Jaleesa Hazzard and I reside at 1722 Virginia Rd, Los Angeles, CA 90019. Our neighborhood has been identified as an Historic Overlay Zone in Los Angeles. I have been a resident in this neighborhood for 48 years, having raised 4 sons in this home and having maintained the home as required by the rules of the Association and requirements of our designation as an Historic buliding. This is no small feat when you live in a home that is 100 years old. My husband Walt Hazzard and I bought this home to insure that our children would inherit the property and continue to maintain it and pass it down through our family insuring that they and future generations would reap the benefits of the stability of owning property. I personally am a community member involved in city government as a member of the Workforce Development Board as well as a consultant to non profits that involved in helping to erase the racial wealth gap by training underserved youth in our community to help erase the racial wealth gaps that continue to exist in our community by helping them to find career pathways to good paying careers which will help them afford to be homeowners in Los Angeles. I have been alarmed to see our community come under seige by the threat of tunneling under these neighborhoods, threatening their stability of Lafayette and Wellington Squares which hold homes that are 100 years old like mine and no known research and or dialogue regarding the impact this type of work could have on our homes in these historic neighborhoods.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

Seismic Risks and Vulnerability
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

Structural Damage from Vibration and Soil Settlement
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

Inadequate Community Consultation and Procedural Concerns
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.
Reduction in Home Values
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.
Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

Our Request
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the

exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community’s unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

Jaleesa Hazzard

[redacted]
**Sent:** Wednesday, August 28, 2024 8:41 AM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** K Line EIR concerns and public comment

To Whom It May Concern,
Hello, I'm a newer resident of Lafeyette Square. I moved in with my family in April of 2023. After almost 20 years as a Los Angeles resident, living on the west side for the first 18 years, I can inequivalently say that Lafeyette Square is an absolute gem of a historical community that should be protected for the enjoyment of all Los Angeles citizens. This neighborhood in one way is a step back in time, where neighbors care about and watch out for each other and make a concerted effort to build community. In another way it is a step forward, where people of all races, ages, and demographics are embraced as part of the whole.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage,

exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. Many LFS residents commonly find water in our basements, and have suspicions that there is a water table underneath this neighborhood that should be explored further by Metro prior to the approval of this plan.

**Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Wednesday, August 28, 2024 12:11 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; fourthdistrict@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; councilmember.kerkorian@lacity.org; kathryn@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** Opposition to the Proposed Metro K Line Nortnern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials:

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

The Historical and Architectural Significance of LaFayette Square
LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.
The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.
Risks Posed by the Proposed Underground Rail Project
The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:
Structural Vibration Damage: Historic buildings, often with older and mor fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.
Ground Settlement: Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.
Impact on Community Character: Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.
Enforcement of HPOZ Protections and Legal Requirements
Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and

implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

Design Review and Compliance: Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

Legal Precedents: Previous cases, such as West Adams Heritage Association v. City of Los Angeles, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.



[redacted]
**Sent:** Wednesday, August 28, 2024 4:30 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Subject:** Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,
I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

The Historical and Architectural Significance of LaFayette Square
LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

Risks Posed by the Proposed Underground Rail Project
The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:
Structural Vibration Damage: Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

Ground Settlement: Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

Impact on Community Character: Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

Enforcement of HPOZ Protections and Legal Requirements
Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and

implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

Design Review and Compliance: Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

Legal Precedents: Previous cases, such as West Adams Heritage Association v. City of Los Angeles, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.

Sincerely,



[redacted]
Sent: Wednesday, August 28, 2024 9:03 PM
To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Customer Relations <CustomerRelations@metro.net>; cd10constituentservices@lacity.org; mayor.helpdesk@lacity.org
Subject: Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

The Historical and Architectural Significance of LaFayette Square

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

Structural Vibration Damage: Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

Ground Settlement: Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

Impact on Community Character: Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

Enforcement of HPOZ Protections and Legal Requirements

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

Design Review and Compliance: Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

Legal Precedents: Previous cases, such as West Adams Heritage Association v. City of Los Angeles, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.



[redacted]
Sent: Thursday, August 29, 2024 10:50 AM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; klinenortg@metro.net
Subject: Opposition to the Proposed Metro K Line Northern Extension

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to strongly oppose the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

The Historical and Architectural Significance of LaFayette Square

LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

Risks Posed by the Proposed Underground Rail Project

The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

Structural Vibration Damage: Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

Ground Settlement: Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.

Impact on Community Character: Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

Enforcement of HPOZ Protections and Legal Requirements

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

Design Review and Compliance: Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.

Legal Precedents: Previous cases, such as West Adams Heritage Association v. City of Los Angeles, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

Call for Preservation and Alternative Solutions

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

Conclusion

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of LaFayette Square.



[redacted]
**Sent:** Thursday, August 29, 2024 4:47 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Subject:** Opposition to the Proposed Metro K Line Northern Extension Route Underneath LaFayette Square Due to Historical Preservation and Legal Concerns

Matthew Valenti
1651 S. Victoria Ave
Los Angeles, CA 90019
323.730.1162

Aug 29th, 2024

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

**Subject: Opposition to the Proposed Metro K Line Northern Extension Route Underneath LaFayette Square Due to Historical Preservation and Legal Concerns**

Dear Members of the Metro Board of Directors, City Council, and elected County officials,

I am writing to **strongly oppose** the proposed route of the Metro K Line Northern Extension project beneath LaFayette Square. As a homeowner and concerned resident, I am deeply worried about the potential adverse impacts on the historic integrity of LaFayette Square, a neighborhood designated as a Historic Preservation Overlay Zone (HPOZ) due to its unique architectural and cultural significance.

**The Historical and Architectural Significance of LaFayette Square**
LaFayette Square, established in 1913, is a vital part of Los Angeles's historical and cultural landscape. It features a diverse range of early 20th-century architectural styles, including Craftsman, Spanish Colonial Revival, Mediterranean Revival, American Colonial Revival, and Prairie Style homes. These styles reflect the city's historical development and the significant contributions of African American residents during a period of societal change. The neighborhood's HPOZ status underscores the need to protect its unique character and historical value.

The renowned African American architect Paul Williams designed several of the homes in the Square, including his very own home where he lived from 1952 until his death.

**Risks Posed by the Proposed Underground Rail Project**
The construction of the Metro K Line Northern Extension poses significant risks to the historic and architectural fabric of LaFayette Square:

- **Structural Vibration Damage**: Historic buildings, often with older and more fragile foundations, are particularly vulnerable to vibrations from tunneling operations. Real-world examples, such as London's Jubilee Line Extension, demonstrate that even with

advanced tunneling techniques, there is still a risk of structural damage, including cracks and foundational shifts in historic structures.

- **Ground Settlement**: Excavation activities could lead to ground settlement, potentially destabilizing the foundations of historic buildings. Uneven settling can cause lasting damage, as seen in other historic neighborhoods affected by similar projects. The use of advanced engineering methods is essential, yet not foolproof, in completely eliminating these risks.
- **Impact on Community Character**: Noise, construction disruptions, and changes in traffic patterns can undermine the neighborhood's ambiance, a key aspect of its historic identity. The San Francisco Central Subway Project illustrates how inadequate initial assessments and lack of robust mitigation strategies can lead to significant harm to historic neighborhoods.

**Enforcement of HPOZ Protections and Legal Requirements**

Under the California Environmental Quality Act (CEQA) and the National Historic Preservation Act (NHPA), any project that may affect historic resources must undergo rigorous review and implement appropriate mitigation measures. As an HPOZ, LaFayette Square is entitled to these protections:

- **Design Review and Compliance**: Any alterations within the neighborhood must adhere to a design review process, ensuring consistency with its historical character. Comprehensive environmental impact assessments are critical to evaluate and mitigate potential damage.
- **Legal Precedents**: Previous cases, such as West Adams Heritage Association v. City of Los Angeles, demonstrate the enforceability of these protections. These cases highlight the need for projects to comply with established guidelines to safeguard historic resources, ensuring that infrastructure projects do not compromise the integrity of historic neighborhoods.

**Call for Preservation and Alternative Solutions**

While I support the expansion of public transit, it should not come at the expense of irreplaceable historic resources. I urge the Metro Board of Directors to explore alternative routes that do not jeopardize the historical integrity of LaFayette Square. Successful examples from cities like Barcelona and Vienna show that infrastructure can be developed without compromising heritage when proper planning, mitigation, and community engagement are prioritized.

**Conclusion**

The preservation of LaFayette Square is a legal and ethical responsibility. Its historical and cultural significance must be protected, not only for current residents but for future generations. I strongly urge the Metro Board of Directors to reconsider the proposed route through LaFayette Square and to adopt measures that respect and preserve this historic community.

I look forward to your response and the adoption of measures that prioritize the preservation of

[redacted]

[redacted]
Sent: Wednesday, September 4, 2024 4:51 PM
To: firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: Dodger Gondola

Quick and brief,
We have all heard the news stories of fights involving drunk fans at, during and after the sporting events nation wide. Here at Dodger Stadium there have been several fights that have resulted in very serious injuries. Especially with rival fans of San Fransisco Giants and San Diego Padres.

Imagine such a fight breaking out between rival fans while riding in the proposed gondola.
Imagine someone getting killed in a gondola several hundred feet above someone's back yard.
Imagine the ruckus of drunk fans trying to rock the gondola back and forth while in flight.
Imagine some idiot shooting up at the gondola just for the thrill? It wouldn't have to a local resident, but someone just coming to the area to do such a thing.
If any such incident ever happens, ( I hope not), you will forever remember this email.

Who will be responsible for safety, and who will be liable, (Law suits), for any incidents onboard the gondola? LA City, LA County, LA Dodgers? Metro Board of Directors? Frank McCourt?

I hope you will not approve this project going forward.
[redacted]

[redacted]
**Sent:** Thursday, September 5, 2024 10:25 AM
**To:** Customer Relations <CustomerRelations@metro.net>; kathryn@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; Board Clerk <BoardClerk@metro.net>; firstdistrict@bos.lacounty.gov; tim.sandoval@pomonaca.gov
**Subject:** Concerned Rider

Hi,

As a frequent rider, I've noticed the efforts that Metro and its partner agencies are expending to create a safer and more comfortable riding experience.

My experience is related to Metro Rail (I ride almost daily from Azusa to Pasadena).

My concerns are many but a few priority ones are as follows:

1. **Fare Enforcement**- Who is conducting fare enforcement and will that ever be a priority for Metro?? This "honor system" that Metro has been operating is no longer suitable for today's environment. You have so many different entities roaming around at stations and on trains and based on the amount of downtime they seem to have, surely one of these entities can perform this simple task....
I saw Metro is piloting "Tap to Exit" at Santa Monica, but that's not enough. Metro has rules/laws against loitering but that's not being enforced. If you don't want to/can't enforce your own loitering rules, ENFORCE FARES. Take a look around- nearly every major city with a serious transit system enforces fares- either upon boarding, upon exit, or has roaming spot checks. During my 10+ years of riding Metro (on and off), I've seen fare enforcement less than 10 times. Unacceptable.
2. **Metro Outreach**- This morning (9/5) on my ride into Pasadena, I saw Metro Outreach staff giving out brown bag lunches to those loitering on the train. I understand it's hot and it's probably the right thing to do. But again, what is Metro's goal? If it's truly providing a safer and more comfortable riding experience, please tell me how giving out food and drink discourages loitering. This practice is also in direct contradiction to all the audio messages playing on board that say, "please don't eat or drink on board."

Fortunately, I take Metro because I want to, not out of necessity. Regardless of the reason, all that ride should be able to do so in safety and comfort.

A response to these concerns would be appreciated.

Thank you,

[redacted]

[redacted]
**Sent:** Friday, September 6, 2024 11:15 AM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[redacted]

[redacted]
**Sent:** Saturday, September 14, 2024 1:58 PM
**To:** Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; executiveoffice@bos.lacounty.gov; info <info@lalafco.org>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; MHSOAC <MHSOAC@mhsoac.ca.gov>; Board Clerk <BoardClerk@metro.net>
**Cc:** Kevin Cody <kevin@easyreadernews.com>
**Subject:** Public Comment all agencies - BCHD misrepresentation and hidden terms of allcove building

In order to gain funding for allcove, BCHD claimed that it would service LA County SPA8 and provide geographic and other diversity. That creates a 30-year minimum, $175M taxpayer risk and unfunded obligation with a 30-year tail to allcove for a 91% non-resident service area (SPA8). BCHD current strategy is to spend the allcove funding on 50% District residents, 25% Torrance residents and 15% non-residents from disadvantaged communities and mental healthcare professional shortage areas. This is a $175M material risk to Taxpayers of the District only - in return for BCHD's meager $6.3M grant for building construction.

Further, as BCHD demonstrated, it has no cost controls expertise in construction. BCHD spent $1.6M on 400-feet of bike path in the Diamond alley. **That is the single most expensive per foot bike path on record per Google search.**

**Permanent allcove Location:** We have selected the preferred designer/builder for the permanent allcove location at Flagler and Beryl. We will provide updates as we proceed. Costs for the base facility are coming in high due to increased modular building costs, retaining wall costs, and the site costs related to it being a stand-alone building. We will return as part of the mid-year budget process in November with scenarios related to the construction of allcove. We also discussed this issue with the Property Committee on September 10, 2024.

[redacted]
**Sent:** Sunday, September 15, 2024 11:06 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** No Cutting Corners on K Line Extension!

To Whom It May Concern:

I am a resident of La Fayette Square and while I, and many other residents of my community, am very much in favor of a Metro system in Los Angeles, including the stop at Mid-City, I am very much AGAINST the new plan to have the K Line Extension run underneath the neighborhoods of Wellington Square and La Fayette Square which are historically and culturally significant to a diverse group of Angelenos, and in particular, Black Angelenos. We are a part of the larger West Adams community, a community with a long history of having unfortunate urban planning thrust upon it. And let's be clear, regardless of everything being said by Metro, this is once again a case of a diverse, Los Angeles community having a problematic plan forced upon it.

And let me be clear. I do not think I have a NIMBY gripe about this. I would love to have a train station near my home. And that station would make plenty of sense on the corner of Crenshaw and major thoroughfares like Venice Blvd or Washington. And those routes of travel would make lots of sense for area residents and commuters alike. That would allow people to travel up to Wilshire Blvd, Korea Town and down Crenshaw to the Expo Line and numerous neighboring communities. But that's not what's on the table. The problem is that Metro is literally and metaphorically cutting corners on this plan. And how many great plans in history involve cutting corners?

By cutting a corner under LFS and Welling Squares, Metro is alienating thousands of residents in our communities and north of us. And then Metro is not just cutting a corner by tunneling under multiple historic communities, but has figured out a terrifying way to cut corners in three dimensions—by tunneling under LFS at a depth way less than the standards listed on Metro's own website. This is a deeply concerning fact and one that has been waved off by Metro anytime residents have asked questions or expressed concerns. That is not an acceptable response to issues of safety and home ownership.

And while personal safety is the biggest concern, there are also very real concerns for property too. California already has huge problems with more and more homes and communities becoming uninsurable. Can Metro tell us with 100% certainty that the corners it's cutting beneath our homes, will not present problems down the road? It amazes me that Metro, and the politicians and organizations supporting these plans, is so comfortable alienating and possibly harming so many people, families and communities, and is doubling down on what is—at best—extremely lazy and poor urban planning that history will not look kindly on in many ways.

Metro said that they were going to be candid during the recent Nate Holden meeting, but then would only say that they "chose" not to bring the K line to Wilshire for “a number of reasons”. We all know the reason the K Line isn't going up to Wilshire, and the reason why there is no stop at Crenshaw and Wilshire, is because Hancock Park sued Metro to stop it. They didn’t want people from South LA coming even adjacent to their neighborhood. And the fact that it wasn't said, was very upsetting to everyone in the room.

The K line that goes up to West Hollywood is meandering and doesn't make a lot of sense in the long term - and it's not our concern - but the reason why it will most likely go that way is the same reason that the K Line isn't joining the Wilshire Line at Crenshaw: Cedars and West Hollywood are using their money, power, and influence to make it go the way that most benefits them. It's normal that they should advocate for their needs. But the people in East Hollywood, one of the poorest communities in LA, will have no line from Fairfax to Vermont to serve them. Metro touted how many hundreds of thousand people will be traveling into LA on these lines - but those are people coming to LA from outside of it, and while that serves a purpose, one has to wonder, who are you making this metro system for? The people who need it the most or those with the most money and influence? Either way, Wellington and La Fayette Squares are the collateral damage.

Communities like Hancock Park and Carthay Circle and West Hollywood had the ability to advocate for their needs because they were included and made to be part of the conversation. They are also historically moneyed, affluent and white neighborhoods. And while Metro might say that is a coincidence and a simple oversight, given the history that Metro itself acknowledged in that recent meeting, it feels more like we were ignored because our diverse--but still majority black--neighborhood was not given the respect and dignity of those others. When Metro decided to change the K Line route from going up Crenshaw and turning on Pico (two rite of passage streets, that are populated with businesses), to instead going directly under our residential, over-one-hundred-year-old HPOZ homes without including us in the conversation, that hit very differently from an oversight.

One neighbor made an excellent point. Metro established an Equality policy in 2018. Why didn’t they follow it now? Another neighbor said why you don’t do all the tests and then come back to us with the answers. But I’d ask: why don't you go back to the drawing board and come up with another route, a better route--like the previously planned route--and then come back to us?

As I said at the outset, we are in strong support of Metro and having a stops in our area. I would welcome thoughtful, well-planned lines either up Crenshaw or—and this makes way more sense in terms of access to businesses and resources--at La Brea/Mid-City. Having a metro line that serves this community and actually goes up La Brea actually feels like a smart and genuinely useful line for thousands of residents and visitors. (It also feels like the kind of path most functioning global cities would choose, but of course, Los Angeles never seems to do something logical or useful the way a modern metropolis functions and tries to serve needs and existing people and needs.) Our intent is not to slow the process but to have our concerns acted on by Metro as much as they did for the residents of Carthay Circle or Hancock Park. West Hollywood is trying to paint us as NIMBYs but they are an area with newer,

earthquake-retrofitted buildings with mostly businesses, and not homes. And they have deep pockets. If it is a question of money and a desire to accelerate the project, it seems like West Hollywood has a lot of both.

We truly hope that an alternate plan from going under Wellington Square and La Fayette Square can be created soon so that we can all come together in support of this momentous effort to bring transportation to all Angelenos and create a positive impact on the environment.

Sincerely,



[redacted]
**Sent:** Sunday, September 15, 2024 11:07 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** NO K LINE EXTENSION UNDER LA FAYETTE SQUARE/WELLINGTON SQUARE

To Whom It May Concern:

I am a resident of La Fayette Square and while I and the other residents of the community are very much in favor of a Metro system in Los Angeles, including the stop at Mid-City, we are very much AGAINST the new plan to have the K Line Extension run underneath the neighborhoods of Wellington Square and La Fayette Square which are historically and culturally significant to Los Angeles, and in particular, Black Angelenos.

I attended the Metro Meeting at The Nate Holden Theatre and I was very proud of how my community spoke out and advocated for us. There were a few things that really struck me.

The meeting started with a long YouTube video about the history of Sugar Hill. The fact that Metro felt the need to show us a video that took away from our time to ask questions and about a history that *we* ourselves had pointed out to Metro at the Public Comment Meetings, as having strong parallels to the current plan for the K Line Extension Plan, was both strangely performative and also struck us as deeply hypocritical. Because had it not been for the outcry from our communities about this, Metro, just like those who removed Sugar Hill for the 10 freeway, would have never given our communities a second thought. And therein lies the problem; the thoughtlessness.

At all of the Public Comment Meetings, Georgia went to great lengths to talk about how a Paul Williams building had been "saved" by Metro. And yet, the very neighborhood where he built three original homes, including one that was his own home, was completely disregarded. This is especially galling to the community because Paul Williams, a renowned architect to this day, who could have easily afforded to live in Hancock Park - was not allowed to do so, because of the Covenant Laws. So he chose La Fayette Square to call his home. And the residents - of every race - take great pride that he chose our community to build and live in. So when a big deal is made by Metro that they saved a building that he was hired to build in another area but you ignore the importance of the ones that he built for himself and his neighbors, then your care for his work and his legacy don't ring true.

Metro said that they were going to be candid during the Nate Holden meeting, but then would only say that they "chose" not to bring the K line to Wilshire for “a number of reasons”. In that moment, the idea that this was going to be a candid and transparent conversation evaporated for everyone in the room. Because what we all knew, is that the reason the K Line isn't going up to Wilshire, and the reason why there is no stop at Crenshaw and Wilshire, is because Hancock Park sued Metro to stop it. They didn’t want people from South LA coming even adjacent to their neighborhood. And the fact that it wasn't said, was very upsetting to

everyone in the room.

West Hollywood is trying to paint us as NIMBYs but they are an area with newer, earthquake-retrofitted buildings with mostly businesses and they have the deep pockets. West Hollywood and Cedars are using their money, power, and influence to make it go the way that most benefits them. It's normal that they should advocate for their needs. But the people in East Hollywood, one of the poorest communities in LA, will have no line from Fairfax to Vermont to serve them. Metro touted how many hundreds of thousand people will be traveling into LA on these lines - but those are people coming to LA from outside of it, and while that serves a purpose, one has to wonder, who are you making this metro system for? The people who need it the most, or those with the most money and influence? Either way, Wellington and La Fayette Squares are the collateral damage.

Communities like Hancock Park and Carthay Circle and West Hollywood had the ability to advocate for their needs because they were included and made to be part of the conversation from the beginning. They are also historically moneyed, affluent and white neighborhoods. And while Metro might say that is a coincidence and a simple oversight, given the history that Metro itself acknowledged, it feels more like we were ignored because our diverse, but still majority black neighborhood, was not given the respect and dignity of those others. When Metro decided to change the K Line route from going up Crenshaw and turning on Pico (two rite of passage streets, that are populated with businesses), to instead going directly under our residential, over-one-hundred-year-old HPOZ homes without including us in the conversation, that struck us as more than just an oversight.

The proposed map doesn't provide the people who most need it with mass transportation within Los Angeles and it leaves little room for Metro to grow in the future and access more areas. The proposed K line that goes up to West Hollywood is a meandering and poor urban planning. Our community strongly supports the idea of a stop at Mid-City (albeit deeply concerned about the impact on Ralph’s), but La Brea has vastly more businesses and foot traffic than Crenshaw above Exposition all the way up to Hollywood and makes much more sense as a route. The argument Metro used against creating a stop at Crenshaw and Wilshire was that there weren’t enough local business or foot traffic there, so why did Metro choose Crenshaw when it's actually La Brea that fulfills all of those criteria?

One neighbor made an excellent comment, Metro established an Equality policy in 2018, why didn’t they follow it? Another neighbor said why don't you do all the tests and then come back to us with the answers, but I want to go further and ask - why don't you go back, and come up with another route, and then come back to us?

Just to make it clear, La Fayette Square and Wellington Square are strong supporters of Metro and of having a stop close by. Our intent is not to block or slow the process but to have our concerns acted on by Metro as much as they did for the residents of Carthay Circle or Hancock Park or West Hollywood.

We truly hope that an alternate route that doesn’t go under our communities can be created soon so that we can all come together in support of this momentous effort to bring transportation to all Angelenos and create a positive impact on the environment.



[redacted]
**Sent:** Tuesday, September 17, 2024 9:10 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** K-Line extension - public comment

September 15, 2024

To Whom It May Concern,
Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

**OUR REQUEST IS THAT THE K-LINE BYPASS WELLINGTON SQUARE AND LAFAYETTE SQUARE. OUR REQUEST IS THAT YOU REVERT TO YOUR INITIAL PLAN TO TUNNEL FURTHER UP CRENSHAW (North of the 10) AND STICK TO MAIN THOROUGHFARES. THE K-LINE IS THE ONLY LINE PROPOSING TO TUNNEL UNDER TWO HISTORIC NEIGHBORHOODS.**

While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. Nor does it address Methane gas that would come up through the soil.
**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the

interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice/Pico, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

IN ADDITION:

**Let the following concerns be added to the public record and addressed before a vote on the current DEIR:**
1. Why did Metro fail to consult or notify Los Angeles' HPOZ officers regarding plans to tunnel under historically significant neighborhoods, Wellington Square, Lafayette Square and Victoria Park?

2. Has any effort been made to consult with HPOZ since the only community meeting in Mid City on September 4, 2024?
3. At the meeting on September 4, 2024, Metro experts attempted to reassure residents that vibration, noise and other environmental impacts would be minimal. We formally request the input from additional experts and stakeholders before this DEIR is approved, including but not limited to:
a. Residents currently living over or near recent Metro excavations
b. Neuroscientists, therapists, and the Neurodivergent community, who can speak to the lower threshold tolerances for sensory input, such as sound and vibration, on health and wellbeing.
c. Metro has made no effort to consult with these valuable experts and at-risk populations to date. Why?
d. geologists to study the large water masses and oil fields under Lafayette square.
e. impacts of Methane gas released from the soil.
4. When did Metro decide that Midtown crossing would be a station on the KNE line?
5. There was no formal outreach to residents and homeowners north of the proposed Crenshaw-Adams Blvd. station – why?
6. Jacquelyn Dupont-Walker is a member of the Metro Board. She also lives in Lafayette Square; one block west of Crenshaw Blvd. Crenshaw Blvd is the most obvious commercial corridor between the Crenshaw/Adams station and proposed Midtown station. Ms. Dupont-Walker has an obligation to recuse herself from the board due to this clear conflict of interest. While previous drafts indicated Crenshaw Blvd would be the route for the Metro to follow, the most recent plan released in July 2024 shows an abrupt change. From I-10 freeway, the Metro proposes to veer west from Crenshaw Blvd and under Wellington Square and Lafayette Square historical homes.
7. Metro did not inform Wellington Square, Lafayette Square and Victoria Park homeowners about this draft change. It was only by chance that some homeowners, who had received official letters notifying them their property would be impacted by the KNE line, spoke with their neighbors and began asking questions.
8. Metro's light rail crossover lengths on the KNE extension seem wildly out of proportion with underground light rail crossovers around the world and even by LA Metro's own standards. For comparison, the most recent LA Metro light rail crossover built is under 300 feet in length. Save billions of dollars with shorter boxes and stay away from historical neighborhoods.
9. How much did the land under the Ralphs Grocery Store and Planet Fitness cost the City of Los Angeles?
10. From whom did the City of Los Angeles purchase or lease this land from?
11. Why does the current DEIR show no mitigation plan for how residents will access groceries and other necessities during the construction phase were Midtown Crossing to become a station?
12. Please include this article as part of the public record regarding the Saban theater lawsuit: https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage/?fbclid=IwY2xjawFWgMpleHRuA2FlbQIxMQABHaVLyET0uqmMHg4CvIpkxrJwTGr36ExescJ2VFj5T-m-vACjvcisyUd0Nw_aem_C2QDwcf6NrULM3hb0NPOtQ

Thank you for your time and effort.

Sincerely,

[redacted]
**Sent:** Tuesday, September 17, 2024 9:49 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** K-Line extension - public comment

September 17, 2024

To Whom It May Concern,
Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

**OUR REQUEST IS THAT THE K-LINE BYPASS WELLINGTON SQUARE AND LAFAYETTE SQUARE. OUR REQUEST IS THAT YOU REVERT TO YOUR INITIAL PLAN TO TUNNEL FURTHER UP CRENSHAW (North of the 10) AND STICK TO MAIN THOROUGHFARES. THE K-LINE IS THE ONLY LINE PROPOSING TO TUNNEL UNDER TWO HISTORIC NEIGHBORHOODS.**

While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. Nor does it address Methane gas that would come up through the soil.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural

integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice/Pico, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

IN ADDITION:

**Let the following concerns be added to the public record and addressed before a vote on the current DEIR:**

1. Why did Metro fail to consult or notify Los Angeles' HPOZ officers regarding plans to tunnel under historically significant neighborhoods, Wellington Square, Lafayette Square and Victoria Park?
2. Has any effort been made to consult with HPOZ since the only community meeting in Mid City on September 4, 2024?
3. At the meeting on September 4, 2024, Metro experts attempted to reassure residents that vibration, noise and other environmental impacts would be minimal. We formally request the input from additional experts and stakeholders before this DEIR is approved, including but not limited to:
a. Residents currently living over or near recent Metro excavations
b. Neuroscientists, therapists, and the Neurodivergent community, who can speak to the lower threshold tolerances for sensory input, such as sound and vibration, on health and wellbeing.
c. Metro has made no effort to consult with these valuable experts and at-risk populations to date. Why?
d. geologists to study the large water masses and oil fields under Lafayette square.
e. impacts of Methane gas released from the soil.
4. When did Metro decide that Midtown crossing would be a station on the KNE line?
5. There was no formal outreach to residents and homeowners north of the proposed Crenshaw-Adams Blvd. station – why?
6. Jacquelyn Dupont-Walker is a member of the Metro Board. She also lives in Lafayette Square; one block west of Crenshaw Blvd. Crenshaw Blvd is the most obvious commercial corridor between the Crenshaw/Adams station and proposed Midtown station. Ms. Dupont-Walker has an obligation to recuse herself from the board due to this clear conflict of interest. While previous drafts indicated Crenshaw Blvd would be the route for the Metro to follow, the most recent plan released in July 2024 shows an abrupt change. From I-10 freeway, the Metro proposes to veer west from Crenshaw Blvd and under Wellington Square and Lafayette Square historical homes.
7. Metro did not inform Wellington Square, Lafayette Square and Victoria Park homeowners about this draft change. It was only by chance that some homeowners, who had received official letters notifying them their property would be impacted by the KNE line, spoke with their neighbors and began asking questions.
8. Metro's light rail crossover lengths on the KNE extension seem wildly out of proportion with underground light rail crossovers around the world and even by LA Metro's own standards. For comparison, the most recent LA Metro light rail crossover built is under 300 feet in length. Save billions of dollars with shorter boxes and stay away from historical neighborhoods.
9. How much did the land under the Ralphs Grocery Store and Planet Fitness cost the City of Los Angeles?
10. From whom did the City of Los Angeles purchase or lease this land from?
11. Why does the current DEIR show no mitigation plan for how residents will access groceries and other necessities during the construction phase were Midtown Crossing to become a station?

12. Please include this article as part of the public record regarding the Saban theater lawsuit: https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage/?fbclid=IwY2xjawFWgMpleHRuA2FlbQIxMQABHaVLyET0uqmMHg4CvIpkxrJwTGr36ExescJ2VFj5T-m-vACjvcisyUd0Nw_aem_C2QDwcf6NrULM3hb0NPOtQ

Thank you for your time and effort.
Sincerely,
[redacted]

[redacted]
**Sent:** Tuesday, September 17, 2024 3:20 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** Fwd: K-Line extension - public comment

September 15, 2024

To Whom It May Concern,
Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Washington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

**OUR REQUEST IS THAT THE K-LINE BYPASS WELLINGTON SQUARE AND LAFAYETTE SQUARE. OUR REQUEST IS THAT YOU REVERT TO YOUR INITIAL PLAN TO TUNNEL FURTHER UP CRENSHAW (North of the 10) AND STICK TO MAIN THOROUGHFARES. THE K-LINE IS THE ONLY LINE PROPOSING TO TUNNEL UNDER TWO HISTORIC NEIGHBORHOODS.**

While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. Nor does it address Methane gas that would come up through the soil.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural

integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice/Pico, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

IN ADDITION:

**Let the following concerns be added to the public record and addressed before a vote on the current DEIR:**
1. Why did Metro fail to consult or notify Los Angeles' HPOZ officers regarding plans to tunnel under historically significant neighborhoods, Wellington Square,

Lafayette Square and Victoria Park?
2. Has any effort been made to consult with HPOZ since the only community meeting in Mid City on September 4, 2024?
3. At the meeting on September 4, 2024, Metro experts attempted to reassure residents that vibration, noise and other environmental impacts would be minimal. We formally request the input from additional experts and stakeholders before this DEIR is approved, including but not limited to:
a. Residents currently living over or near recent Metro excavations
b. Neuroscientists, therapists, and the Neurodivergent community, who can speak to the lower threshold tolerances for sensory input, such as sound and vibration, on health and wellbeing.
c. Metro has made no effort to consult with these valuable experts and at-risk populations to date. Why?
d. geologists to study the large water masses and oil fields under Lafayette square.
e. impacts of Methane gas released from the soil.
4. When did Metro decide that Midtown crossing would be a station on the KNE line?
5. There was no formal outreach to residents and homeowners north of the proposed Crenshaw-Adams Blvd. station – why?
6. Jacquelyn Dupont-Walker is a member of the Metro Board. She also lives in Lafayette Square; one block west of Crenshaw Blvd. Crenshaw Blvd is the most obvious commercial corridor between the Crenshaw/Adams station and proposed Midtown station. Ms. Dupont-Walker has an obligation to recuse herself from the board due to this clear conflict of interest. While previous drafts indicated Crenshaw Blvd would be the route for the Metro to follow, the most recent plan released in July 2024 shows an abrupt change. From I-10 freeway, the Metro proposes to veer west from Crenshaw Blvd and under Wellington Square and Lafayette Square historical homes.
7. Metro did not inform Wellington Square, Lafayette Square and Victoria Park homeowners about this draft change. It was only by chance that some homeowners, who had received official letters notifying them their property would be impacted by the KNE line, spoke with their neighbors and began asking questions.
8. Metro's light rail crossover lengths on the KNE extension seem wildly out of proportion with underground light rail crossovers around the world and even by LA Metro's own standards. For comparison, the most recent LA Metro light rail crossover built is under 300 feet in length. Save billions of dollars with shorter boxes and stay away from historical neighborhoods.
9. How much did the land under the Ralphs Grocery Store and Planet Fitness cost the City of Los Angeles?
10. From whom did the City of Los Angeles purchase or lease this land from?
11. Why does the current DEIR show no mitigation plan for how residents will access groceries and other necessities during the construction phase were Midtown Crossing to become a station?

12. Please include this article as part of the public record regarding the Saban theater lawsuit: https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage/?fbclid=IwY2xjawFWgMpleHRuA2FlbQIxMQABHaVLyET0uqmMHg4CvIpkxrJwTGr36ExescJ2VFj5T-m-vACjvcisyUd0Nw_aem_C2QDwcf6NrULM3hb0NPOtQ

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Wednesday, September 18, 2024 11:40 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; ThirdDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; sukki.gershenhorn@lacity.org; info@mincla.org; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov
**Subject:** Metro K Line Northern Extension Project

To: Metro Board, Metro Staff, Elected Officials and others

From: Bruce and Marlene Larson
1757 Buckingham Rd (La Fayette Square)

Re: Metro K Line Northern Extension Project

**STOP: Residents of the historic neighborhoods of La Fayette Square and Wellington Square do not want the subway detailed in Metro North Expansion plan to run under their HPOZ neighborhoods and homes.**

We strongly oppose the current draft EIR Metro K Line Northern Extension that runs directly underneath these historic neighborhoods (and directly across the street from our home) and urge the LA Metro to identify other alignments that do not threaten so many historically significant communities.

We are dismayed that the planning process did not adequately involve the residents of these neighborhoods as well as the HPOZ. In May 2021 Metro had public hearings on the 3 proposed routes as well as a proposed optional alignment route. On June 9, 2021, we emailed Metro requesting detailed information about the optional alignment route and never received a response. We heard nothing from Metro until we received a post card in July announcing 3 public hearing about the now preferred (no longer optional) route.

We request Metro to explore alternatives to its current plan, not use the same reports as presented at the September 4, 2024, community meeting to justify its current proposed route, and then proposed a new route that bypasses La Fayette and Wellington Squares.

[redacted]
**Sent:** Thursday, September 19, 2024 8:35 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Cc:** Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; mayor.helpdesk@lacity.org
**Subject:** CONCERNS about the K-LINE PROJECT

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

To Whom It May Concern,
I am writing again to express my strong opposition to the proposal of building a new subway tunnel under historic 100-year-old homes in LaFayette Square and Wellington Square, as part of Metro's upcoming K-line transit project. The recent lawsuit filed by the Beverly Hills Temple of the Arts regarding damage caused to the Saban Theatre during the Purple Line Extension construction highlights the serious risks posed to historic buildings in our city. **These risks must be taken into account before moving forward with any further tunneling under areas rich in cultural and architectural heritage.**

According to the lawsuit (as noted here: **https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage**), five years of construction have caused significant damage to the Saban Theatre, including cracks, subsidence, and crumbling of art deco features. This is particularly alarming given that the Saban Theatre is on both the Federal and State Registries of Historic Places and serves as an irreplaceable landmark of Los Angeles' history. The damage to this building, as described by Rabbi David Baron, includes not only physical harm but also financial and reputational losses, making it clear that current mitigation measures have failed to protect this important structure.

The potential for similar damage to historic homes, many of which have stood for over a century, is deeply concerning. These buildings are not only architecturally significant but also integral to the character and identity of Los Angeles neighborhoods. Once damaged, the restoration of such structures is both challenging and expensive, often failing to restore the original beauty and craftsmanship. In addition, the subsidence caused by vibrational drilling can lead to long-term structural instability that may not be immediately evident but can degrade the integrity of these homes over time.

Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.
Sincerely,



[redacted]
**Sent:** Thursday, September 19, 2024 10:40 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** Los Angeles County Metropolitan Transportation Authority

To Whom It May Concern,
I am writing again to express my strong opposition to the proposal of building a new subway tunnel under historic 100-year-old homes in LaFayette Square and Wellington Square, as part of Metro's upcoming K-line transit project. The recent lawsuit filed by the Beverly Hills Temple of the Arts regarding damage caused to the Saban Theatre during the Purple Line Extension construction highlights the serious risks posed to historic buildings in our city. **These risks must be taken into account before moving forward with any further tunneling under areas rich in cultural and architectural heritage.**

According to the lawsuit (as noted here: https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage), five years of construction have caused significant damage to the Saban Theatre, including cracks, subsidence, and crumbling of art deco features. This is particularly alarming given that the Saban Theatre is on both the Federal and State Registries of Historic Places and serves as an irreplaceable landmark of Los Angeles' history. The damage to this building, as described by Rabbi David Baron, includes not only physical harm but also financial and reputational losses, making it clear that current mitigation measures have failed to protect this important structure.

The potential for similar damage to historic homes, many of which have stood for over a century, is deeply concerning. These buildings are not only architecturally significant but also integral to the character and identity of Los Angeles neighborhoods. Once damaged, the restoration of such structures is both challenging and expensive, often failing to restore the original beauty and craftsmanship. In addition, the subsidence caused by vibrational drilling can lead to long-term structural instability that may not be immediately evident but can degrade the integrity of these homes over time.

Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and

substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.
Sincerely,





[redacted]
**Sent:** Thursday, September 19, 2024 1:17 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Subject:** Additional Opposing the Metro K Line Northern Extension: Safeguarding LaFayette Square's Historical Legacy Amid Uncertainty

[redacted]

Aug 27th, 2024

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

**Subject: Additional Opposing the Metro K Line Northern Extension: Safeguarding LaFayette Square's Historical Legacy Amid Uncertainty**

I am writing again to express my strong opposition to the proposed Metro K Line Northern Extension under the historic LaFayette Square neighborhood. While I support public transit improvements, this project raises significant concerns regarding the long-term preservation of a historically important area. The future of this infrastructure and its broader implications for LaFayette Square are highly uncertain, and I urge Metro to reconsider the route to avoid risking the integrity of this culturally significant neighborhood.

**1. Uncertainty and the Precautionary Principle**
No one can predict with certainty how well this underground tunnel will be maintained or what other infrastructure projects might follow once this precedent is set. Even the most well-intentioned projects can suffer from unforeseen circumstances—such as future expansions, economic downturns, or political shifts—leading to unintended negative impacts. LaFayette Square is a one-of-a-kind neighborhood with historic architectural significance. Why take an irreversible gamble by introducing such major infrastructure beneath it, when the long-term effects on the neighborhood and its preservation are unknowable? History is not something we can afford to gamble with.

**2. Future Expansions and Urban Intensification**
Approving this underground tunnel sets a dangerous precedent. Once the tunnel is in place, it opens the door for further expansions or additional transit infrastructure under and around LaFayette Square. Cities around the world, such as Barcelona and Tokyo, have seen significant intensification after initial infrastructure projects were approved. These expansions could lead to increased development pressure, pushing for higher-density developments that undermine the historical and architectural integrity of the neighborhood. What starts as one tunnel could eventually lead to more urbanization, eroding the community's historic character.

**3. Economic and Funding Instability Threatens Maintenance and Safety**

There is no guarantee that sufficient funding will be available in the future to maintain the tunnel and rail infrastructure to the highest standards. Economic recessions and shifting political priorities often lead to cuts in infrastructure funding. During such times, critical maintenance is deferred, leading to accelerated degradation of tunnels and increased risks of noise, vibration, and structural issues. We have seen this happen in cities like Washington, D.C., where delayed maintenance on aging infrastructure led to safety incidents and service disruptions. LaFayette Square could face similar challenges if funding for maintenance falls short in the future.

**4. Long-Term Infrastructure Degradation**
Tunnels, no matter how well-constructed, are subject to wear and tear over time. This degradation, if not carefully managed, can pose significant risks to nearby historic structures. Water seepage, soil settlement, and vibrations from daily train operations could lead to cracks and structural weakening in the historic homes that LaFayette Square is known for. In New York and London, aging tunnels have required costly, disruptive maintenance efforts to prevent further damage to surrounding areas. While modern technology may mitigate these risks initially, the long-term degradation of infrastructure remains a serious concern.

**5. Historical Precedents Show Long-Term Risks to Historic Neighborhoods**
Cities around the world have seen the negative long-term impacts of infrastructure projects in historic areas. The Boston Big Dig and New York's Second Avenue Subway both faced unforeseen delays, cost overruns, and lasting disruptions to historic neighborhoods. More concerning, in both cases, long-term degradation of the infrastructure has required continuous maintenance and led to ongoing disruptions for the surrounding communities. These examples demonstrate that even the most carefully planned projects can encounter unforeseen challenges and cause lasting harm to historic areas.
In conclusion, while improving public transit is essential, the risks to LaFayette Square are too high. The neighborhood's historic and architectural value must be protected, and the uncertain future of the infrastructure—combined with the lessons learned from similar projects—should give Metro serious pause. I strongly urge you to reconsider the proposed route and to explore alternative options that do not place LaFayette Square at risk of long-term harm.
Thank you for your attention to this critical matter. I hope that Metro will take these concerns seriously and choose a route that preserves the integrity of this irreplaceable historic neighborhood.



[redacted]
**Sent:** Thursday, September 19, 2024 2:49 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

K Line Northern Extension DEIR, State Clearinghouse #2021040368

August 14, 2024

To Whom It May Concern,

My name is Max Wheeler and my family and I residents of Lafayette Square in Mid-City. I am very concerned about the planned K line northern expansion and the detrimental effects it will have on our historic neighborhood if allowed to proceed in tunneling under our many vulnerable structures. While we have only lived in Layfayette Square for five years, we are all too aware of the profound history of trauma and displacement long term residents of this area of the city have experienced in the city's ongoing development of transportation infrastructure. It would be great injustice to visit that trauma anew. Our family is all too aware of the desperate need of public transportation in the city of Los Angeles, but it needs to be done in a thoughtful and transparent manner that has the least destructive impact, especially on communities that have historically born the brunt. Up to now the process has been anything but transparent. That needs to change.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods Lafayette Square and Wellington Square. It would never have occurred to us to go on Metro's website and open the draft EIR files were it not for neighbors who shared the certified letter they received regarding Metro's plans, which include the threat of eminent domain.

Previously, we were only aware of the proposed line running north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents of this historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated

damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

[redacted]

[redacted]
**Sent:** Thursday, September 19, 2024 4:55 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** OPPOSITION TO K LINE EXTENSION UNDER LA FAYETTE SQUARE/WELLINGTON SQUARE

To Whom It May Concern:

I am reiterating my support of Metro but my strong opposition to the K LIne Northern Extension from running directly under La Fayette Square and Wellington Square.

I received the Metro K LIne Northern Expansion Project Updated Notice by mail yesterday (September 18) and while I commend Metro on *finally* communicating with our community, where was that communication years ago when you changed the route to going directly under our historically black and culturally significant neighborhood of historically fragile homes??

The letter informed residents that the FAQs on the website had been updated. I truly hope that Metro doesn't feel that these updates adequately address our concerns.

I would also like to make a point that hasn't been brought up yet about insurance - especially in light of the Saban lawsuit (https://beverlypress.com/2019/07/saban-theatre-claims-subway-damage/) as well as to the many residents that we have now personally heard from along the Wilshire corridor that have cited vibrations and damage to their homes.

Insurance companies have been refusing to insure homes in the state of California and no information has been shared about the impact  having tunnels running directly under our homes would have on their insurability. Nor has there been any guarantee from Metro that our homes will continue to be insurable (or that our rates won't go up) as a result of this route under our communities.

Additionally, two important structures under your route have not been addressed; namely the retaining wall that runs along the south side of Venice between La Fayette Road and Vineyard and the West Boulevard Bridge, built in 1933 and designated Los Angeles Historic Cultural Monument No. 1023. Even without a tunnel under them, these structures are vulnerable to damage in an earthquake, so it begs the question if studies have been performed to assess the impact of the tunnels, which at that point on the route would be nearing the surface, would have on them? Should either of these be damaged, or worse, this would result in dozens of homes falling from the hilltop onto Venice and homes on either side of the bridge being damaged as well. I eagerly await a thorough reporting regarding the impact on these fragile, historic structures.

I eagerly await your responses to the many concerns that I and my community members have regarding the current plan to run the K Line Extension under La Fayette and Wellington Squares. And together finding an alternative route that works for all involved!



[redacted]
Sent: Thursday, September 19, 2024 7:51 PM
To: Crenshaw North <CrenshawNorth@metro.net>
Cc: hollyjmitchell@bos.lacounty.gov; suki.genshenhorn@lacity.org; kathryn@lacity.org; councilmember.krekorian@lacity.org; firstdistrict@bos.lacounty.gov; Mincla Info <info@mincla.org>; fourthdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; thirddistrict@bos.lacounty.gov; councilmember.hutt@lacity.org
Subject: KNE-draft EIR

To All It May Concern:

As a 38 year resident of LaFayette Square, I was not reassured by the Nate Holden Theatre presentation, nor by the additional information learned about the damage to the Historic Saban Theatre on Wilshire Blvd.,( beverlypress.com and Park LaBrea News),with the constant disruptions from the noise,the interruptions to business and forcing out of tenants. My concerns intensified after reading about the experiences of others during the Purple Line construction - especially the homeowners, renters and businesses around Ogden Drive.

Our 1929 brick English Tudor will not survive the assaults from your tunneling construction process nor the continuing sound and motion of subway trains in the future. I certainly am expecting a detailed report on the homeowners compensation for lost of property values, for the impact on my home-based business, for the ongoing expected damages and the mental anguish this project is already inflicting.

We are totally opposed to any subway project in this geological fragile area and do not believe you have reassured us that our concerns have been truly addressed. Also, please see the September 4,2024 letter from our 10th District Councilwoman which elaborates in detail our issues, concerns and proposed solutions.

Sincerely.

[redacted]

[redacted]
**Sent:** Thursday, September 19, 2024 9:19 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** K Line Extension

September 19, 2024

To Whom It May Concern,
My name is Jeff O'Keefe and I'm a 13 year resident of the city. I've lived in the Wellington Square neighborhood of mid-city for 11 of those years.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed

mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.
Sincerely,

[redacted]

Initially Proposed Pathway:




Recent notice in the mail:



[redacted]
Sent: Thursday, September 19, 2024 10:26 PM
To: Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
Subject: Metro K Line Expansion

To Whom It May Concern,

I am writing again to express my strong opposition to the proposal of building a new subway tunnel under historic 100-year-old homes in LaFayette Square and Wellington Square, as part of Metro's upcoming K-line transit project. The recent lawsuit filed by the Beverly Hills Temple of the Arts regarding damage caused to the Saban Theatre during the Purple Line Extension construction highlights the serious risks posed to historic buildings in our city. These risks must be taken into account before moving forward with any further tunneling under areas rich in cultural and architectural heritage.

According to the lawsuit (as noted here: https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fbeverlypress.com%2F2019%2F07%2Fsaban-theatre-claims-subway-damage&data=05%7C02%7Cboardclerk%40metro.net%7C00434a45dc2849af715708dcd934cb19%7Cab57129bdbfd4cacaa77fc74c40364af%7C1%7C0%7C638624068348361739%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C60000%7C%7C%7C&sdata=kmLR1NjS5KuNP3Q79hAvb590JJ30bR1IwISIeWBH%2BTc%3D&reserved=0), five years of construction have caused significant damage to the Saban Theatre, including cracks, subsidence, and crumbling of art deco features. This is particularly alarming given that the Saban Theatre is on both the Federal and State Registries of Historic Places and serves as an irreplaceable landmark of Los Angeles' history. The damage to this building, as described by Rabbi David Baron, includes not only physical harm but also financial and reputational losses, making it clear that current mitigation measures have failed to protect this important structure.

The potential for similar damage to historic homes, many of which have stood for over a century, is deeply concerning. These buildings are not only architecturally significant but also integral to the character and identity of Los Angeles neighborhoods. Once damaged, the restoration of such structures is both challenging and expensive, often failing to restore the original beauty and craftsmanship. In addition, the subsidence caused by vibrational drilling can lead to long-term structural instability that may not be immediately evident but can degrade the integrity of these homes over time.

Metro has stated that it employs a "robust construction mitigation program," but the ongoing damages to the Saban Theatre, coupled with tenant disruptions and lost business revenue, demonstrate that these measures are insufficient. The community deserves stronger assurances that historic buildings will not suffer the same fate if new subway tunnels are

constructed under their foundations. We must preserve our city's history and ensure that homes and landmarks are not sacrificed for the sake of urban development.

I respectfully urge Metro to reconsider this proposal and explore alternative routes or construction techniques that would protect the homes and cultural assets of our city. In cases where tunneling is deemed essential, a more rigorous set of protective measures must be implemented, and compensation for any damage caused must be readily available and substantial enough to cover actual repair costs. Failure to do so risks irreparable harm to our historic neighborhoods.

Thank you for your attention to this matter. I hope that Metro will prioritize the preservation of Los Angeles' historic homes and landmarks in all future planning.





[redacted]
**Sent:** Thursday, September 19, 2024 10:32 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org
**Subject:** LaFayette Square and Metro K Line Extension

To Whom It May Concern,
Although a proponent of the K-Line Extension, I am against the plan to tunnel under our historic neighborhood, LaFayette Square for multiple reasons. First, we as homeowners were shocked to suddenly be told that a draft EIR had already been completed, and that our neighborhood would be impacted. The inital public comment period was extremely short, and even with the deadline extension to 9/20, the length does not seem to be in line with discussions held for years with other neighborhoods, such as Carthay Circle, before the draft EIR was even written. Neighborhoods further north and west (Hancock Park, Beverly Hills, Carthay Circle) were able to affect route changes, and it seems the same attention has not been granted to those of us living further south.

Secondly, living in a Historic Protection Overlay Zone, we are greatly restricted by changes we can make to the property we own. This area has been deemed by the city worthy of preservation, yet a public entity is able to come in and tunnel under 100+ year historic homes feels very much out of line with protection. Los Angeles is a series of neighborhoods, and the character of these individual areas is what gives the city its overall character. Running a subway tunnel under this uniquely diverse neighborhood surely cannot be beneficial to preservation of the culture of this unique city.

Thirdly, the messages being shared by Metro regarding this expansion have been inconsistent and nebulous. At the in-person meeting previously held at Pan Pacific Park, residents were given different answers about potential impact by different Metro representatives. Also, the letter sent to homeowners being directly affected was extremely vague, and it was not clear to what extent the impact would reach including potential tear down of homes for the extension. Surely a more specific letter could have been mailed given the draft EIR is already complete. The manner in which we were informed does not demonstrate that we as residents can feel secure in our level of trust in Metro's planning going forward.

At that same meeting, one Metro representative was keen to discuss the care (and surely huge expense) being taken to rebuild a Paul Williams building in Westwood. I am not clear as to they the station has to be built on the corner, but it seems an extreme plan. Our neighborhood houses an actual Paul Williams home, but no mention was made of that by Metro at the meeting. Apparently cost is a major factor in running the line under out mid-city historic neighborhood, but the cost involved to place the Westwood station on a particular corner does not seem to be of concern to Metro.

I do not understand why discussions were not implemented with residents in LaFayette Square and surrounding neighborhoods years ago, when the extension was first envisioned. It feels

our beloved neighborhood has not been given the same courtesies and options as other neighborhoods discussed above.  Surely alternate routes along major thoroughfares exist for this extension.



[redacted]
**Sent:** Friday, September 20, 2024 12:12 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; cd10@lacity.org; heather.hutt@lacity.org
**Subject:** Opposition to the Metro KLine

To All Parties,
I am writing to express my strong opposition to the proposed routing of the Metro K Line beneath the LaFayette Square neighborhood. This historic community, predominantly African American, stands to experience significant negative impacts, including the potential decline in property values, which would disproportionately affect long-standing residents.
Additionally, I would like to raise serious concerns regarding the health and safety implications of electromagnetic fields (EMFs) generated by underground trains and related infrastructure such as cell towers. Has there been an independent study conducted to assess the extent of EMF exposure in residential areas and its potential effects on public health? The community deserves a transparent review of the risks, supported by thorough scientific analysis, before moving forward with such a project.
We strongly urge the authorities to reconsider this routing, as it may compromise the well-being and heritage of our community.
Respectfully,

[redacted]

[redacted]
**Sent:** Friday, September 20, 2024 10:17 AM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Erik Flexner <flexterra@gmail.com>; Jenna Flexner <jennaflex@gmail.com>
**Subject:** PLEASE reroute the Metro K Line and SAVE Lafayette Square

To Whom It May Concern,
My name is Erik Flexner and I am one of the top Realtors in Mid City. I have lived for 18 years in Lafayette Square, Mid-City Los Angeles. I have 4 kids and a wife and a little dog. We are longtime community members. I am deeply troubled by the re routing of the Metro K Line under my home of 18 years.

As a 22 year veteran of home sales in the area, I am intimately aware of the issues facing historic homes in Mid City, LA.

I recently received a certified letter stating that a subway line has been proposed directly under our home. Our home is a 101 year old Mills Act treasure that has stood the test of time. However the routing of the Metro K Line could destroy my home through rattling, vibrations, digging, sink holes, and countless other dangers.

We have spent 18 years here, rebuilding the community since the Rodney King riots destroyed large sections of our area and sent many wonderful people running from LA. We are now a model community with VERY CLOSE CONNECTIONS because we work together to REBUILD this community EVERY day.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro
would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors.

While there is extensive information on the 3 potential routes from the
midtown crossing station to Hollywood, there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.
While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

1. Reduction in Home Values
AS A VETERAN REALTOR here in Lafayette Square, I can tell you from vast experience that regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively ABSOLUTELY impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

2. Structural Damage from Vibration and Soil Settlement
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used
in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.
3. Inadequate Community Consultation and Procedural Concerns
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that
must be addressed.

4. Seismic Risks and Vulnerability
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

5. Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.
6. Our Request
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the

preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.
We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances
Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Friday, September 20, 2024 12:08 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Subject:** Alternative Route Needed for K Line Northern Extension Section 1 - Preserve Historic Black Neighborhoods

September 20, 2024

K Line Northern Extension DEIR, State Clearinghouse #2021040368
Los Angeles Metro, c/o Roger Martin
Metro One Gateway Plaza
Mail Stop 99-22-5
Los Angeles, CA 90012

[redacted]

Re: Opposition to Draft EIR K Line Northern Extension Section 1 Crenshaw ROW and DEIR alignment

Distinguished LA Metro Board and Staff:

I am writing to express my opposition to the Draft EIR K Line Northern Extension Section 1 Crenshaw ROW and DEIR alignment that are currently drawn to tunnel directly under Wellington Square and LaFayette Square. Prior to the release of this Draft EIR, the residents in these historic African-American communities had no notice of the now proposed DEIR alignment.

**The Draft EIR release date**
I must mention that releasing a Draft EIR on 7/22 in the middle of summer, when residents are on school vacation or otherwise occupied with their children, appears very intentional. Is Metro hoping people are out of town, not looking at their mail or too busy to get organized to protest?

**The Draft EIR notice**
I received a certified letter from Metro notifying me of the possible acquisition of my home. The letter is dated 7/25. How is it possible that Metro failed to mail my letter on 7/22 the day the Draft EIR was sent to public libraries or at least on 7/23 the Draft EIR public release date?

I also find it shocking that my next door neighbors did not receive a letter. Although the proposed train tunnels will miss their property line by mere feet, they should have received notice of the Draft EIR release. FilmLA is required to give notice to homeowners within 300 feet of a production. Metro should at least be required to do the same. I would argue everyone within a mile radius of the proposed tunneling should have been given notice. Especially since Metro has labeled the area around my home as an “Equity Focused Community.”

**The Draft EIR documents**

After I picked up my letter from the post office on 8/15, I went to the Washington Irving Public Library to see the Draft EIR binder that was mentioned in my letter. The cover sheet addressed to the librarians was dated 7/22. It listed an original public comment closing date of 8/22. 30 days. 30 days to read 2000+ pages at the public library if I didn't have access to a phone or a computer or a printer. The 3000+ pages of appendices were on a thumb drive completely inaccessible if computers at the library weren't working that day. Metro should be required to provide a printed binder(s) of all appendix pages at each of the library sites. Especially since Metro has labeled the area around my home as an "Equity Focused Community."

**The Draft EIR Public Comment Period**
Metro initially offered two in-person and one zoom meeting for public comment. However the communities of Wellington Square, LaFayette Square, LaFayette Road, 16th Street and Victoria Park, who were directly affected by the proposed alignment change in Section 1, were only offered a community meeting after leaders requested it. Metro should have been required to reach out to these residents and set a meeting before 9/4.

Metro extended the public comment period to 9/5 (44 days). However, they only provided notice of this change online. They failed to update the binders at the public libraries.

After requests from concerned residents, Metro extended the deadline to 9/20 (60 days). However, Metro once again failed to update the binders at the public libraries.

**The Draft EIR Issues**
The Draft EIR for the K Line Northern Extension Section 1 Crenshaw ROW and DEIR alignment affect two significant African-American historic communities: LaFayette Square and Wellington Square. Why is Metro proposing to tunnel under black single family homes in a historic district when the train tunnels can follow street right of ways like LaBrea to Venice or Crenshaw to Pico? If the Metro tunnel went under the 10 to LaBrea they could actually put in another station at Washington Blvd, providing more access for our Equity Focused Community instead of using our communities as a thoroughfare to get to the Purple line.

**The Draft EIR fails to provide:**

- Details on alternative routes considered for Section 1 to avoid tunneling under these historic neighborhoods
- A realistic assessment of potential damages from vibrations to 100+ year old homes that are currently protected under the LA City Historic Preservation Overlay Zone (HPOZ)
- Investigation of potential damage to historic homes from methane pockets or explosions
- Investigation of potential health risks associated with methane gas exposure if release procedures are required
- Investigation of potential damage to historic homes from underground water disturbances
- A plan for funding for potential damage to historic properties in these communities
- Investigation of potential damage to the West Bridge (a Los Angeles City Historic Cultural Monument)

- Investigation of potential damage to canopy cover including the Canary Island Palms that line the streets
- Investigation of potential damage to homes on 16th Street which sit above a retaining wall along Venice Blvd
- Investigation of potential health risks associated with constant exposure to vibration and noise
- And finally although possibly not relevant for a CEQA review, Metro has failed to follow its own 2018 Equity Platform Framework by proposing the highest percentage of tunneling for the K Line Northern Extension under single family homes in black neighborhoods
-

**Conclusion**

Although I support the concept of public transportation, modernization in LA must not be at the expense of black communities. Metro must find an alternative route for Section 1 of the K Line Northern Extension that does not create the potential for catastrophic loss in the historic black neighborhoods of Wellington Square and Lafayette Square.

Sincerely,

[redacted]

Bcc:

Metro Board <boardclerk@metro.net>,
Stephanie Wiggins <swiggins@metro.net>,
KeAndra Cylear Dodds <cyleardoddsk@metro.net>,
Hilda L. Solis <FirstDistrict@bos.lacounty.gov>,
Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>,
Lindsey P. Horvath <ThirdDistrict@bos.lacounty.gov>,
Janice Hahn <FourthDistrict@bos.lacounty.gov>,
Kathryn Barger <kathryn@bos.lacounty.gov>,
Karen Bass <mayor.scheduling@lacity.org>,
Paul Krekorian <Councilmember.Krekorian@lacity.org>,
Katy Yaroslavsky <Councilmember.Yaroslavsky@lacity.org>,
Suki Gershenhorn <suki.gershenhorn@lacity.org>,
Heather Hutt <heather.hutt@lacity.org>,
Mid City Neighborhood Council <info@mincla.org>,
Gloria Roberts <gloria_roberts@dot.ca.gov>,
Tim Sandoval <tim.sandoval@pomonaca.gov>,
Ara J. Najarian <anajarian@glendaleca.gov>,
James Butts <mayor@cityofinglewood.org>,
Fernando Dutra <fdutra@cityofwhittier.org>,
Jacquelyn Dupont-Walker <jdupontw@ward-edc.org>,

[redacted]
**Sent:** Friday, September 20, 2024 1:54 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org
**Cc:** info@mincla.org
**Subject:** KNE-Draft EIR

Dear METRO Board, and LA elected officials,

I am a resident of La Fayette Square. I join my neighbors in objecting to any further consideration of the planned subterranean route for the K-Line extension. The project negatively impacts our community, a culturally significant neighborhood in Los Angeles with homes over 100 years old and has a significant place in the history of black families in LA. Our properties, by being featured as one of the only subterranean routes on the current map, have already been placed in a negative light impacting property values. As shown by the turnout at the Nate Holden Center, METRO seemed to downplay the impacts on the community, the threat to the ability of families who fought to live in the neighborhood to enjoy the benefits of passing down such a treasured asset to future generations.

The proposal ignores concerns about the impacts of the water tables under our neighborhood and how there are already significant challenges regarding substructure flooding that could be exacerbated by construction; there are mineral and oil reserves under the neighborhood which have been seemingly overlooked by the current EIR. We ask Metro to fully disclose reasons for abandoning any plans for a route that stays on commercial routes such as a turn on Venice or Pico Boulevard and has minimal, if any, impact on single family homes. Such routes were featured in presentations regarding the K-Line extension for several years before this current presentation which suddenly looks to tunnel under our homes.

We also ask that METRO reconcile its plans and decisions in light of the city encouraging large development on Crenshaw that specifically lacks adequate parking in anticipation of increased use of public transportation. On one hand, developers are encouraged to build immense apartment buildings lacking in parking in an already densely packed corridor lacking in street and public parking alternatives, and on the other METRO scraps plans for a hub at Wilshire/Crenshaw, close to these structures because they do not see the population to support the stop. Decisions are being considered without proper impact/harm consideration.

Despite assurances that the impacts of any tunneling have been, and would be, minimal, we have recently read of evidence that there has been, in fact, significant damage to the Saban Theater in Beverly Hills.

While public transportation in Los Angeles is needed, this plan is the wrong solution and we again ask for METRO to abandon any subterranean tunneling under single-family homes and focus instead on solutions that track commercial corridors, attend to the impacts to

stakeholders in between the planned stops/endpoints, and take the time and effort to truly honor and serve all stakeholders.

Thank you,



[redacted]
**Sent:** Friday, September 20, 2024 4:12 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Cc:** Renita Smith <reccsmith@gmail.com>
**Subject:** Yes to the K Line --- No to tunnneling under Wellington Square and Lafayette Park

September 19, 2024
Hello,

Please find a different route and do not tunnel under our lovely communities. Our family moved to Wellington Square to enjoy the beautiful community, which has 100+ year-old homes and a strong legacy of engaged African Americans. This community has already paid the price of expanding mass transportation through the decimation of Sugar Hill because of the 10 Freeway.

Additionally, Metro recently released a draft of the EIR for the K line's northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.
Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro would hold three public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the three potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue, or studies on its impact on our residents and historic neighborhood.***
While not technical experts, our deep connection to this area gives us a unique understanding of the potential dangers this project could bring. Metro has not clearly and concisely provided several concerns to date. Please consider working with us to stress how the community feels about the new Draft EIR.

**Seismic Risks and Vulnerability**

Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**

Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials

used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) do not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**

We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**

Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**

The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**

We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for exploring alternative routes that do not endanger our century-old homes and ensure the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square, or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures to safeguard our neighborhood if the project proceeds. With thoughtful consideration, we believe a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Friday, September 20, 2024 4:31 PM
**To:** Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; councilmember.Krekorian@lacity.org; firstdistrict@bos.lacounty.gov; info@mincla.org; kathryn@bos.lacounty.gov; Crenshaw North <CrenshawNorth@metro.net>; suki.gershenhorn@lacity.org
**Cc:** Garfield Smith <garfieldosmith@yahoo.com>
**Subject:** Yes to K Line — NO to Tunneling Beneath Wellington Square, Lafayette Square, and Victoria Park

August 14, 2024
To Whom It May Concern,

As residents of Wellington Square, we are actively involved in the Wellington Square Improvement Association and are dedicated to enhancing the quality of life in Wellington Square, Lafayette Square, and Victoria Park.

As Black Angelenos, we are also dedicated to preserving neighborhoods with a rich — and unparalleled — history of Black culture in this city. We object to tunneling under these historic neighborhoods and view the Metro K Line effort as yet another situation that hearkens back to the destruction of historic Sugar Hill decades ago.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going northalong on Crenshaw Blvd and then west on Venice Blvd(image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the

interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.
**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Friday, September 20, 2024 4:50 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** KLINE Northern Expansion - thru LaFayatte Square, Wellington Square - DEIR

September 20, 2024
To Whom It May Concern,
Hello,

My name is [redacted]. I have lived in LaFayette Square since 1998. I raised my children here. Our plan was and still remains, when we first made the decision to live and invest here, in this HPOZ, Historically Black Neighborhood, is to build generational wealth for our family.

This has all now been threatened with the change in the pathway of the Kline Northern Expansion.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by

seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,



[redacted]
**Sent:** Friday, September 20, 2024 4:52 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

Dear LA Metro Board, et al

I am a resident of LaFayette Square. I have lived here since 1998. I have raised my family here. I grew up in Los Angelesleg and had many friends who lived in the square. I visited them frequently growing up in the 70's as a tween/teen. It was a dream to own a home here in this community where we would build generational wealth.

The plan to run the KLINE thru this community, under our 100 year old plus homes, shatters that dream and reality.

I am not opposed to LA Metro expanding public transportation. It is needed and welcomed. I am opposed to the drilling here. There are known water beds, oil and methane gases under our homes. It is UNKNOWN what happens once that is disturbed for any long term period. Only "guestimates".

On September 4th, none of the 'experts' on site for the meeting could adequately address any of the questions pertaining to what long term effect the sound, movement, and drilling would have on the structure of these homes. Additionally, no one on site addressed the fact that our homes have lost value by the 'proposed plans' that have been in the works long before any of the residence of LaFayette Square were informed.

I am demanding as a tax paying resident of Los Angeles, Mid City, LaFayette Square the plan to run the KLINE Extension return to it's original route up Crenshaw to Wilshire where a site was built and continue North on Wilshire where digging has already begun.

Being difficult to make sharp left and right turns is not an acceptable reason to destroy an HPOZ, Historically Black Community. This is SUGARHILL and the ten repeating itself no matter how its presented, it's misleading. To say Acquisition and easement is only for under the homes and will not effect or present eminent domain is disingenuous to say the least.

I leave you with one more question - would you want the KLINE extension to run a subway under a home you and your family own? With so many unknowns

Please be honest.

Sincerely,



[redacted]
**Sent:** Friday, September 20, 2024 4:56 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

September 18th, 2024

To Whom It May Concern,

I am a lifelong Angelino, parent, small business owner, and property owner. My family and I own more than one property that will be, and has been, affected by the construction of LA's Metro system. **I have never opposed any part of this challenging process until now.** I am writing in strong opposition to Metro's sudden plans to tunnel directly under the historically preserved neighborhoods - Lafayette Square and Wellington square. Metro has offered no alternatives to this tunneling for any of the proposed routes. This plan will not expedite the K-Line Extension. This plan is unacceptable for many reasons, not limited to the ones I point out below.

As I mentioned, I own multiple properties impacted by this extension. The property I own in Lafayette Square was the **only property** where I did not receive any notification of the proposal, or public scoping meetings in 2021. **A fact that is very hard for me to ignore.** My other properties where I did receive a flyer are within a block or 2 of an existing train line, or they are properties that would benefit from the "newly proposed" Mid Town Crossing stop. The tiny, misleading map on the flyers showed the line running North up Crenshaw and turning Left at Venice*. This coupled with **no notice** at my Lafayette Square property led me to believe my neighbors and I would not be affected by the proposal. That the tunneling would be under Crenshaw and Venice- major right of way streets. Close and disruptive, to be sure, but not damaging.
Virtually, all my neighbors thought the same thing. We, as a community, would not have thought to go on Metro's website and open the recently released draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

**Metro did not meet its requirements to contact Lafayette Square HPOZ before moving forward with the draft EIR.** Metro did not contact Lafayette Square HPOZ during the comment period in 2021. Metro did not contact the Los Angeles Cultural Heritage Commission before moving forward with the draft EIR.
**This raises significant procedural concerns that must be addressed.**

We are deeply concerned about the lack of transparency and meaningful consultation with our communities, particularly the **intentional exclusion** of Lafayette Square from its decision-making process. We ask for the same consideration that would be (and has been) offered to other residential communities and HPOZ areas, such as **HANCOCK PARK**, Beverly Hills, Windsor Square or Beverly Crest.

**Los Angeles Metro should strive for Equity.**

The Lafayette Square community is tight knit, diverse, and largely African American. Many homeowners have put everything they have into purchasing, restoring, and maintaining these properties, hoping to create generational wealth for their families. One of the impacts of this project would be to de-value the properties. Selling a property would not be a solution, as the full-disclosure laws in real estate require that prospective buyers be informed of the Metro project. This will make it harder to sell and will certainly impact the value of our homes. Metro is forcing Lafayette Square (and Wellington Square) to subsidize the train, using the equity they have in their homes to pay for "cheaper" routes. **The disrespect shown to the residents of these historic communities reeks of racism on the part of LA Metro. This was made abundantly clear by the attendees of the Sept 4th meeting. And these communities will continue make this this fact widely known.**

Despite claims that the project is still in its draft stage, there appears to be a dismissal of more feasible options that would avoid tunneling beneath our neighborhoods. We request that Metro conducts a thorough re-evaluation of all possible alternatives, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.
**We call for Thorough Environmental Scrutiny AND Re-Evaluation of Alternatives.**
**Metro has offered no preservation alternative.**

<u>If expediting the train is what Metro wants, then:</u>
-Take it up Crenshaw and make the station on Wilshire- WHERE METRO ALREADY OWNS THE LAND. CONNECT THE TRAINS AS PLANNED! **West Hollywood still gets what they want.**

<u>Some alternatives heard at the meetings:</u>
-Start a turn West at the Adams/ Crenshaw stop and take it under the 10 and take it North up La Brea. Make a stop at Venice and La Brea instead of Midtown crossing. This is still at the edge of Midtown crossing. Close enough. **Midtown Shopping Center Associates still get what they want. West Hollywood still gets what they want.** This is something that needs to be pursued. As anyone who commutes on the 10 every day knows, La Brea is where the most traffic is getting on and off near this area.
-Take it up Crenshaw and make a turn at Pico. Pico is also more traveled. **West Hollywood still gets what they want. Midtown Shopping Center Associates can still develop their mall.**

**Call for Thorough Environmental Scrutiny AND Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures, especially in sensitive areas like ours. Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the outdated materials used in their

construction. **These structures are all built before the current (or even modern) earthquake standards were in place**. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues.

The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, *there is no discussion, no dialogue or studies on its impact to our residents and our historic neighborhoods*. **The Metro staff at all the public meetings were not able to tell the people that the neighborhoods they intend to drill under will be indemnified during and after tunneling. This is a big problem. Private property insurance will not cover any of the damage Metro causes.** Which is again, why drilling should be focused under major right of way streets. Streets that the city will quickly fix if there is damage. Streets where property owners have the option to build from the ground up if their property sustains damage. Or the choice to build new, larger mixed-use buildings along these commuter corridors if they so choose. To help to urbanize Los Angeles. As I understand it, this is part of Metro's goal. If our historic homes are damaged, we cannot build from the ground up, we must restore.
I am focusing on owners solely here, only because the Draft EIR did lay out some protections for renters, albeit not nearly enough. But none for property owners.

**We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension** that threatens our historic neighborhoods. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. AGAIN, we ask for the same consideration that would be (and has been) offered to other residential communities and HPOZ areas, such as **Hancock Park**, Beverly Hills, Windsor Square or Beverly Crest.
**We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES**.
**We request a detailed explanation of the evaluation process for alternative routes.**
**We would also like Metro to provide all records relating to the safety issues that caused the shutdown of the Purple (D) Line Extension.**

This current proposed alignment travelling under Wellington Square and Lafayette Square will not expedite the K- Line Extension. Our community is not going away, and we will take all necessary steps to protect our neighbors and neighborhoods.

Thank you for taking the time to read this.

Sincerely,

[redacted]

**NOTES:**

*Metro staff attempted to address this misleading graphic at the Sept 4th meeting by acting as if this image was never sent out, and then changing the response to “that's not how trains work, they wouldn’t make an angled turn”. Outrageous.

-A quick note about the public hearings. Judging by the meeting held at the Nate Holden Performing Arts Center on September 4th, 2024, the virtual meetings held during Covid should be discounted heavily. The 3 meetings held in 2021 had somewhere around 420 attendees. There were close to that many people at the September 4th meeting alone. AND many of the households immediately West of Lafayette Square and Wellington Square did not know about the meetings. One meeting after the Draft EIR was released for these communities is not enough. Only a small fraction of the attendees was able to ask questions and to get on record. And the Metro staff did not do a good job at answering the questions the community had. In fact, they were obviously dodging many of the questions.

[redacted]
**Sent:** Friday, September 20, 2024 5:00 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org; Erik Flexner Flexner <flexterra@gmail.com>
**Subject:** PLEASE reroute the Metro K Line and SAVE Lafayette Square!!!

To Whom It May Concern,
My name is Jenna Flexner and I am a realtor in Mid City. I have lived for 18 years in Lafayette Square, Mid-City Los Angeles. I have 4 kids and a husband and a little dog. We are longtime community members. I am deeply troubled by the re routing of the Metro K Line under my home of 18 years.

As a long time veteran of home sales in the area, I am intimately aware of the issues facing historic homes in Mid City, LA.

I recently received a certified letter stating that a subway line has been proposed directly under our home. Our home is a 101 year old Mills Act treasure that has stood the test of time. However the routing of the Metro K Line could destroy my home through rattling, vibrations, digging, sink holes, and countless other dangers.

We have spent 18 years here, rebuilding the community since the Rodney King riots destroyed large sections of our area and sent many wonderful people running from LA. We are now a model community with VERY CLOSE CONNECTIONS because we work together to REBUILD this community EVERY day.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd. When we received notice in the mail that Metro
would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors.

While there is extensive information on the 3 potential routes from the
midtown crossing station to Hollywood, there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.
While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

1. Reduction in Home Values
AS A VETERAN REALTOR here in Lafayette Square, I can tell you from vast experience that regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively ABSOLUTELY impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

2. Structural Damage from Vibration and Soil Settlement
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used
in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.
3. Inadequate Community Consultation and Procedural Concerns
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that
must be addressed.

4. Seismic Risks and Vulnerability
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

5. Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.
6. Our Request
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the

preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.
We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances
Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

*OWNERS of a treasured home slated to be STRUCTURALLY IMPACTED TERRIBLY by the K Line directly under our house at 1753 Virginia Rd. Los Angeles, CA 90019*

[redacted]
**Sent:** Friday, September 20, 2024 5:14 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Subject:** K line northern expansion

To Whom It May Concern,

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going northalong on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this areagives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.

**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

[redacted]
**Sent:** Friday, September 20, 2024 5:28 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; kathryn@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; suki.gershenhorn@lacity.org; info@mincla.org
**Cc:** Chris Petersen (Christopher.Petersen.2008@lawmail.usc.edu) <christopher.petersen.2008@lawmail.usc.edu>
**Subject:** Please do not put Metro tunnel directly under our historic house and neighborhood!

September 19, 2024

To Whom It May Concern,

We are Aleka, Chris and Lilou Petersen, residents of Wellington Square at 1945 Wellington Road. We are a young family, Lilou being a 1st grader at an LAUSD school. We are proud home owners of this historic and diverse community in the heart of Los Angeles.

Metro recently released a draft EIR for the K line northern expansion. Buried within extensive files on Metro's website was an image showing new tunneling going directly under our house, in the historically preserved neighborhoods, Lafayette Square and Wellington Square. We would not have thought to go on Metro's website and open the draft EIR files were it not for neighbors who happened to share that they received a certified letter regarding something about Metro's plans and eminent domain.

Previously, we saw an image of the proposed line going north along on Crenshaw Blvd and then west on Venice Blvd (image included below). When we received notice in the mail that Metro would hold 3 public hearings this month on their draft EIR, we took a closer look online and talked to more neighbors. While there is extensive information on the 3 potential routes from the midtown crossing station to Hollywood, ***there is no discussion, dialogue or studies on its impact to our residents and historic neighborhood.***

While not a technical expert, our deep connection to this area gives us a unique understanding of the potential dangers that this project could bring. The following are several concerns that Metro has not clearly and concisely provided to date. Please consider working with us to stress how the community is feeling about the new Draft EIR.

**Seismic Risks and Vulnerability**
Tunneling beneath our century-old homes in this seismically active area introduces severe risks, including soil settlement and ground movement that could compromise the structural integrity of our historic properties. These risks are compounded during earthquakes, where the interaction between tunneling activities and seismic forces could result in concentrated damage to our fragile buildings. We urge Metro to commission an independent review by seismic and historic preservation experts to thoroughly assess these risks and ensure our community's safety.

**Structural Damage from Vibration and Soil Settlement**
Even absent seismic activity, the vibrations generated by tunneling pose a significant threat to our historic structures, which are particularly vulnerable due to their age and the materials used in their construction. Continuous low-level vibrations can cause cumulative damage, exacerbating existing weaknesses and leading to long-term structural issues. The proposed mitigation measures in the Draft Environmental Impact Report (EIR) does not clearly address any measures to protect our neighborhood from these risks, especially given the unique vulnerabilities of historic homes.

**Inadequate Community Consultation and Procedural Concerns**
We are deeply concerned about the lack of transparency and meaningful consultation with our community, particularly in Lafayette Square and Wellington Square. Despite claims that the project is still in its draft stage, there appears to be a dismissal of alternatives that would avoid tunneling beneath our neighborhood. The only other route discussed, which runs along Crenshaw and Venice, has been dismissed due to cost concerns, yet it may impact fewer homes and pose less risk to historic structures. This raises significant procedural concerns that must be addressed.

**Reduction in Home Values**
Regardless of the effect the metro may or may not have on our properties, the perceived effect and potential reduction of value is real. Any of our neighbors who received a certified letter will be required to disclose the potential Metro line as part of a sale. This will negatively impact the value of our homes and jeopardize the quality of community we have worked so hard to build.

**Call for Thorough Environmental Scrutiny and Re-Evaluation of Alternatives**
The experience of Beverly Hills during the Purple Line extension highlights the importance of rigorous environmental review and the necessity of tailored mitigation measures in sensitive areas like ours. We request that Metro conducts a thorough re-evaluation of ALL POSSIBLE ALTERNATIVES, including those that may have been previously dismissed, to ensure that the best possible solution is chosen—one that does not endanger our historic neighborhood.
**Our Request**
We respectfully urge the Metro Board to reconsider the current alignment of the Metro K Line Northern Extension that threatens our historic neighborhood. We strongly advocate for the exploration of alternative routes that does not endanger our century-old homes and ensures the preservation of our community's unique history. We ask for the same consideration that would be offered to other residential communities and HPOZ areas, such as Hancock Park, Beverly Hills, Windsor Square or Beverly Crest.

We also request a detailed explanation of the evaluation process for alternative routes and the specific measures that will be implemented to safeguard our neighborhood if the project proceeds. We believe that with thoughtful consideration, a solution can be found that balances Metro's goals with the protection of our historic properties.

Thank you for your time and effort.

Sincerely,

[redacted]

Initially Proposed Pathway:




Recent notice in the mail:



[redacted]
**Sent:** Friday, September 20, 2024 6:49 PM
**To:** Board Clerk <BoardClerk@metro.net>
**Subject:** Public comment for K Line Northern Extension Project

To the Metro Board:

I attended the K Line North Extension Community meeting on 9/4. This was my first public community meeting that I was able to attend for the Metro K Line. I am a resident of Lafeyette Square and somewhat new to the area, having purchased our home in early 2023. Since moving to this neighborhood, I have been impressed by this community and its members for many reasons. I was again impressed by this community at the K Line meeting. Attendees were very passionate about their neighborhood and community and that was demonstrated in both in the number of people who attended and the noise that was made during commentary. I was also impressed by your community liaisons that were at the meeting and by how they handled the more passionate responses of the crowd.

My main takeaway from that meeting is how much is unknown about what kind of damage to the neighborhood drilling directly underneath would cause. There were specialists present that were there to explain technical aspects and assure the homeowners and community members that the drilling would have no impact on the homes above, but clearly nobody in the room believed that this was true. If this was the case, and there truly would be no impact to the homes above, I believe that the community would be much more open to the proposition. For the most part, residents are very supportive of the K Line. There is a concern about losing access to the Ralphs that is one of the few large supermarkets in the immediate area due to the construction of the station, but I would say that concern is secondary to the idea of the structural integrity of our homes being compromised, the reduction in market value, and the overall degradation of an important and unique historic neighborhood.

There are many reasons to reconsider the path of the K Line underneath Lafeyette Square specific to the EIR, as the report does not detail anything about the ground between the stops including methane, oil deposits and soil conditions that cause many of our basements to weep during rainy periods. At a minimum, that research should be done prior to approval of any route. We have seen the damage this drilling has done in other areas of our city, most recently in the Saban Theatre lawsuit for damage that has been caused by the subway (including cracks and sinking). We are well aware that the Saban Theatre was also assured that the tunneling process would not impact their building. There are several public thoroughfares and more modern buildings (whose foundations have been built under modern building codes) that surround the square. As such, we are asking that these areas be explored as alternatives to going directly under the Square. Venice Boulevard once accommodated a main Los Angeles streetcar line and could certainly better withstand under-street drilling than the land under our homes.

I believe that alternative route exploration would greatly benefit the community, the homeowners, and Metro. The current plan to route the line under this historic neighborhood will face a great deal of pushback at every step of the process, and regrettably for all stakeholders, a significant cost in repairing damaged historical properties that are the pride of our community.

Thank you for your consideration,

[redacted]

Hello Metro Board:

FYI - Thank you for giving me the opportunity to share with you my thought on the matter.

Sincerely,
[redacted]

Begin forwarded message:

[redacted]
**Subject: K Line Northern Extension DEIR, State Clearinghouse #2021040368**
**Date:** September 20, 2024 at 9:10:41 AM PDT
**To:** klinenorth@metro.net
**Cc:** Mitzi Mogul <mogulink@gmail.com>, Carl Dumont <carldumont89@gmail.com>

K Line Northern Extension DEIR, State Clearinghouse #2021040368

The La Fayette Square community is largely African-American, and been historically so since the 1940's. Many homeowners have put everything they have into purchasing, restoring, and maintaining these properties, hoping to create generational wealth for their families. One of the impacts of this project would be to de-value the properties. Selling a property would not be a solution, as the full-disclosure laws in real estate require that prospective buyers be informed of the project. This will make it harder to sell, and will certainly impact the price/value. This flies in the face of the efforts of society to make up for past effects of racism. Indeed, the disrespect shown to the residents of LFS smacks of racism on the part of LAMetro. Just as the area known as Sugar Hill was decimated, LFS is now being targeted. Homes that were important architecturally, historically, and culturally were summarily demolished. These were the homes of Black individuals, significant both locally and nationally. The area was at the center of the fight against restrictive covenants and the rights of African Americans to buy property and live where they wanted (Shelley v. Kraemer, 1948). 15 years after residents won the right to remain in their homes, CalTrans seized much of the neighborhood through eminent domain, and demolished it for construction of the 10 freeway. There are many other examples of local government agencies/entities discriminating against populations of color in the Central and Southern sections of Los Angeles. Metro is now repeating that offensive history.

The three named/described Alignment Alternatives are misleading and deceptive. All three are described thus: "This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station." No mention is made of the route going directly underneath a historic, single-family residential district. The name LFS has been deliberately omitted from any description of the route. The maps are tiny, difficult to read, and it is only by magnification that the route can be seen to turn left (northwest) between Washington and Venice Boulevards.

Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that

protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

The DEIR states that Metro is "required to reduce identified significant impacts to a less than significant level." This includes Cultural Resources. The DEIR acknowledges that a search of the Los Angeles Historic Resources Inventory and of SurveyLA identified five HPOZ's, of which La Fayette Square was one, but the HPOZ's are never evaluated. The DEIR does not even mention LFS by name as a neighborhood until buried deep in the appendices. Almost all of the route maps do not identify the community by name. The DEIR identifies effects to businesses, but not to residential, or even more generally, to Cultural Resources.

Cultural and Paleontological Resources Technical Report, Appendix:
Regarding Federal and State Regulations (Section 3.1.1 -3.1.2.2) as referred to in the DEIR: La Fayette Square is potentially eligible for inclusion on the National Register of Historic Places and the California Register of Historic Resources as a Historic District. Criteria A, B, and C all apply to the history and architecture of the community. CEQA also considers *potential* eligibility.

It is interesting to note that the DEIR mentions the establishment of the Cultural Heritage Commission, yet according to the DEIR itself, that Commission was not notified.

One stated Project Goal is stated as, "Engage organizations, jurisdictions, and the public." There is a lengthy list of organizations that have not been engaged, nor even notified. LFS one of those.
The DEIR lists organizations that were *notified*; notified does not mean *consulted*. Several organizations were never even notified: notably La Fayette Square, United Neighborhoods Neighborhood Council (UNNC), the Art Deco Society of Los Angeles, Los Angeles Historic Theatre Foundation and the Los Angeles Cultural Heritage Commission. Hollywood Heritage Museum was notified, but not the organization Hollywood Heritage.

LFS was deliberately left out of the process and is now the "sacrificial lamb" for a project which could be done another way. Several homeowners received a letter from Metro informing them that their properties "may" be acquired for the project. It was the first communication that announced that a DEIR had been issued. The DEIR was released to the public on July 23; the letters are dated July 25. The earliest they could have been received would have been on the next Saturday, but possibly not delivered until the following Monday. That means that a week had passed before anyone even knew of the existence of a DEIR. That is not timely notification.

In the Alternatives Appendix, the description of the "alignments" is evasive and disingenuous, because simply calling it the "Crenshaw Northern Extension" and eliminating any mention of LFS is intellectually dishonest and perpetrates a deception on the public in general and LFS residents in particular. It may meet the letter of the law, but it clearly violates the spirit in which public agencies are supposed to operate.

Page 4-7 (Alternatives) states the phrase "…potential conflicts with the HPOZ…" What HPOZ? There is only one, but it is not mentioned by name in a discussion of at-grade light rail. Why? Page 4-10 (Alternatives) continues the discussion of the alignment between Crenshaw/Adams to Midtown Crossing and continues the dishonesty. Mention is made that the difference between the "Base Alignment" and the "design option" is that the latter would tunnel under fewer residential properties (again no mention that those properties are historic), but that it would cost $180 million more than the "Base Alignment…with no substantial benefit." But there is no analysis of the benefit to the project (aside from cost) weighed against the benefit/harm to the historic community and to individual investments.

The DEIR lists six Project Goals. Goal #4 states, "…to minimize Environmental Impacts to displacement of residents, businesses, and existing communities." Tunneling directly under LFS does not minimize impacts, it creates them. There are alternatives to this section of the route, irrespective of cost.

This issue facing LFS is the loss of properties within a certified HPOZ, the construction impacts on historic properties, the lack of notice to or consultation with residents, and the fact that LFS (and to some degree Wellington Square to the south and historically linked) is the only single-family residential district in the entire project that is directly impacted. This could be cured by altering the route so that it sticks to the public rights-of-way, as it does throughout the rest of the proposed Alignments. The argument that it will "save" money is a specious one. The budget will be proposed and funding sought for whatever the project requires. There is not a set budget in advance to which the project must conform. Indeed, funding has yet to be determined.

Section 4.3.4 states that, "The design option alignment would tunnel under fewer residential properties than the Base Alignment; however, it would cost approximately $180 million more than the Base Alignment with no substantial benefit. For this reason, the design option alignment between the Crenshaw/Adams and Midtown Crossing Stations was removed from further consideration and the Base Alignment was assumed in the Draft EIR.

The use of the word "Alternatives" is a red herring. What the DEIR calls "Alignment Alternatives" are actually presented as a fait accompli. They should be more accurately called Planned Routes." There are no true alternatives presented. An alternative is something different—a substitute or replacement. In fact, there are several alternatives: the route could continue north on Crenshaw and turn left at Venice or Pico, or more properly, Wilshire Boulevard, where it could connect with the Wilshire Line, already under construction. None of these true alternatives are explored and the only "explanation" given for tunneling under a historic district is a monetary one, which is not part of the discussion in a DEIR. The purpose of the DEIR is to identify and analyze the impacts of a project. This DEIR does not do that. In fact, it doesn't even offer an argument as to whether/why doing a project that costs less is better (or worse) than impacting private, historic homes. The DEIR should properly offer other possibilities to the proposed routes. Regardless of cost. It is not true that without tunning beneath La Fayette Square the project could not be achieved.

The DEIR states, “Due to the primarily underground nature of the Project, the built environment survey focused on proposed station locations, TBM launch and retrieval sites, and construction staging areas with aboveground Project elements.” In other words, the DEIR is saying that only the station parcels were considered with regard to Cultural Resources; impacts to historic, cultural, or archeological resources along the proposed routes were not surveyed, identified, analyzed or in any way studied for the DEIR—as though actual construction along the routes would have no impact.

The DEIR raises the issue of fossils that have been found very close to the Mid Town Crossing site and states that, “the footprint of that proposed station straddles the historic bed of Ballona Creek, near which all these localities lie.”

Following this theme, there is no mention or analysis of the water that runs directly under LFS which is either a tributary of Ballona Creek, perhaps part of another body of water, or even its own body of water. Those who live in LFS know that there is a very high water table at certain points. It does not run in a straight line. The existence of water and its effects are obvious to residents. Metro made no effort to research this. Had there been a consultation with LFS, Metro would have been given this information. Water will always find an outlet. If tunneling creates a barrier, or dam, to the water, it will cause the water to change course, potentially and probably causing damage to nearby properties. The effects of this course change may not be seen for many years, but the effects will be cumulative and most certainly caused by Metro’s construction.

One of the stated Policies relating to the Project are: “To mitigate displacement, leverage government resources (including land) to preserve the social, cultural, and economic diversity of the City.” The reality of the route is in direct contradiction to this stated goal. Again, no mention is made of LFS, no notification or consultation was done to inform the community, and no analysis has been performed to study the potential impacts.

COMMUNITIES, POPULATION, AND HOUSING TECHNICAL REPORT, APPENDIX
CHAPTER 3 REGULATORY FRAMEWORK
Of the many goals and policies and community plans laid out in this section, not one of them mention protection of historic properties or communities, not once is LFS mentioned. Emphasis is placed solely on low income residents.
Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS
“This assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to communities, population, and housing.” Again, this brief Section only looks at conditions centered near stations, but does not look at construction conditions and their effect .

4.1.1.1 INTERESTED PARTY CONSULTATION
The DEIR states, “Metro will seek information, as appropriate, from individuals and organizations likely to have knowledge of or concerns about cultural resources in the vicinity of the Project.” While this is an admirable goal, Metro did not deliver on the promise. It failed to notify or consult with LFS or Wellington Square. It did not consult West Adams Heritage Association. It did not notify or consult with United Neighborhoods Neighborhood Council. It did not notify or consult with the Art Deco Society of Los Angeles. It did not notify or consult with the Cultural Heritage Commission. In fact, it appears that Metro failed to notify a number of stakeholders and did not actually consult with any of the entities on its own list.

4.1.1.3 FIELD SURVEY—BUILT ENVIRONMENT RESOURCES
“Due to the primarily underground nature of the Project, the built environment survey focused on proposed station locations, TBM launch and retrieval sites, and construction staging areas with aboveground Project elements.” In other words, the DEIR is saying that only the station parcels were considered with regard to Cultural Resources; impacts to historic, cultural, or archeological resources along the proposed routes were not surveyed, identified, analyzed or in any way studied for the DEIR—as though actual construction along the routes would have no impact.

FIGURE 5-2. EXISTING HOUSEHOLDS WITHIN STATION RESOURCE STUDY AREAS (2021): The chart shown states that there are 20-40 homes in the affected area of the tunneling. But this is an illusory percentage. What goes unacknowledged is that these homes are part of a broader historic district, that some are designated Historic Cultural Monuments, and that often the loss of even one historic component of a historic district can upset the balance of the required percentage to qualify as a historic district.
5.1.3.2 NEIGHBORHOODS AND COMMUNITIES WITHIN THE VICINITY OF THE PROJECT
This is the only section within the Technical Report that mentions La Fayette Square, and then only in reference to it’s location in Mid-City. It is stated that, “The RSA (Research Study Area) traverses the La Fayette Square Tract within Mid-City.” There is no further mention of its status as an HPOZ. There is no mention of Meto’s stated intention (via U.S. Mail Service) to acquire, either temporarily or permanently, a number of homes in La Fayette Square. There is no description, explanation, or analysis of La Fayette Square. There is no application of National Register or California Register criteria. Even though LFS is not officially on either Registers, even a cursory analysis by a qualified Historic Preservation Consultant would conclude that it is potentially eligible for both. For purposes of CEQA, potentially eligible is treated the same as listed.

In the above-mentioned section, the one-sentence devoted to the history of La Fayette Square states, “The Crenshaw Security Company subdivided La Fayette Square, originally part of the Rancho Las Ciénegas in 1913…” That date is incorrect. While it may not seem like an important reference, it is an indication of the sloppy nature of the entire document. Actually, La Fayette Square officially opened on September 22, 1912.

The potential damage to the historic landscape of LFS should also be studied. The alternating pattern of Canary Island Palms and Cypress trees were planted by the Crenshaw Company in 1912 and are part of the HPOZ designation.

In addition to the foregoing, the West Boulevard Bridge (HCM #1023) is not identified although the tunneling will be either directly under or immediately adjacent to it (it's hard to tell from the poorly detailed maps presented in the DEIR). Is this because the Bridge has no constituency to defend it? Its history is inextricably linked to that of LFS.

This project should stick to less controversial commercial corridors, as does the rest of the proposed routes: Venice, Pico, or Wilshire. Pico was considered in an earlier iteration of the project, and it is unclear why it was rejected.
LFS is the **only** single-family neighborhood that is directly impacted by construction. It is also a historic district and contains many individually designated Historic Cultural Monuments.

We're requesting LA Metro to reroute the K Line so that it does not run under Historic Black Neighborhoods, which could cause irreversible damages. Preserve History!!!!

[redacted]
**Sent:** Friday, September 20, 2024 11:51 PM
**To:** Crenshaw North <CrenshawNorth@metro.net>
**Cc:** mogulink@gmail.com; Board Clerk <BoardClerk@metro.net>; Sandra jackson-dumont <sandra.jacksondumont@gmail.com>
**Subject:** K Line Northern Extension DEIR, State Clearinghouse #2021040368

K Line Northern Extension DEIR, State Clearinghouse #2021040368

The La Fayette Square community is largely African-American, and been historically so since the 1940's. Many homeowners have put everything they have into purchasing, restoring, and maintaining these properties, hoping to create generational wealth for their families. One of the impacts of this project would be to de-value the properties. Selling a property would not be a solution, as the full-disclosure laws in real estate require that prospective buyers be informed of the project. This will make it harder to sell, and will certainly impact the price/value. This flies in the face of the efforts of society to make up for past effects of racism. Indeed, the disrespect shown to the residents of LFS smacks of racism on the part of LAMetro. Just as the area known as Sugar Hill was decimated, LFS is now being targeted. Homes that were important architecturally, historically, and culturally were summarily demolished. These were the homes of Black individuals, significant both locally and nationally. The area was at the center of the fight against restrictive covenants and the rights of African Americans to buy property and live where they wanted (Shelley v. Kraemer, 1948). 15 years after residents won the right to remain in their homes, CalTrans seized much of the neighborhood through eminent domain, and demolished it for construction of the 10 freeway. There are many other examples of local government agencies/entities discriminating against populations of color in the Central and Southern sections of Los Angeles. Metro is now repeating that offensive history.

The three named/described Alignment Alternatives are misleading and deceptive. All three are described thus: "This alignment alternative would travel north from the existing Metro K Line Expo/Crenshaw Station before heading northwest under San Vicente Boulevard, with a connection to the future Metro D Line Wilshire/Fairfax Station." No mention is made of the route going directly underneath a historic, single-family residential district. The name LFS has been deliberately omitted from any description of the route. The maps are tiny, difficult to read, and it is only by magnification that the route can be seen to turn left (northwest) between Washington and Venice Boulevards.

Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

The DEIR states that Metro is "required to reduce identified significant impacts to a less than significant level." This includes Cultural Resources. The DEIR acknowledges that a search of the Los Angeles Historic Resources Inventory and of SurveyLA identified five HPOZ's, of which La Fayette Square was one, but the HPOZ's are never evaluated. The DEIR does not even

mention LFS by name as a neighborhood until buried deep in the appendices. Almost all of the route maps do not identify the community by name. The DEIR identifies effects to businesses, but not to residential, or even more generally, to Cultural Resources.

Cultural and Paleontological Resources Technical Report, Appendix:
Regarding Federal and State Regulations (Section 3.1.1 -3.1.2.2) as referred to in the DEIR: La Fayette Square is potentially eligible for inclusion on the National Register of Historic Places and the California Register of Historic Resources as a Historic District. Criteria A, B, and C all apply to the history and architecture of the community. CEQA also considers *potential* eligibility.

It is interesting to note that the DEIR mentions the establishment of the Cultural Heritage Commission, yet according to the DEIR itself, that Commission was not notified.

One stated Project Goal is stated as, "Engage organizations, jurisdictions, and the public." There is a lengthy list of organizations that have not been engaged, nor even notified. LFS one of those.
The DEIR lists organizations that were *notified*; notified does not mean *consulted*. Several organizations were never even notified: notably La Fayette Square, United Neighborhoods Neighborhood Council (UNNC), the Art Deco Society of Los Angeles, Los Angeles Historic Theatre Foundation and the Los Angeles Cultural Heritage Commission. Hollywood Heritage Museum was notified, but not the organization Hollywood Heritage.

LFS was deliberately left out of the process and is now the "sacrificial lamb" for a project which could be done another way. Several homeowners received a letter from Metro informing them that their properties "may" be acquired for the project. It was the first communication that announced that a DEIR had been issued. The DEIR was released to the public on July 23; the letters are dated July 25. The earliest they could have been received would have been on the next Saturday, but possibly not delivered until the following Monday. That means that a week had passed before anyone even knew of the existence of a DEIR. That is not timely notification.

In the Alternatives Appendix, the description of the "alignments" is evasive and disingenuous, because simply calling it the "Crenshaw Northern Extension" and eliminating any mention of LFS is intellectually dishonest and perpetrates a deception on the public in general and LFS residents in particular. It may meet the letter of the law, but it clearly violates the spirit in which public agencies are supposed to operate.

Page 4-7 (Alternatives) states the phrase "…potential conflicts with the HPOZ…" What HPOZ? There is only one, but it is not mentioned by name in a discussion of at-grade light rail. Why?
Page 4-10 (Alternatives) continues the discussion of the alignment between Crenshaw/Adams to Midtown Crossing and continues the dishonesty. Mention is made that the difference between the "Base Alignment" and the "design option" is that the latter would tunnel under fewer residential properties (again no mention that those properties are historic), but that it would cost $180 million more than the "Base Alignment…with no substantial benefit." But

there is no analysis of the benefit to the project (aside from cost) weighed against the benefit/harm to the historic community and to individual investments.

The DEIR lists six Project Goals. Goal #4 states, "…to minimize Environmental Impacts to displacement of residents, businesses, and existing communities." Tunneling directly under LFS does not minimize impacts, it creates them. There are alternatives to this section of the route, irrespective of cost.

This issue facing LFS is the loss of properties within a certified HPOZ, the construction impacts on historic properties, the lack of notice to or consultation with residents, and the fact that LFS (and to some degree Wellington Square to the south and historically linked) is the only single-family residential district in the entire project that is directly impacted. This could be cured by altering the route so that it sticks to the public rights-of-way, as it does throughout the rest of the proposed Alignments. The argument that it will "save" money is a specious one. The budget will be proposed and funding sought for whatever the project requires. There is not a set budget in advance to which the project must conform. Indeed, funding has yet to be determined.

Section 4.3.4 states that, "The design option alignment would tunnel under fewer residential properties than the Base Alignment; however, it would cost approximately $180 million more than the Base Alignment with no substantial benefit. For this reason, the design option alignment between the Crenshaw/Adams and Midtown Crossing Stations was removed from further consideration and the Base Alignment was assumed in the Draft EIR.

The use of the word "Alternatives" is a red herring. What the DEIR calls "Alignment Alternatives" are actually presented as a fait accompli. They should be more accurately called Planned Routes." There are no true alternatives presented. An alternative is something different—a substitute or replacement. In fact, there are several alternatives: the route could continue north on Crenshaw and turn left at Venice or Pico, or more properly, Wilshire Boulevard, where it could connect with the Wilshire Line, already under construction. None of these true alternatives are explored and the only "explanation" given for tunneling under a historic district is a monetary one, which is not part of the discussion in a DEIR. The purpose of the DEIR is to identify and analyze the impacts of a project. This DEIR does not do that. In fact, it doesn't even offer an argument as to whether/why doing a project that costs less is better (or worse) than impacting private, historic homes. The DEIR should properly offer other possibilities to the proposed routes. Regardless of cost. It is not true that without tunning beneath La Fayette Square the project could not be achieved.

The DEIR states, "Due to the primarily underground nature of the Project, the built environment survey focused on proposed station locations, TBM launch and retrieval sites, and construction staging areas with aboveground Project elements." In other words, the DEIR is saying that only the station parcels were considered with regard to Cultural Resources; impacts to historic, cultural, or archeological resources along the proposed routes were not surveyed, identified, analyzed or in any way studied for the DEIR—as though actual construction along the routes would have no impact.

The DEIR raises the issue of fossils that have been found very close to the Mid Town Crossing site and states that, “the footprint of that proposed station straddles the historic bed of Ballona Creek, near which all these localities lie.”

Following this theme, there is no mention or analysis of the water that runs directly under LFS which is either a tributary of Ballona Creek, perhaps part of another body of water, or even its own body of water. Those who live in LFS know that there is a very high water table at certain points. It does not run in a straight line. The existence of water and its effects are obvious to residents. Metro made no effort to research this. Had there been a consultation with LFS, Metro would have been given this information. Water will always find an outlet. If tunneling creates a barrier, or dam, to the water, it will cause the water to change course, potentially and probably causing damage to nearby properties. The effects of this course change may not be seen for many years, but the effects will be cumulative and most certainly caused by Metro’s construction.

One of the stated Policies relating to the Project are: “To mitigate displacement, leverage government resources (including land) to preserve the social, cultural, and economic diversity of the City.” The reality of the route is in direct contradiction to this stated goal. Again, no mention is made of LFS, no notification or consultation was done to inform the community, and no analysis has been performed to study the potential impacts.

COMMUNITIES, POPULATION, AND HOUSING TECHNICAL REPORT, APPENDIX
CHAPTER 3 REGULATORY FRAMEWORK
Of the many goals and policies and community plans laid out in this section, not one of them mention protection of historic properties or communities, not once is LFS mentioned. Emphasis is placed solely on low income residents.
Emphasis is placed on the goals of Metro with regard to constructing this system, but says little with regard to protection of existing communities. Even when occasionally stated that protection and support local residents is a priority, there is no identification and/or analysis of who those local residents are. To reiterate: LFS and Wellington Square are the only single family neighborhoods directly affected by the Extension and they are also historic, minority communities.

CHAPTER 4 METHODOLOGY AND SIGNIFICANCE THRESHOLDS
“This assessment is to evaluate the Project against thresholds of significance as the basis for determining the level of impacts related to communities, population, and housing.” Again, this brief Section only looks at conditions centered near stations, but does not look at construction conditions and their effect .

4.1.1.1 INTERESTED PARTY CONSULTATION
The DEIR states, “Metro will seek information, as appropriate, from individuals and organizations likely to have knowledge of or concerns about cultural resources in the vicinity of the Project.” While this is an admirable goal, Metro did not deliver on the promise. It failed to notify or consult with LFS or Wellington Square. It did not consult West Adams Heritage Association. It did not notify or consult with United Neighborhoods Neighborhood Council. It did not notify or consult with the Art Deco Society of Los Angeles. It did not notify or consult

with the Cultural Heritage Commission. In fact, it appears that Metro failed to notify a number of stakeholders and did not actually consult with any of the entities on its own list.

4.1.1.3 FIELD SURVEY—BUILT ENVIRONMENT RESOURCES
"Due to the primarily underground nature of the Project, the built environment survey focused on proposed station locations, TBM launch and retrieval sites, and construction staging areas with aboveground Project elements." In other words, the DEIR is saying that only the station parcels were considered with regard to Cultural Resources; impacts to historic, cultural, or archeological resources along the proposed routes were not surveyed, identified, analyzed or in any way studied for the DEIR—as though actual construction along the routes would have no impact.

FIGURE 5-2. EXISTING HOUSEHOLDS WITHIN STATION RESOURCE STUDY AREAS (2021): The chart shown states that there are 20-40 homes in the affected area of the tunneling. But this is an illusory percentage. What goes unacknowledged is that these homes are part of a broader historic district, that some are designated Historic Cultural Monuments, and that often the loss of even one historic component of a historic district can upset the balance of the required percentage to qualify as a historic district.
5.1.3.2 NEIGHBORHOODS AND COMMUNITIES WITHIN THE VICINITY OF THE PROJECT
This is the only section within the Technical Report that mentions La Fayette Square, and then only in reference to it's location in Mid-City. It is stated that, "The RSA (Research Study Area) traverses the La Fayette Square Tract within Mid-City." There is no further mention of its status as an HPOZ. There is no mention of Meto's stated intention (via U.S. Mail Service) to acquire, either temporarily or permanently, a number of homes in La Fayette Square. There is no description, explanation, or analysis of La Fayette Square. There is no application of National Register or California Register criteria. Even though LFS is not officially on either Registers, even a cursory analysis by a qualified Historic Preservation Consultant would conclude that it is potentially eligible for both. For purposes of CEQA, potentially eligible is treated the same as listed.

In the above-mentioned section, the one-sentence devoted to the history of La Fayette Square states, "The Crenshaw Security Company subdivided La Fayette Square, originally part of the Rancho Las Ciénegas in 1913…" That date is incorrect. While it may not seem like an important reference, it is an indication of the sloppy nature of the entire document. Actually, La Fayette Square officially opened on September 22, 1912.

The potential damage to the historic landscape of LFS should also be studied. The alternating pattern of Canary Island Palms and Cypress trees were planted by the Crenshaw Company in 1912 and are part of the HPOZ designation.

In addition to the foregoing, the West Boulevard Bridge (HCM #1023) is not identified although the tunneling will be either directly under or immediately adjacent to it (it's hard to tell from the poorly detailed maps presented in the DEIR). Is this because the Bridge has no constituency to defend it? Its history is inextricably linked to that of LFS.

This project should stick to less controversial commercial corridors, as does the rest of the proposed routes: Venice, Pico, or Wilshire. Pico was considered in an earlier iteration of the project, and it is unclear why it was rejected.
LFS is the **only** single-family neighborhood that is directly impacted by construction. It is also a historic district and contains many individually designated Historic Cultural Monuments.

We're requesting LA Metro to reroute the K Line so that it does not run under Historic Black Neighborhoods, which could cause irreversible damages. Preserve History!!!!

[redacted]
**Sent:** Sunday, September 22, 2024 7:15 PM
**To:** Board Clerk <BoardClerk@metro.net>; Customer Relations <CustomerRelations@metro.net>
**Subject:** Fw:

My husband and I have been riding the A Line since it first opened as the Gold Line in Azusa. We went into LA to get senior Tap Cards and got student cards for our granddaughters. We rode it all the time - the girls loved it. Unfortunately, we'd never dream of letting the girls ride anymore.

Recently we had guests from out of town ask if we could take the A Line into Los Angeles. We agreed to take them - a first and last time for them. We were able to avoid the "unhoused" going and coming home by moving numerous times throughout the train. As we were waiting to board at Union Station, we were quite startled by a gentleman screaming profanities as he pushed through the crowd. The two officers standing nearby did nothing.

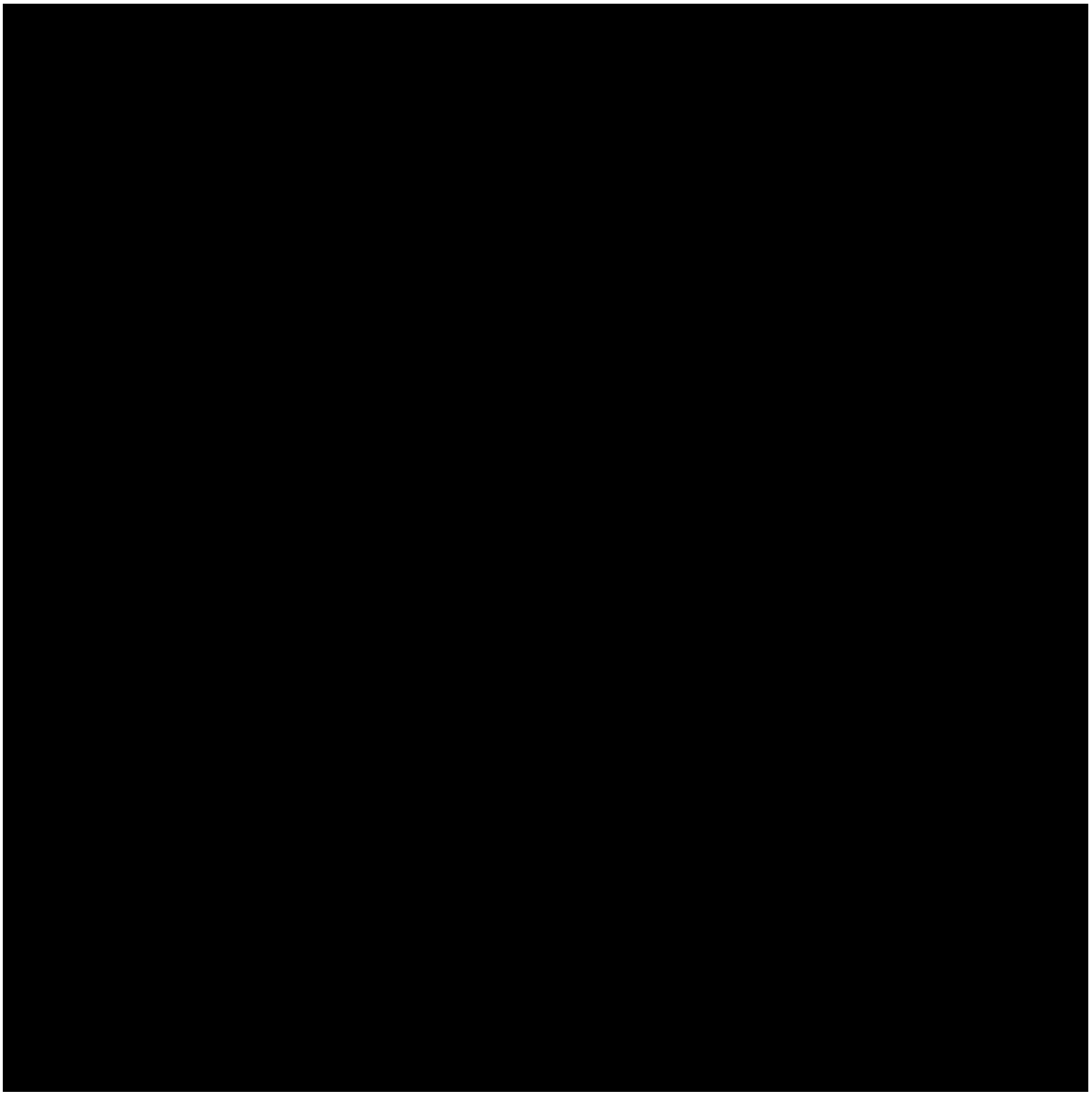
My husband and I decided to try one more trip into Pasadena today, September 22nd.

It's always so gratifying when you see the number of cars on the 210 and you're whizzing by. We will probably be one of those cars on future trips. We have never had such a bad experience. As we were waiting to board at the Memorial Park station, there was a gentleman screaming as he walked back and forth on the platform. He was on the opposite side so we felt fairly safe - until he walked across to us. My husband (a retired LA County Sheriff's Deputy) had me stand behind him as he had pepper spray at the ready. I have never seen him do this. We were relieved when the train pulled up but boarding was difficult. There were so many sleeping "unhoused" that it was difficult to find a place to sit. One gentleman (under his red blanket) was using either matches or a lighter to light up. The smoke was coming through the blanket. Enough!!! There was absolutely no security presence at any of the stations from APU to Del Mar or on our return trip to APU. We did speak to two very nice attendants when we got off at APU station at 2:30. They were sympathetic but surely shouldn't be expected to handle the issues with these people.

We live in La Verne and were quite excited when we learned that the train would be coming to our city. That was before. None of our friends, family or neighbors will be riding if this continues. You shouldn't have to ride in fear. Perhaps money would be better spent protecting the routes we already have.

I'm sending a few photos I took today:







[redacted]

**Sent:** Tuesday, September 24, 2024 5:22 PM
**To:** Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Board Clerk <BoardClerk@metro.net>; MHSOAC <MHSOAC@mhsoac.ca.gov>
**Subject:** Public Comment - All Agencies and Boards

**https://easyreadernews.com/letters-to-the-editor-9-26-24/**

**More to do**

**Dear ER:**

I want to thank everyone who has sent comments, posted comments, and showed up at the Planning Commission in support of StopBCHD.com. Last week the Planning Commission recommended to the City Council that most all public land, including BCHD, be limited to a Floor Area Ratio of 0.5. That means that BCHDs 400,000+ sq.ft. land area (around 10 acres) can accommodate roughly 200,000 sq.ft. of total redevelopment — a roughly one third downsizing from the current buildings. BCHD was planning for an Floor Area Ratio of 1.95 for its 793,000 sq.ft.,, towering over the neighborhood.

We'll be asking for support at the City Council next month. We had several rockstar speakers at the Planning Commission on our behalf tonight, all with facts at their fingertips and very good, logical arguments. BCHD CEO Tom Bakaly finally showed up for a Planning Commission meeting, as it appears word got back to BCHD that their lawyers did a lousy job at the previous two Planning Meeting. Bakaly made veiled threats to sue the City, so we'll see if that's how BCHD wants to play it. Fantastic job, everyone. But the work is not over until the council votes.

Mark Nelson
StopBCHD.com
Redondo Beach

**Health of the draw**

**Dear ER:**

Beach Cities Health District is currently pushing a $30 million bond for their Healthy Living Campus. It consists of $9 million to increase the building size, create a budget for allcove Beach Cities (serving outside residents) and $21 million for demolition of the 514 N Prospect Hospital.

BCHD's proposed healthy living campus is great, with the exception that they cannot afford what they are proposing so they want you to pay for it. They have dreamt up a bunch of so called "needed services" and forcefully asserted themselves at community and school events so they can get community by in. However, nothing will change the fact that this construction will provide years of air pollution to four local schools, students, residents, and the elderly in the immediate area. Schools impacted by the years of construction will be Towers, Beryl Elementary School, Parras and Redondo Union High. BCHD boasts a recent Gallup poll comparing health in the Beach Cities to inner cities' health but it is not cut and dry. Our affluence, access to healthcare, over all income and education are the reasons why this community is healthy. Most people in the beach cities have never encountered a BCHD service

so to tout that BCHD is the reason for a healthy community is incredibly misleading to our community.
Candace Allen Nafissi Redondo Beach
**From:** Mark Nelson (Home Gmail) <menelson@gmail.com>
**Sent:** Tuesday, September 24, 2024 9:47 PM
**To:** Communications <communications@bchd.org>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Board Clerk <BoardClerk@metro.net>; MHSOAC <MHSOAC@mhsoac.ca.gov>
**Subject:** Public Comment - All Agencies and Boards - Fixing Confused BCHD Employees/Volunteers

The following Letters to the Editor describe the damages BCHD intends to inflict on surrounding neighborhoods with its commercial overdevelopment.

https://easyreadernews.com/letters-to-the-editor-9-19-24/
**Stop this**
**Dear ER:**
Letter writer Marie Puterbaugh, long term volunteer (employee?) for BCHD, wants to know what Stop BCHD is stopping. So here's the Top 10 list of BCHD activities to stop:

1. Stop BCHD's 80% to 95% non-resident services' Wealthy Living Campus. Force BCHD to focus on district taxpayers.
2. Stop BCHD's planned 793,000 square foot facility that will nearly triple the mostly commercial campus size in a residential neighborhood.
3. Stop BCHD from leasing 3 public acres for 95 years to a 100% private, for-profit developer.
4. Stop BCHD from allowing private developers to use our public land and then charge residents high, private rates for services.
5. Stop BCHD's planned 110-foot above Beryl and Flagler, out of scale and character development.
6. Stop BCHD's plan for an 100% privately owned, 80% District non-resident assisted living facility on public land.
7. Stop BCHD's development of a PACE facility (Program of All-Inclusive Care for the Elderly) for 400 enrollees, with only 17 predicted to be District residents according to the National PACE Association's statistics.
8. Stop BCHD's $175M, 30-year obligation for allcove operations in return for a meager $6.3M construction grant.
9. Stop BCHD's 74% wealthy, White city use of allcove when BCHD is obligated to service a 91% non-resident service area by contract.
10. Stop BCHD's $2.4M per year annual spending on executive pay using public funding. Put that 15 cents of every BCHD dollar spent to resident services.



https://easyreadernews.com/letters-to-the-editor-9-12-24/

**Healthy outlook**

**Dear ER:**

This is why the South Bay was recognized as one of the top places to live for longevity ("Gallup: Residents spend $182 million less on healthcare," ER August 30, 2024). I am aware of the "Stop BCHD" group and I wonder what they want to stop BCHD from doing? Reducing chronic illnesses and healthcare costs? Providing much needed mental healthcare to teens and young adults? Fostering relationships to combat the epidemic of loneliness? Reducing the workload on teachers by teaching our children health and nutrition? Coordinating walking school buses to reduce morning traffic? Trying to add more greenspace and improve infrastructure locally? Step up and provide much needed services during a pandemic? Help families find resources for aging family members and/or health insurance? Support other organizations working to help the community? I have to wonder if those trying to "stop" BCHD are truly advocating for residents of Redondo or simply thinking about themselves.

[redacted]

[redacted]
Sent: Wednesday, September 25, 2024 2:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT

SEPTEMBER 26, 2024 10:00 AM METRO BOARD MEETING

BOARD OF DIRECTORS - REGULAR BOARD MEETING

GENERAL COMMENT:

I wanted to give comment today about an issue that deeply bothers me: the cost of public transit in LA. I've taken the time to participate in this purposefully convoluted process as a full-time employee because I strongly feel my interests are not represented.

I was born and raised in this city. I've been using the Metro for 10 years. From the beginning, it has never been a pleasant experience. Today, I am still forced to use your terrible service, and now you want to grab the money out of my hands as well.
I've never had an issue paying for the services I use. But with each day more using the Metro, I feel less and less inclined to give up my hard earned money to such an awful experience.

$840 a year is the current amount it costs to take the metro twice a day, 5 times a week, for a year. That is equivalent to the cost of a new phone. You, the board of directors of the MTA, many of whom have salaries in the hundreds of thousands, are asking me and the rest of the poorest people in the city to pay for the equivalent of a new phone, every year, to use your service. I've had the same phone for the last 5 years. In 2024, when 2 weeks of groceries costs hundreds of dollars and every expense imaginable has skyrocketed, the MTA has decided to send cops and minimum wage workers to chase after fare hopppers.

Right now, you might be thinking, "the MTA is providing a service". A service which pales in comparison to the public transportation available in cities of the same size across the globe. The LA Metro is unreliable, filthy, loud, and poorly maintained. This year alone I've had to pay multiple times out of my own pocket to get home when the system failed, most recently during the heat wave a few weeks ago where temperatures reached over 100 degrees.

And before you jump to offer me "resources" for fare relief, know that the first thing I did was apply to the LIFE program AND Mobility wallet. Months later, I have still heard nothing from either program.

Everyone here today is familiar with the Metro budget breakdown. You and I know that this service is not running off of passenger fares, which for most years before 2023 only made up a single percentage point of the MTA's multi-billion dollar budget. When COVID was at its height, MTA did not charge passenger fees. Did the system collapse? Did it shut down? No, it didn't. To me, this begs the question, If it isn't about the money, what is the reason for all this?

I don't care about homeless people on the Metro because I know that more cops in the station aren't going to fix the problem. But for some reason, that seems to be the main issue the MTA

cares about. You would rather make the experience worse for everyone, just so the homeless will be more discouraged to use it. The cops do nothing but make people uncomfortable and loaf around in packs on my dime, because I'm sure their salaries are being paid with my taxes, which I've diligently filed since I was 16 with my first job. The Metro Ambassadors are paid minimum wage to stand around, have no information, or chase after $1.75 fare. And so, everyone has to suffer, because you and the tourists don't want to look at things that make you uncomfortable.

I highly doubt that any of you are dependent on the Metro Bus or Rail on a daily basis. If you were, you too would balk at paying for such a service.

To those of you who are politicians on this board, know that no amount of pandering will influence me to vote based on party, gender, race, or sexuality. I vote based on if you represent the issues that matter to me. If you should you ever need my vote, know that you absolutely DO NOT have it.

In conclusion, I strongly believe the MTA should be free of charge.
Thank you for your time.





September 25, 2024

Chair Janice Hahn and Board Members
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

**RE: General Comments on Item 26 – Zero-Emission Transit Capital Program and the Operations Committee's Zero-Emission Bus (ZEB) Program Update**

Dear Chair Hahn and Members of the Board:

On behalf of the Los Angeles County Electric Truck and Bus Coalition (LACETBC), we appreciate the opportunity to submit these comments. We are committed to achieving zero emission electric bus and truck adoption with robust workforce standards so our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

**Metro Must Stay the Course on a 100% ZEB Fleet by 2030**

The transition to ZEBs has never been more important. The South Coast Air District and the Air Resources Board (ARB) determined that we need to eliminate combustion technologies in every place possible to meet federal and state air quality standards. The South Coast Basin has surpassed the federal smog standard nearly every day this summer, and recently, failed to attain the 1997 8-hour ozone national ambient air quality standards by its "extreme" attainment date of June 15th 2024.[1][2] Moreover, the electric bus transition – if done correctly with proper standards – is an important way to expand good jobs for Angelenos in LA County. **We ask that the Board continue to stand strong by its promise to transition Metro's fleet by 2030 and that Metro's milestone schedule adheres to that.**

We continue to be dismayed that Metro continues to kick the can down the road, despite the fact that the Board has provided explicit direction to deliver a 100% ZEB fleet by 2030. For example, while the Report acknowledges that the Board at its April 2024 meeting "reaffirmed its

[1] *See* California Air Resources Board, "South Coast Air Basin AQMIS Ozone," September 2024.
[2] Environmental Protection Agency, Finding of Failure To Attain the 1997 8-Hour Ozone Standards; California; Los Angeles-South Coast Air Basin, *available at* https://www.federalregister.gov/documents/2024/08/15/2024-17573/finding-of-failure-to-attain-the-1997-8-hour-ozone-standards-california-los-angeles-south-coast-air

commitment to transitioning Metro's bus fleet to zero-emission by 2030," the Report lays out a milestone schedule that fails to achieve this goal.

It is disappointing to learn that by 2028 – more than a decade since the Board adopted the 2030 goal at its July 2017 meeting – three Divisions would be electrified and roughly 12% of Metro's fleet would be ZEBs. This means LA would have roughly 256 buses when we are on the global stage with the Olympics. In contrast, Paris, which hosted this summer's Olympics, has 2,360 electric buses in the region. This is embarrassing.

We are perplexed at the lack of progress Metro has made since the Board adopted the 2030 ZEB goal over 7 years ago. According to the Report, Metro states that it "anticipates that by 2030, Metro's bus fleet will surpass 30% zero emissions." This means that Metro would have roughly 647 ZEBs, and be significantly short of its proposal to ARB last year to purchase through 2028 more than 1,000 ZEBs in its Final Rollout plan. Metro is not on track to achieve even half of its goal by 2030.

Finally, at the Operations Committee meeting, Metro asserted that the motion adopted in April provided for delaying the 100% ZEB milestone by 2035. However, this ignores that as part of its April meeting, the Board stated that "accepting a 2035 goal is premature at this time" and that "Metro should do everything in its power to strive for a 100% ZEB fleet by 2030."

**Regional Zero Emission Bus Procurement Policy**

Regional procurement can help build the economies of scale needed to strengthen ZEB manufacturing and the supply chain. We are supportive, as we have an opportunity to position LA County and Southern California as the ZEB manufacturing hub for the rest of the country and create good paying jobs for working families in our region. Bringing the manufacturing of ZEBs home also would ease addressing some of the challenges in real-time, such as some of the challenges Metro has faced with Division 8.

To that end, Metro must adhere to the Manufacturing Careers Policy (MCP) in this regional procurement policy. The MCP ensures we are creating good jobs for our region and employing vulnerable community members facing barriers to employment, such as veterans, system-impacted individuals, and individuals experiencing homelessness.

**Utility Coordination and Infrastructure**

We are encouraged and supportive of Metro's collaboration with the Los Angeles Department of Water and Power (LADWP) on a Master Utility Cooperative Agreement (MUCA) for its ZEB transition and a Charge Ready Transport (CRT)- like incentive program. We suggest that any MUCA be accelerated on a faster timeline than June 2025, and we urge the members of this Board representing the City of LA to work with Metro to do so. Moreover, the MUCA should

take into account charge management and vehicle to grid opportunities, as we would agree that it would have the lowest monthly utility costs to Metro.

We acknowledge that Metro has done great work at its Divisions within SCE territory, though the Divisions in LADWP territory lag behind. We urge Metro to collaborate with LADWP in tandem with efforts around a MUCA and CRT to accelerate the electrification of at least three Divisions within LADWP territory, especially those slated for the latter part of this decade and early 2030. ZEB procurement is an important strategy to build the market, but infrastructure needs to be in place to support ZEB procurement.

**The region as a whole has many infrastructure needs to support our transition to ZEBs, and now is the time for Metro to work with LADWP, SCE, and the City of LA to coordinate on infrastructure deployment to share resources and expertise.**

Finally, the Report raises that the entire California electrical grid is "not ready to support a large-scale adoption of zero-emission vehicles" because the "grid is undersized by two to three Terawatts." The Report mentions that this conclusion is from studies conducted by the California Independent System Operator (CAISO), yet does not provide said studies where this conclusion can be found. We request that this study be made available. It is worth noting that CAISO manages the State's entire electrical grid, and such scale may not be applicable to Metro. Moreover, LADWP, which provides some power to Metro, is not a part of the CAISO grid.

**ZEBs Have Significant Cost Savings and Societal Benefits**

The Report fails to acknowledge the significant cost savings of ZEBs compared to their Compressed Natural Gas (CNG) counterparts. According to a report from LA DOT, in partnership with CALSTART and BYD, funded by the California Energy Commission (CEC), "electric buses outcompeted the CNG buses in terms of efficiency. At an average of 1.81 kWh per mile, the electric buses were over eight times more efficient than their CNG counterparts, which had an average efficiency of 15.56 kWh per mile, or 0.47 GGE per mile (2.2 miles per gallon equivalent)."[3] Moreover, while CNG buses had average fuel costs of $0.83 per mile and maintenance costs of $0.44 per mile for a total cost of $1.27 per mile, ZEBs save over half the cost, averaging $0.23 per mile for fuel and $0.23 per mile for maintenance for a total cost of $0.46 per mile. The Report should include a program estimate that is inclusive of these potential cost savings.

Our transition to 100% ZEBs by 2030 can tackle long-term health, environmental, and economic inequities, while putting our region on a pathway to a more stable climate future. By leading the nation, we have an opportunity to bring good paying jobs as we grow the manufacturing

[3] CALSTART, Los Angeles Department of Transportation and BYD Electric Bus Demonstration Performance, Maintenance, and Energy Use Summary Report, *available at* https://www.energy.ca.gov/sites/default/files/2024-03/CEC-600-2024-013.pdf.

ecosystem in the region, while at the same time addressing both the air quality and climate crises that disproportionately impact the health and well-being of the environmental justice communities in our region. The Report should incorporate these benefits.

**Funding Opportunities**

We appreciate Metro's acknowledgement of its collaboration and partnership with LACETBC and we are grateful for the opportunity to participate in a tour of Division 8 and learn more about Metro's work to transition the existing fleet to ZEBs.

We worked collaboratively and in partnership with Metro to raise the profile of its Climate Pollution Reduction Grant (CPRG) request, support its request for funding under the Low or No Emission Grant Program, and most recently are supporting its request for funding under the Transit and Intercity Rail Capital Program.

Many of these funding opportunities are extremely competitive; however, Metro's nation-leading goals to transition its fleet to ZEBs is a critical advantage for maintaining its competitiveness across state and federal grant opportunities. We disagree with Metro's assertion that Metro is not competitive for these grants given that other transit agencies in the country rely on diesel. Metro as one of the largest transit agencies in the country is able to move the market to bring ZEB manufacturing home.

**Conclusion**

Despite receiving explicit direction to report on and deliver a 100% ZE bus fleet by 2030, we are deeply disappointed to see that the Report fails to provide a milestone roadmap to get there. The Report concludes that only 12% (256) of Metro's fleet will be zero emissions by the 2028 Olympics, and a mere 30% (647) by 2030. We are shamefully behind on our goals and we need to be doing everything we can to meet them. Metro must step up.

While Metro has electrified some of its Divisions and begun coordinating with other agencies for large-scale bus procurement, Metro has only started coordinating with LADWP and we urge swift action to build the infrastructure we need and have the electrification work done to meet our 2030 goals. We also urge Metro to work with SCE and the City of LA on infrastructure planning needs for shared resources and costs.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,

[redacted]

# MINUTES

**Wednesday, October 23, 2024**

**10:00 AM**

# Special Board Meeting/Ad Hoc 2028 Olympic & Paralympic Games Committee

**DIRECTORS PRESENT:**
**Janice Hahn, Chair**
**Fernando Dutra, 1st Vice Chair**
**Jacquelyn Dupont-Walker, 2nd Vice Chair**
**Kathryn Barger**
**Karen Bass**
**James Butts**
**Lindsey Horvath**
**Paul Krekorian**
**Holly J. Mitchell**
**Ara J. Najarian**
**Tim Sandoval**
**Hilda Solis**
**Katy Yaroslavsky**
**Gloria Roberts, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:10 A.M.**

**ROLL CALL**

**5. SUBJECT: PARIS 2024 LESSONS LEARNED REPORT** **2024-0912**

RECEIVED AND FILED the report on lessons learned by Metro staff that observed public transport for the 2024 Paris Olympic and Paralympic Games.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | P | P | P | P | P | A | P | P | P | P | P | P |

**6. SUBJECT: RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT UPDATE** **2024-0913**

APPROVED:

A. RECEIVING AND FILING the Reconnecting Communities & Neighborhoods (RCN) grant update, and;

B. AUTHORIZE the CEO or their designee to:

1. program $161.8 million for the projects listed in Attachment A which includes $139.2 million awarded through the RCN grant and $22.6 million of local funds; and

2. negotiate and execute all necessary agreements and/or amendments with the agencies for projects contained in the RCN grant.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | Y | Y | A | Y | A | Y | Y | Y | Y | Y | Y |

| | | | |
|---|---|---|---|
| KB = K. Barger | FD = F. Dutra | HJM = H.J. Mitchell | KY = K. Yaroslavsky |
| KRB = K.R. Bass | JH = J. Hahn | AJN = A.J. Najarian | |
| JB = J. Butts | LH = L. Horvath | TS = T. Sandoval | |
| JDW = J. Dupont Walker | PK = P. Krekorian | HS = H. Solis | |

**LEGEND: Y = YES, N = NO, A/C = ABSENT/CONFLICT, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT**

**7. SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT** **2024-0914**

APPROVED:

A. RECEIVING AND FILING the Mobility Concept Plan (MCP) Implementation Report, and;

B. AUTHORIZING the CEO or their designee to amend the FY25 budget, in the amount of $9.67 million, to advance Metro-led GME STP projects with the Program.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | A | A | A | Y | A | Y | Y | Y | Y | Y | Y |

**8. SUBJECT: A TRANSPORTATION PLAN FOR 2028 OLYMPIC AND PARALYMPIC GAMES VENUES MOTION** **2024-0995**

APPROVED Motion by Hahn, Horvath, Solis, Butts, and Bass, as amended by Horvath and Mitchell that the Board direct the Chief Executive Officer to:

A. Update plans with additional information on the Games Enhanced Transit System and regional preparations for the 2028 Olympic and Paralympic games, including:

1. A staffing plan;

2. Estimated total costs for this system, including State and Federal funding sources that can pay for most of all these costs;

3. Coordination of efforts with, but not limited to, the City of Los Angeles, LA28, Municipal bus operators, Metrolink, Caltrans, Passenger rail agencies, and LA County; and

4. Organizing a Transportation and Mobility Summit, with attention to:
   a. Safety,
   b. Accessibility,
   c. Wayfinding,
   d. Community hubs,
   e. Clean buses, and
   f. Benefits that can last beyond LA28; and

B. Report back on this effort and next steps at this Board's April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee, with an interim update at the January 2025 Committee meeting.

(continued on next page)

(Item 8 – continued from previous page)

**HORVATH AMENDMENT:**

Report back at this Board's April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee, with an interim update at the January 2025 Committee meeting, with:

A. An update on the execution of a Memorandum of Understanding between LA Metro and LA28;

B. A breakdown of each agencies roles and responsibilities;

C. A coordinated strategy to include LA28, venue cities, LA County, and LA Metro to pursue state and federal funding to deliver Metro's Mobility Concept Plan;

D. An implementation schedule for each of the projects and programs identified in the Mobility Concept Plan; and

E. Key dates by which Metro should secure and program funding needed to support implementation of projects and programs for the 2028 Olympic and Paralympic Games.

**MITCHELL AMENDMENT:**

Utilize the existing Metro Aging and Disability Transportation Network (ADTN), County of Los Angeles Commission on Disabilities (LACCOD), and City of Los Angeles Commission on Disability to inform existing 2028 Games transportation plans to address the mobility needs of people with disabilities during the 2028 Games and after.

| FD | JDW | KB | KRB | JB | LH | PK | HJM | AJN | TS | HS | KY | JH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Y | Y | A | A | A | Y | A | Y | Y | Y | Y | Y | Y |

**ADJOURNED AT 12:28 P.M. IN MEMORY OF FERNANDO VALENZUELA.**

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

**File #:** 2024-0818, **File Type:** Program **Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 23, 2024**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION**

**ACTION: APPROVE RECOMMENDATIONS**

## RECOMMENDATIONS

CONSIDER:

A. APPROVING programming an additional $17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

## ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds are limited to capital projects. This program update approves additional eligible projects for funding and allows the Westside Cities Subregion (the Subregion) and implementing agencies to revise the scope of work, schedule, and amend the project budget.

This update includes changes to projects that have received prior Board approval and funding allocations for new projects. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

## BACKGROUND

In January 2021, the Metro Board of Directors approved the Westside Cities Subregion's first MSP Five-Year Plan and programmed funds in the Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51). Since the first Plan, staff provided annual updates to the Board in October 2022 and 2023.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of $60.74 million

was forecasted to be available for programming for the subregion for FY 2017-18 to FY 2027-28. In prior actions, the Board approved programming $29.53 million through FY 2024-25. Therefore, $31.21 million is available to the Subregion for programming as part of this annual update.

## DISCUSSION

Metro staff continued working closely with the Westside Cities Council of Governments (WCCOG), its consultant, and implementing agencies for this annual update, including changes to the scope of work and/or funding requests. The jurisdictional requests are proposed by the cities and approved/forwarded by the Subregion. In line with the Metro Board adopted guidelines, cities provide documentation demonstrating community support, project needs, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. To date, $29.53 million has been programmed, of which $1.8 million has been expended.

During staff review, Metro required a detailed project scope of work to confirm project eligibility, reconfirm funding eligibility for those that request changes in the project scope of work, and establish the program nexus during project reviews, i.e. project location information and limits, length, elements, phases, total estimated expenses and funding request, schedules, etc. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, per the Guidelines.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

Attachment A indicates the changes in project funding allocations since the last update to the Board. One project was completed and is currently under the project close-out audit process. This update includes funding adjustments to nine existing projects and two new projects as follows:

*Beverly Hills*

- Program additional $594,227 and reprogram all previously approved funds to FY 2024-25 for MM4801.02/MM4801.03/MM4801.04 - La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements. The project includes continental and decorative crosswalks, crosswalk enhancements like flashing beacons, pedestrian-scale lighting, benches, curb extensions, wayfinding signage, bus stop improvements, etc. The funds will be used for the project's construction phase.

*Culver City*

- Reprogram previously approved $100,000 to FY 2025-26 for MM4801.06 - MicroTransit/First Last Mile Service Program. The city is partnering with Metro to implement a Culver City MicroTransit pilot that will be part of the regional MicroTransit program to provide a seamless transit experience for riders. The funds will support eligible capital costs for the project implementation such as vehicle purchase/lease and setup.

- Program $620,302 in FY 2024-25 for MM4801.19 - Move Culver City Eastern Segment Project. This project will design and implement tactical mobility lanes (bus and bike lanes) on Culver Boulevard, Washington Boulevard, and Adams Boulevard in Downtown Culver City, the Metro E Line Culver City Station area, and the Culver City Arts District to demonstrate and enhance transit service efficiency and reliability and provide bike facilities separate from general traffic. The funds will be used for the project's construction phase.

*LA City*

- Reprogram previously approved $2,561,297 as follows: $120,000 in FY 2023-24, $1,530,000 in FY 2024-25, and $911,297 in FY 2025-26 for MM4801.08 - Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham). This project will provide new pedestrian amenities including upgraded curb ramps, upgraded medians, curb extensions, as well as new signalized crosswalks, speed feedback signs, additional street furniture, new street trees and landscaping, and an enhanced Class II bike lane (upgrading the existing Class II). The funds will be used for the project's Plans, Specifications and Estimates (PS&E) and construction phases.

- Program additional $1,818,930 in FY 2025-26 for MM4801.09 - Connect Del Rey Stress-Free Bicycle Enhanced Corridor. This project will install 2.0 miles of bikeways and bicycle-priority improvements in the City of Los Angeles, including crosswalk striping, curb extensions, sharrows, speed humps, traffic circle, ramp, sharrows, speed humps, intersection upgrades, green bike lane, and wayfinding signage. The funds will be used for the project's PS&E and construction phases.

- Reprogram previously approved $3,168,000 to FY 2025-26 for MM4801.10 - Expo Bike Path Gap Closure. This project will install a 1.44-mile bike path (Class I bicycle facility) between Overland Ave to Palms Blvd in the City of Los Angeles. This project will connect the endpoints of the existing Expo Bike Path, closely following the Expo Light Rail right of way and Northvale Road. The funds will be used for the project's construction phase.

- Program additional $2,000,000 in FY 2025-26 for MM4801.11 - Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor. This project will install a 2.5-mile stress-free bicycle connection to bicycle facilities in Santa Monica, completing an important regional connection to UCLA. The project includes bike lanes and/or sharrows, speed humps, intersection improvements, curb extensions, and roundabouts. The funds will be used for the project's PS&E and construction phases.

- Program $9,600,000 as follows: $1,600,000 in FY 2025-26 and $8,000,000 in FY 2027-28 for MM4801.20 - Westwood Boulevard Safety and Mobility Project. The project will implement new bicycle lanes, bus-only lanes, and pedestrian improvements, preparing Los Angeles to provide safe and accessible transportation to residents, and visitors, as well as athletes during the 2028 Olympic Games and beyond. The funds will be used for the project's PS&E and construction phases.

*Santa Monica*

- Program an additional $600,000 and reprogram all previously approved funds as follows: $361,709 in FY 2021-22, $68,291 in FY 2024-25, $281,471 in FY 2025-26, and $600,000 in FY 2026-27 for MM4801.12 - Broadway Protected Bikeway: 5th Street - 26th Street. This project will install a Class IV Protected Bikeway, a key east/west facility that connects Downtown Santa Monica nearly to the border with the City of Los Angeles. The funds will be used for the project's PS&E and construction phases.

- Program an additional $1,000,000 and reprogram all previously approved funds as follows: $124,250 in FY 2021-22, $110,000 in FY 2023-24, $861,750 in FY 2024-25, $966,589 in FY 2025-26 and $1,000,000 in FY 2026-27 for MM4801.15 - Wilshire Active Transportation Safety Project. The project scope consists of the design and construction of safety enhancements at intersections, including a new traffic signal, accessible curb ramps, and lighting enhancements. The funds will be used for the project's PS&E and construction phases.

*West Hollywood*

- Reinstate and program $1,136,403 as follows: $250,000 in FY 2025-26, $195,905 in FY 2026-27, and $690,498 in FY 2027-28 for MM4801.16 - Willoughby, Vista, Gardner Greenways. This project is a Class III neighborhood bicycle boulevard that will connect an existing Class II bicycle lane, that includes traffic calming and wayfinding elements that reduce vehicle volumes and speeds to further improve the safety and comfort of this facility for bicyclists and pedestrians. The funds will be used for the project's PS&E phase.

## DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

## FINANCIAL IMPACT

In FY 2024-25, $15.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

## EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Two percent of census tracts are defined as Equity Focus Communities (EFCs) in the Subregion, and these are located in the City of LA and West Hollywood.

The Westside Cities Subregion proposed active transportation and 1st/Last-mile projects have a range of potential equity benefits for non-drivers. For example, the City of LA Westwood Boulevard Safety and Mobility project will implement new bicycle lanes, bus-only lanes, and pedestrian improvements, preparing Los Angeles to provide safe and accessible transportation to residents, visitors, and athletes during the 2028 Olympic Games and beyond.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

## ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

## NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2024-25. Program/Project updates will be provided to the Board annually.

## ATTACHMENTS

Attachment A - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Craig Hoshijima, Executive Officer, Countywide Planning & Development, (213) 547-

4290
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie N. Wiggins
Chief Executive Officer

**Westside Cities Subregion**
**Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)**

**ATTACHMENT A**

| | Agency | Project ID No. | Project/Location | Funding Phases | Note | Prior Alloc | Alloc Change | Current Alloc | Prior Years Prog | FY2023-24 | FY2024-25 | FY2025-26 | FY2026-27 | FY2027-28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | WCCOG | MM4801.01 | Planning Activities for Measure M Multi-Year Subregional Program ^ | Planning Development | | $ 270,237 | | $ 270,237 | $ 94,989 | | $ 84,415 | $ 45,833 | $ 45,000 | |
| 2 | Beverly Hills | MM4801.02/ MM4801.03/ MM4801.04 | La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements | Construction | Chg | 2,378,959 | 594,227 | 2,973,186 | | | 2,973,186 | | | |
| 3 | Culver City | MM4801.05 | Overland Class II and IV with Pedestrian Improvements | PS&E Construction | | 842,496 | | 842,496 | 842,496 | | | | | |
| 4 | Culver City | MM4801.06 | Microtransit/First Last Mile Service Program | Equipment/Vehicle | Chg | 100,000 | | 100,000 | | | | 100,000 | | |
| 5 | Culver City | MM4801.07 | Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program | PS&E Equipment/Vehicle Construction | Compl | 742,495 | | 742,495 | 742,495 | | | | | |
| 6 | Culver City | MM4801.17 | Sepulveda Corridor Mobility Lane Project | Construction | | 798,364 | | 798,364 | | | 798,364 | | | |
| 7 | Culver City | MM4801.19 | Move Culver City Eastern Segment Project | Construction | New | - | 620,302 | 620,302 | | | 620,302 | | | |
| 8 | LA City | MM4801.08 | Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham) | PS&E Construction | Chg | 2,561,297 | | 2,561,297 | | 120,000 | 1,530,000 | 911,297 | | |
| 9 | LA City | MM4801.09 | Connect Del Rey Stress-Free Bicycle Enhanced Corridor | PS&E Construction | Chg | 4,393,838 | 1,818,930 | 6,212,768 | | 878,768 | 3,515,070 | 1,818,930 | | |
| 10 | LA City | MM4801.10 | Expo Bike Path Gap Closure | Construction | Chg | 3,168,000 | | 3,168,000 | | | | 3,168,000 | | |
| 11 | LA City | MM4801.11 | Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor | PS&E Construction | Chg | 8,406,584 | 2,000,000 | 10,406,584 | | 1,681,317 | 6,725,267 | 2,000,000 | | |
| 12 | LA City | MM4801.20 | Westwood Boulevard Safety and Mobility Project | PS&E Construction | New | - | 9,600,000 | 9,600,000 | | | | 1,600,000 | | 8,000,000 |
| 13 | Santa Monica | MM4801.12 | Broadway Protected Bikeway: 5th Street - 26th Street | PS&E Construction | Chg | 711,471 | 600,000 | 1,311,471 | 361,709 | | 68,291 | 281,471 | 600,000 | |
| 14 | Santa Monica | MM4801.13 | Colorado Protected Bikeway: 5th Street - 17th Street | PS&E Construction | | 500,000 | | 500,000 | 150,000 | 350,000 | | | | |
| 15 | Santa Monica | MM4801.14 | Stewart & Pennsylvania Safety Enhancement Project | Construction | | 804,000 | | 804,000 | 804,000 | | | | | |
| 16 | Santa Monica | MM4801.15 | Wilshire Active Transportation Safety Project | PS&E Construction | Chg | 2,062,589 | 1,000,000 | 3,062,589 | 124,250 | 110,000 | 861,750 | 966,589 | 1,000,000 | |
| 17 | West Hollywood | MM4801.16 | Willoughby, Vista, Gardner Greenways | PS&E | Chg | - | 1,136,403 | 1,136,403 | | | | 250,000 | 195,905 | 690,498 |
| 18 | West Hollywood | MM4801.18 | Fountain Ave Protected Bike Lanes | PS&E | | 1,785,160 | | 1,785,160 | | 1,211,000 | 574,160 | | | |
| | | | **Total Programming Amount** | | | **$29,525,490** | **$17,369,862** | **$46,895,352** | **$3,119,939** | **$4,351,085** | **$17,750,805** | **$11,142,120** | **$ 1,840,905** | **$ 8,690,498** |

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

# Measure M Multi-year Subregional Program
# Westside Cities Subregion

Planning and Programming Committee
October 23, 2024

Metro

File# 2024-0818

# Westside Cities Subregion

- One Multi-Year Subregional Program (MSP)
  - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
- Limited to Capital projects
  - Environmental Phase and forward

**Los Angeles County Transportation Expenditure Plan**

(2015 $ in thousands)

**ATTACHMENT A**
Groundbreaking Sequence
(Exceptions Noted)

| | Project (Final Project to be Defined by the Environmental Process) | Notes | Schedule of Funds Available: Ground-breaking Start Date* | Schedule of Funds Available: Expected Opening Date (3 year range) | Subregion* | 2016 - 2067 Local, State, Federal, Other Funding 2015$ | Measure M Funding 2015$ | Most Recent Cost Estimate 2015$** | Modal Code |
|---|---|---|---|---|---|---|---|---|---|
| | **Multi-Year Subregional Programs** | | | 1st yr of Range | | | | | |
| 47 | Metro Active Transport, Transit 1st/Last Mile Program | p | FY 2018 | FY 2057 | sc | $0 | $857,500 | $857,500 | H |
| 48 | Visionary Project Seed Funding | p | FY 2018 | FY 2057 | sc | $0 | $20,000 | $20,000 | T |
| 49 | Street Car and Circulator Projects | k,p | FY 2018 | FY 2022 | sc | $0 | $35,000 | $35,000 | T |
| 50 | Transportation System and Mobility Improve. Program | | FY 2018 | FY 2032 | sb | $0 | $293,500 | $293,500 | H |
| 51 | Active Transportation 1st/Last Mile Connections Prog. | | FY 2018 | FY 2057 | w | $0 | $361,000 | $361,000 | H |
| 52 | Active Transportation Program | | FY 2018 | FY 2057 | nc | $0 | $264,000 | $264,000 | H |
| 53 | Active Transportation Program | | FY 2018 | FY 2057 | gc | $0 | TBD | TBD | H |
| 54 | Active Transportation Program (Including Greenway Proj.) | | FY 2018 | FY 2057 | sg | $0 | $231,000 | $231,000 | H |
| 55 | Active Transportation, 1st/Last Mile, & Mobility Hubs | | FY 2018 | FY 2057 | cc | $0 | $215,000 | $215,000 | H |
| 56 | Active Transportation, Transit, and Tech. Program | | FY 2018 | FY 2032 | lvm | $0 | $32,000 | $32,000 | T |
| 57 | Highway Efficiency Program | | FY 2018 | FY 2032 | lvm | $0 | $133,000 | $133,000 | H |
| 58 | Bus System Improvement Program | | FY 2018 | FY 2057 | sg | $0 | $55,000 | $55,000 | T |
| 59 | First/Last Mile and Complete Streets | | FY 2018 | FY 2057 | sg | $0 | $198,000 | $198,000 | H |
| 60 | Highway Demand Based Prog. (HOV Ext. & Connect.) | | FY 2018 | FY 2057 | sg | $0 | $231,000 | $231,000 | H |
| 61 | I-605 Corridor "Hot Spot" Interchange Improvements ® | | FY 2018 | FY 2057 | gc | $240,000 | $1,000,000 | $1,240,000 | H |
| 62 | Modal Connectivity and Complete Streets Projects | | FY 2018 | FY 2057 | av | $0 | $202,000 | $202,000 | H |
| 63 | South Bay Highway Operational Improvements | | FY 2018 | FY 2057 | sb | $600,000 | $500,000 | $1,100,000 | H |
| 64 | Transit Program | | FY 2018 | FY 2057 | nc | $500,000 | $88,000 | $588,000 | T |
| 65 | Transit Projects | | FY 2018 | FY 2057 | av | $0 | $257,100 | $257,100 | T |
| 66 | Transportation System and Mobility Improve. Program | | FY 2018 | FY 2057 | sb | $0 | $350,000 | $350,000 | H |
| 67 | North San Fernando Valley Bus Rapid Transit Improvements | p,s | FY 2019 | FY 2023 | sc | $0 | $180,000 | $180,000 | T |
| 68 | Subregional Equity Program | p,s | FY 2018 | FY 2057 | sc | TBD | TBD | $1,196,000 | T/H |
| 69 | Countywide BRT Projects Ph 1 (All Subregions) | l,p | FY 2020 | FY 2022 | sc | $0 | $50,000 | $50,000 | T |
| 70 | Countywide BRT Projects Ph 2 (All Subregions) | l,p | FY 2030 | FY 2032 | sc | $0 | $50,000 | $50,000 | T |
| 71 | Active Transportation Projects | | FY 2033 | FY 2057 | av | $0 | $136,500 | $136,500 | H |
| 72 | Los Angeles Safe Routes to School Initiative | | FY 2033 | FY 2057 | cc | $0 | $250,000 | $250,000 | H |
| 73 | Multimodal Connectivity Program | | FY 2033 | FY 2057 | nc | $0 | $239,000 | $239,000 | H |
| 74 | Countywide BRT Projects Ph 3 (All Subregions) | l,p | FY 2040 | FY 2042 | sc | $0 | $50,000 | $50,000 | T |
| 75 | Arterial Program | | FY 2048 | FY 2057 | nc | $0 | $726,130 | $726,130 | H |
| 76 | BRT and 1st/Last Mile Solutions e.g. DASH | | FY 2048 | FY 2057 | cc | $0 | $250,000 | $250,000 | T |
| 77 | Freeway Interchange and Operational Improvements | | FY 2048 | FY 2057 | cc | $0 | $195,000 | $195,000 | H |
| 78 | Goods Movement (Improvements & RR Xing Elim.) | | FY 2048 | FY 2057 | sg | $0 | $33,000 | $33,000 | T |
| 79 | Goods Movement Program | | FY 2048 | FY 2057 | nc | $0 | $104,000 | $104,000 | T |
| 80 | Goods Movement Projects | | FY 2048 | FY 2057 | av | $0 | $81,700 | $81,700 | T |
| 81 | Highway Efficiency Program | | FY 2048 | FY 2057 | nc | $0 | $128,870 | $128,870 | H |
| 82 | Highway Efficiency Program | | FY 2048 | FY 2057 | sg | $0 | $534,000 | $534,000 | H |
| 83 | Highway Efficiency, Noise Mitig. and Arterial Projects | | FY 2048 | FY 2057 | av | $0 | $602,800 | $602,800 | H |
| 84 | ITS/Technology Program (Advanced Signal Tech.) | | FY 2048 | FY 2057 | sg | $0 | $66,000 | $66,000 | H |
| 85 | LA Streetscape Enhance. & Great Streets Program | | FY 2048 | FY 2057 | cc | $0 | $450,000 | $450,000 | H |
| 86 | Modal Connectivity Program | | FY 2048 | FY 2057 | lvm | $0 | $68,000 | $68,000 | H |
| 87 | Public Transit State of Good Repair Program | | FY 2048 | FY 2057 | cc | $0 | $402,000 | $402,000 | T |
| 88 | Traffic Congestion Relief and Improvement Program | | FY 2048 | FY 2057 | lvm | $0 | $63,000 | $63,000 | H |
| 89 | Traffic Congestion Relief/Signal Synchronization | | FY 2048 | FY 2057 | cc | $0 | $50,000 | $50,000 | H |
| 90 | Arroyo Verdugo Projects to be Determined | | FY 2048 | FY 2057 | av | $0 | $110,600 | $110,600 | H |
| 91 | Countywide BRT Projects Ph 4 (All Subregions) | p | FY 2050 | FY 2052 | sc | $90,000 | $10,000 | $100,000 | T |
| 92 | Countywide BRT Projects Ph 5 (All Subregions) | p | FY 2060 | FY 2062 | sc | $0 | $100,000 | $100,000 | T |
| 93 | **Multi-Year Subregional Programs Subtotal** | | | | | $1,430,000 | $10,253,700 | $12,879,700 | |
| 94 | **GRAND TOTAL** | | | | | $21,011,027 | $31,243,641 | $53,450,669 | |

# October 2024 Recommendation

CONSIDER:

A. APPROVING programming of an APPROVING programming an additional $17,369,862 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51); and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

# Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

**File #:** 2024-0537, **File Type:** Project **Agenda Number:** 11.

**PLANNING AND PROGRAMMING COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: K LINE NORTHERN EXTENSION PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:

A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of $2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from $50,367,851 to a NTE $52,667,851; and

B. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of $550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from $903,223 to NTE $1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

## ISSUE

The execution of Modification No. 4 to Contract No. AE64930000 with Connect Los Angeles Partners, Joint Venture and Modification No. 3 to Task Order No. PS44432008-030 with LAG are needed to perform additional research and studies in response to public comments, questions, and concerns regarding the alignments studied in the K Line Northern Extension (KNE) Draft EIR and additional engagement to share findings with the community and gather input.

## BACKGROUND

Project History

Various planning studies of the Crenshaw corridor from Wilshire Blvd. to the South Bay have been completed between 1992 and 2009. A northern extension of the now operational K (formerly called the Crenshaw/LAX) Line has been studied since the 2009 Crenshaw Transit Corridor Draft environmental study. Since 2018, Metro has led multiple planning studies to advance the project

following the passage of Measure M in 2016, which allocated $2.24 billion (in 2015 dollars) to the Project. Measure M identifies 2041 as the ground-breaking year where project funds become available for construction with a projected opening year between 2047 to 2049.

Project Benefits

The Project would offer the region multiple benefits, including:

- Expanding mobility with a fast and reliable rail option with approximately 47,200 to 59,700 daily trips in 2045
- Attracting approximately 11,400 to 15,100 new transit riders daily
- Reducing auto use by approximately 127,500 to 135,500 vehicle miles traveled daily
- Creating jobs (8,300 to 10,100 jobs estimated during construction)
- Expanding access for many Equity Focus Communities and serving many regional employment and activity centers located in congested areas.

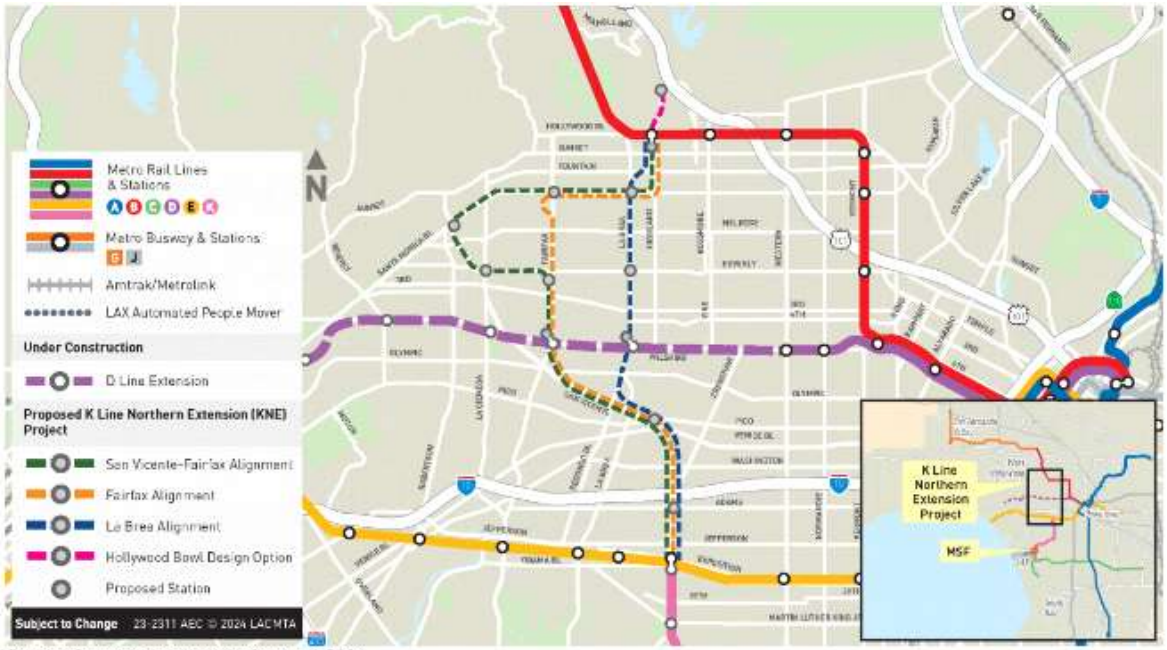
Draft EIR Development

In October 2020, the Metro Board directed staff to begin work on the environmental clearance under the California Environmental Quality Act (CEQA) and prepare a Draft EIR. Metro is advancing the Draft EIR now to help inform the selection of an LPA based on local efforts to explore potential financing strategies to accelerate the project per the Measure M Early Project Delivery Strategy.

In Spring 2021, Metro initiated public scoping for an environmental document. Following the close of the scoping comment period, Metro worked to prepare advanced conceptual engineering drawings on alignments and engineering options and analyze potential environmental impacts during construction and operations under CEQA. In the summer of 2022 and 2023, Metro hosted community meetings to provide project updates and continue gathering input. In July 2024, Metro published the Draft EIR, which evaluates three underground light rail alignments that range from six to ten miles long (depending on the alignment).

All three alignments are evaluated equally and include an optional terminus and additional station at the Hollywood Bowl, as well as expansion and improvements to Division 16, Metro's Maintenance and Storage Facility (MSF) for the K Line. The project would be constructed in sections similar to other Metro rail projects with the first section connecting the Metro E Line to the Metro D Line (currently under construction) at either Wilshire/Fairfax or Wilshire/La Brea. North of Wilshire Blvd, there are three possible routes (alignments) to connect to the B Line.

- San Vicente-Fairfax (~10 miles with 9 stations)
- Fairfax (~8 miles with 7 stations)
- La Brea (~6 miles with 6 stations)



Source: Connect Los Angeles Partners 2024

Public Circulation of Draft EIR, Engagement & Notifications

On July 23, 2024, Metro released the Draft EIR for the project to receive public comments over a 45-day public comment period, which was extended to 60 days. Metro also published summaries on community outreach, project benefits, construction cost estimates, ridership projections, and responses to Frequently Asked Questions (FAQs).

Metro notified the public of the release of the Draft EIR through various means including mailed notifications to properties along the project alignments, flyers at local events, a press release, a Metro Source Post, e-blasts, legal ads, and social media ads, and invited the public to provide their comments.

During the 60-day public comment period, Metro also held three public hearings located in different parts of the project area and scheduled during different times of day and days of the week to maximize the public's participation. The two in-person meetings were held at the Susan Miller Dorsey High School on Saturday morning, August 10, 2024, in the Baldwin Hills Crenshaw neighborhood and at Pan Pacific Park on Tuesday evening, August 13, 2024, in the Fairfax neighborhood that abuts the City of West Hollywood. A virtual meeting was held during the lunch hour on August 15, 2024, and was recorded and posted to the project website. On September 4, 2024, Metro held a community meeting at the Nate Holden Performing Arts Center in Mid-City near LaFayette Square, Wellington Square, and Victoria Park to answer questions and gather more feedback from the community regarding concerns raised at the public hearings. In total, approximately 588 people attended the August public hearings and September 4, 2024, meeting at the Nate Holden Performing Arts Center. Over 1,300 public comments were received by email, mail, and phone. Metro is currently reviewing public comments received on the Draft EIR including the September 4th meeting.

Community Feedback

Several key themes have emerged from the comments received at the public meetings and the written comments received. While overall, there was broad support for the project and project acceleration, there were significant concerns raised by the communities of LaFayette Square, Wellington Square, and Victoria Park including:

- Concerns about outreach and notification
- Concerns about real estate values and tunneling under homes
- Questions about the screening process for alignment options and decision-making to select a preferred route (specifically between proposed Crenshaw/Adams Station and Midtown Crossing Station located near the LaFayette, Wellington Square and Victoria Park neighborhoods)

The project team is still reviewing public comments and will prepare a more comprehensive summary of community input received when the review is completed.

## DISCUSSION

Crenshaw Blvd. Alignment Analysis

During the public scoping meetings at the start of the Draft EIR development process in Spring 2021, Metro shared the project map and discussed two potential alignment options between the proposed Crenshaw/Adams Station and the proposed Midtown Crossing Station. The proposed Midtown Crossing Station (located at Venice Blvd./San Vicente Blvd. to the west of Crenshaw Blvd.) would also serve as the launch site for tunnel boring machines (TBM) to construct the first segment of the project (between the E Line and D Line). Between 2021 and 2023, Metro prepared advanced conceptual engineering plans for the project and analyzed the alignment options in the southern project area. Metro screened out the Crenshaw Blvd. alignment from further study based on engineering feasibility, tunnel length, depth and radius of curves to connect to stations, potential environmental impacts, underground easements, constructability, operability, and cost.

During this period, Metro also refined several of the alignment curves throughout the project area to optimize for constructability, operations and maintenance. Generally, tighter curves are difficult to construct with TBM, reduce travel speeds for operations, have higher maintenance costs due to wear and tear on the turns, and can present challenges for emergency evacuations. Metro's refinements of the alignments also worked to avoid the need to acquire residential homes and properties for construction staging and stations throughout the project area. As such, all the alignments studied in the Draft EIR avoid residential properties for acquisition. However, underground (subsurface) easements would be needed where tunnels would travel below private property, as Metro has done on many other tunnel projects across LA County including the B, D, and K Line.

Community Notification

In September 2023, Metro held three community meetings to provide members of the public an update on the project, and answer their questions. Two open houses were held at the Baldwin Hills

Crenshaw Plaza Mall on Saturday morning, and the West Hollywood Aquatics & Recreation Center on Tuesday evening. A third virtual meeting was held to share information with those who could not join in person; it was recorded and posted to the project website. During these meetings, Metro presented the updated project maps and alignments based on advanced conceptual engineering, ridership analysis, and phasing concepts for construction. The community meeting notices and materials did not directly address changes made to the project alignments since scoping in 2021. This created concern among some communities during the release of the Draft EIR who had seen two alignment options near Crenshaw Blvd. during scoping in 2021 and a project update in 2022, and only one alignment represented in the southern project area in the 2024 Draft EIR. As a lesson learned, moving forward, Metro will notify the community of changes to alignments at each stage of project development to receive input and provide greater transparency as part of the planning process. This modification will allow staff to better inform the community in this area of the studies performed to date in the Draft EIR, the engineering associated with the proposed and potential alternate alignments and the opportunities for decision-making ahead.

Community Concerns Regarding Historic Neighborhoods and Properties

During the Draft EIR public meetings and in written comments, many residents of historic neighborhoods along the Crenshaw Blvd corridor have shared their concerns with the tunnel alignment carried forward in the Draft EIR that would travel below residential neighborhoods, including Victoria Park, Wellington Square and LaFayette Square. Residents noted historic injustices of the past, specifically to Black communities with the destruction of homes in the Sugar Hill neighborhood to construct the Santa Monica Freeway (I-10) in the 1960s. They also communicated their desire for the planning process to further engage with the community before an alignment that would affect their neighborhood is selected. Community members raised questions regarding potential impacts to older homes within and around the HPOZ and concerns that their property values would be diminished as a result of subsurface easements for underground tunnels. Residents of this area requested more information regarding underground tunnels and related noise, vibration, settlement, seismic issues, ground water, and oil rights. Based on these concerns, community members requested that Metro evaluate alternatives other than the Draft EIR tunnel alignment in this area to avoid or minimize tunnels below homes. Community members shared their preference for tunnels to travel below public streets rather than private properties, and for Metro to provide more information on the alignment analysis, key factors, and screening process prior to any decisions being made on a preferred route or LPA for the project.

Additional Studies & Engagement

To respond to community concerns and requests for more information, Metro plans to perform additional alignment analysis in the southern portion of the project area. This area would be part of first segment of construction, should the project be approved. In the coming months, staff will conduct studies to explore and evaluate potential refinements to the alignment between I-10 and Venice Blvd. to minimize tunnels below the historic neighborhoods of LaFayette Square, Wellington Square and Victoria Park.

The project team is currently reviewing all public comments received on the Draft EIR and preparing a more comprehensive summary of the input received. Metro will continue to engage the public to

work through concerns expressed by the community and share Metro's findings from the additional analysis to be performed following the comments received on the Draft EIR. This work will include but is not limited to such tactics as stakeholder meetings, open house events, pop-up booths at community events, newsletters, email blasts, website updates, and one-to-one conversations.

Contract Modification

Since the Contract was approved in 2020, Metro has modified the Contract with Connect Los Angeles Partners, Joint Venture to extend the period of performance and reallocate existing funds to support the preparation of the Draft EIR (see Attachment B-1). Contract Modification No. 4 would increase the level of effort of technical environmental analysis, conceptual engineering, and stakeholder engagement prior to any staff recommendation of an LPA. Metro will negotiate with Connect Los Angeles Partners, Joint Venture and finalize the scope within a fair and reasonable price, not-to-exceed $2.3 million.

Task Order No. PS44432008-030 with LAG was executed in 2020 to provide comprehensive outreach effort to support the EIR for the K Line Northern Extension project. Modification No. 3 would increase the level of effort for outreach and include tactics such as stakeholder meetings, open-house events, pop-up booths at community events, newsletters, email blasts, website updates and one-to-one conversations. This modification will also extend the period of performance from June 30, 2025, through December 31, 2025. Metro will negotiate with LAG and finalize the scope within a fair and reasonable price, not-to-exceed $550,000.

Connect Los Angeles Partners, Joint Venture made a 21% Small Business Enterprise (SBE) and a 3.71% Disabled Veteran Business Enterprise commitment (see Attachment C-1). LAG made a 100% SBE commitment and is meeting their SBE commitment (see Attachment C-2). Additional work conducted with the contract modifications will include SBE/DVBEs firms to help meet commitments.

## DETERMINATION OF SAFETY IMPACT

Approval of the modifications will not impact the safety standards for Metro's customers or employees.

## FINANCIAL IMPACT

The Fiscal Year 2024-2025 budget includes approximately $8.26 Million assigned to the project (No. 475558) for professional services, support for environmental review and community engagement. Since the Connect Us contract is a multi-year contract, the cost center Manager and Chief Planning Officer would be responsible for budgeting planning work in future years and would coordinate with other cost centers on during the annual budgeting process

Impact to Budget

Funding for this project comes from Measure M 35% Transit Capital.

## EQUITY PLATFORM


powered by Legistar™

The Project would connect the regional rail network, providing a rapid rail connection from the South Bay to Hollywood, increasing access to employment, education, housing, and regional centers. It would also serve many Equity Focus Communities (EFCs) in areas such as West Adams, Mid-City, West Hollywood and Hollywood along the K Line Northern Extension and connect to the D and B Lines. Ridership data shows that the project will attract regional riders coming from the neighborhoods south of the project area, expanding access for people living in the South Bay, Inglewood, and South LA who want to access jobs in the central part of Los Angeles via the project.

Metro circulated materials and notices in English, Spanish, and Russian and held pop-up events at community events (e.g. CicLAvia, Pride, farmers markets, and Taste of Soul) and transit riders intercepts at bus stops in the project area to increase awareness of the Project and engage groups who do not typically participate in community meetings. Public hearings included translators for Spanish and Russian speakers based on area demographics. As part of future stages of project development, Metro will expand partnerships with local community groups to help disseminate project information, advise on outreach methods, and engage a diverse set of project stakeholders as Metro advances the Project.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,
- Goal 3: Enhance communities and lives through mobility and access to opportunity, and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

## ALTERNATIVES CONSIDERED

The Board may not approve the modifications. This is not recommended as it would not provide additional resources needed to respond to public comments and concerns on the Draft EIR to help inform future selection of an LPA by the Metro Board.

## NEXT STEPS

Upon Board approval, staff will continue working with the consultant team to complete studies to respond to public comments. After completion of studies, Metro will share findings with the community for input and develop a staff recommendation for future LPA selection.

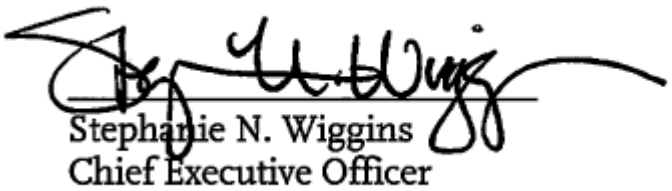
## ATTACHMENTS

Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B-1 - Contract Modification/Change Order Log
Attachment B-2 - Task Order Modification/Change Order Log

Attachment C-1 - DEOD Summary
Attachment C-2 - DEOD Summary

Prepared by: Georgia Sheridan, Senior Director, Mobility Corridors, (213) 547-4255
Dolores Roybal Saltarelli, Executive Officer (Interim), Countywide Planning and Development, (213) 922-3024
Allison Yoh, Interim Deputy Chief Planning Officer, Countywide Planning and Development (213) 922-4812
Anthony Crump, Executive Officer, Community Relations, (213) 418-8392
Jody Litvak, Executive Officer, Community Relations, (213) 922-1240
Mark Dierking, Director, Community Relations, (213) 922-2426
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

# PROCUREMENT SUMMARY
# K LINE NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: AE64930000 | | | |
| **2.** | **Contractor**: Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) | | | |
| **3.** | **Mod. Work Description**: Additional research and analysis to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement. | | | |
| **4.** | **Contract Work Description**: environmental analysis (CEQA) and advanced conceptual engineering. | | | |
| **5.** | **The following data is current as of**: 10/10/24 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 8/27/20 | **Contract Award Amount:** | $50,367,851 |
| | **Notice to Proceed (NTP):** | N/A | **Total of Modifications Approved:** | $0 |
| | **Original Complete Date:** | 4/26/23 | **Pending Modifications (including this action):** | Not-to-Exceed (NTE) $2,300,000 |
| | **Current Est. Complete Date:** | 12/31/25 | **Current Contract Value (with this action):** | NTE $52,667,851 |
| | | | | |
| **7.** | **Contract Administrator**: Samira Baghdikian | | **Telephone Number**: (213) 922-1033 | |
| **8.** | **Project Manager**: Roger Martin | | **Telephone Number**: (213) 922-3069 | |

## A. Procurement Background

This Board Action is to approve Contract Modification No. 4 issued to prepare additional research and analysis to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement.

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

On August 27, 2020, the Board awarded a 30-month contract to Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) for environmental analysis (CEQA) and advanced conceptual engineering for the Crenshaw Northern Extension Corridor Project.

A total of three modifications have been issued to date.

Refer to Attachment B-1 – Contract Modification/Change Order Log.

## B. Cost Analysis

The proposal will be subject to technical analysis, cost analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

**ATTACHMENT A-2**

# PROCUREMENT SUMMARY

## K LINE NORTHERN EXTENSION/PS44432000-030

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: Task Order No. PS44432000-030 | | | |
| **2.** | **Contractor**: Lee Andrews Group | | | |
| **3.** | **Mod. Work Description**: Prepare additional community engagement as part of the environmental review process and period of performance extension from June 30, 2025 through December 31, 2025. | | | |
| **4.** | **Contract Work Description**: K Line Northern Extension Outreach | | | |
| **5.** | **The following data is current as of**: 10/10/24 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Task Order Awarded:** | 10/01/20 | **Contract Award Amount:** | $903,223 |
| | **Notice to Proceed (NTP):** | N/A | **Total of Modifications Approved:** | $0 |
| | **Original Complete Date:** | 12/31/21 | **Pending Modifications (including this action):** | Not-to-Exceed (NTE) $550,000 |
| | **Current Est. Complete Date:** | 12/31/25 | **Current Contract Value (with this action):** | NTE $1,453,223 |
| | | | | |
| **7.** | **Contract Administrator**: Antwaun Boykin | | **Telephone Number**: (213) 922-1056 | |
| **8.** | **Project Manager**: Mark Dierking | | **Telephone Number**: (213) 922-2426 | |

## A. Procurement Background

This Board Action is to approve Modification No. 3 to Task Order No. PS444320000-030 issued to prepare additional community engagement as part of the environmental review process for the K Line Northern Extension Project. This Modification also extends the period of performance from June 30, 2025 through December 31, 2025.

This Task Order Modification will be processed in accordance with Metro's Acquisition Policy and the task order type is a firm fixed unit rate.

On October 1, 2020, staff awarded a fourteen-month task order to Lee Andrews Group to provide comprehensive outreach efforts to support the environmental impact report for the K Line Northern Extension Project.

Two modifications have been issued to date.

Refer to Attachment B-2 – Task Order Modification/Change Order Log.

## B. Cost Analysis

The proposal will be subject to technical analysis, cost analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## K LINE NORTHERN EXTENSION TRANSIT CORRIDOR/AE64930000

| Mod. No. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | No cost period of performance (POP) extension through 12/29/23. | Approved | 02/02/23 | $0 |
| 2 | No cost POP extension through 4/30/24. | Approved | 11/29/23 | $0 |
| 3 | Reallocation of tasks and other direct costs and POP extension through 12/31/25. | Approved | 04/29/24 | $0 |
| 4 | Additional research and analysis to respond to public comments received on the draft environmental impact report and support for future community engagement. | **Pending** | **Pending** | **Not-to-Exceed (NTE) $2,300,000** |
| | **Modification Total:** | | | **NTE $2,300,000** |
| | **Original Contract:** | | **08/27/20** | **$50,367,851** |
| | **Total:** | | | **NTE $52,667,851** |

## TASK ORDER MODIFICATION/CHANGE ORDER LOG

## K LINE NORTHERN EXTENSION/PS44432000-030

| Mod. No. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | No cost period of performance (POP) extension through 06/30/24. | Approved | 02/13/23 | $0 |
| 2 | No cost POP extension through 06/30/25. | Approved | 06/13/24 | $0 |
| 3 | Prepare additional community engagement as part of the environmental review process and POP extension through 12/31/25. | **Pending** | **Pending** | **Not-to-Exceed (NTE) $550,000** |
| | **Total Modification:** | | | **NTE $550,000** |
| | **Original Task Order:** | | **10/01/20** | **$903,223** |
| | **Total:** | | | **NTE $1,453,223** |

## DEOD SUMMARY

## K-LINE NORTHERN EXTENSION PROJECT/AE64930000

### A. Small Business Participation

Connect Los Angeles Partners, A Joint Venture (CLAP) made a 21% Small Business Enterprise (SBE) and a 3.71% Disabled Veteran Business Enterprise commitment. The project is 54% complete and the current level of SBE participation is 16.36%, representing a shortfall of 4.64% and the DVBE participation is 6.50%, exceeding the commitment by 2.79%.

CLAP has a shortfall mitigation plan on file and contends that the shortfall is due to the scopes allocated to certain SBE and DVBE firms that have not yet been advanced by Metro. CLAP further contends that project changes in policy, project definition, and project needs have directly impacted the utilization of its SBE and DVBE subcontractors, as confirmed by Metro's Project Manager. CLAP reported that it projects the shortfall to be mitigated when scopes assigned to the firms are advanced and anticipates meeting the SBE and DVBE commitment by December 2025.

| **Small Business Commitment** | **21.00% SBE 3.71% DVBE** | **Small Business Participation** | **16.36% SBE 6.50% DVBE** |
|---|---|---|---|

| | **SBE Subcontractors** | **% Committed** | **Current Participation[1]** |
|---|---|---|---|
| 1. | Connetics Transportation Group, Inc. | 0.29% | 0.47% |
| 2. | Del Richardson & Associates | 1.17% | 1.36% |
| 3. | Here Design Studio, LLC | 1.00% | 0.64% |
| 4. | Intueor Consulting, Inc. | 4.37% | 1.51% |
| 5. | Jenkins/Gales & Martinez, Inc. | 0.56% | 0.34% |
| 6. | JKH Consulting, LLC | 0.11% | 0.00% |
| 7. | MLA Green, Inc. | 0.63% | 0.41% |
| 8. | RAW International | 2.34% | 2.97% |
| 9. | Suenram & Associates, Inc. | 2.02% | 1.70% |
| 10. | Systems Consulting, LLC | 0.47% | 0.62% |
| 11. | V&A, Inc. | 5.31% | 4.32% |
| 12. | Vicus LLC | 2.31% | 1.22% |
| 13. | Zephyr UAS, Inc. | 0.42% | 0.80% |
| | **Total** | **21.00%** | **16.36%** |

| | DVBE Subcontractors | % Committed | Current Participation[1] |
|---|---|---|---|
| 1. | Conaway Geomatics | 2.70% | 5.32% |
| 2. | Leland Saylor Associates | 0.71% | 1.08% |
| 3. | MA Engineering | 0.30% | 0.10% |
| | **Total** | **3.71** | **6.50%** |

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

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

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

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

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

## DEOD SUMMARY

## K LINE NORTHERN EXTENSION PROJECT/PS44432008-030

### A. Small Business Participation

Lee Andrews Group, Inc. (LAG), a Small Business (SB) prime bench participant, made an overall 80% DBE, 80% SBE and a 3% DVBE commitment on this Task Order (TO) contract. To date, LAG has been awarded thirteen (13) non-federally funded TO's. LAG has not been awarded any federally funded TO's nor has any TO's that included scope allocated to LAG's DVBE firms been advanced by Metro. The project is 47% complete and the current level of overall SBE participation is 100%, exceeding the commitment by 20%.

On the K Line Northern Extension Project TO-030 (PS44432041), LAG made a 100% SBE commitment. The TO is 43% complete and the current level of SBE participation is 100%, meeting the SBE commitment.

| **Small Business Utilization Commitment** | **100% SBE** | **Small Business Participation** | **100% SBE** |
|---|---|---|---|

| | **SBE Subcontractors** | **% Committed** | **Current Participation[1]** |
|---|---|---|---|
| 1. | Lee Andrews Group, SB Prime | 100% | 97.26% |
| 2. | JKH Consulting, LLC | Added | 0.13% |
| 3. | Trifiletti Consulting, Inc. | Added | 2.61% |
| | **Total** | **100%** | **100%** |

*[1]Current Participation = Total Actual amount Paid-to-Date to SBE firms ÷Total Actual Amount Paid-to-date to Prime.*

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

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

### C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

## D. Project Labor Agreement/Construction Careers Policy

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

# Next stop: key rail connections.

K LINE NORTHERN EXTENSION




Planning & Programming Committee
October 2024
File ID: 2024-0537

Metro

# Recommendation for the Metro Board

**AUTHORIZE the Chief Executive Officer (CEO) to negotiate and execute:**

A. Modification No. 4 to Contract No. AE64930000 for a Not-to-Exceed (NTE) amount of $2,300,000 with Connect Los Angeles Partners, Joint Venture (WSP USA Inc. and AECOM Technical Services, Inc.) to prepare additional technical environmental analysis and conceptual engineering to respond to public comments received on the Draft Environmental Impact Report (EIR) for the K Line Northern Extension Project and support future community engagement efforts increasing the contract value from $50,367,851 to a NTE $52,667,851; and

A. Modification No. 3 to Task Order No. PS44432008-030 for an NTE amount of $550,000 with Lee Andrews Group (LAG) to prepare additional community engagement as part of the environmental review process, increasing the task order value from $903,223 to NTE $1,453,223 and extend the period of performance from June 30, 2025 through December 31, 2025.

# K Line Northern Extension (KNE) Overview

**Project extends the K Line from E to B Line**

- Closes gap in regional transit network
- Connects 4 Metro Rail lines and 6 of the top 10 busiest bus lines in LA County
- Serves major employment/activity centers

- Measure M: $2.24 Billion (2015$)
  - 2041 Groundbreaking
  - 2047-2049 Opening

- Draft EIR to inform selection of LPA



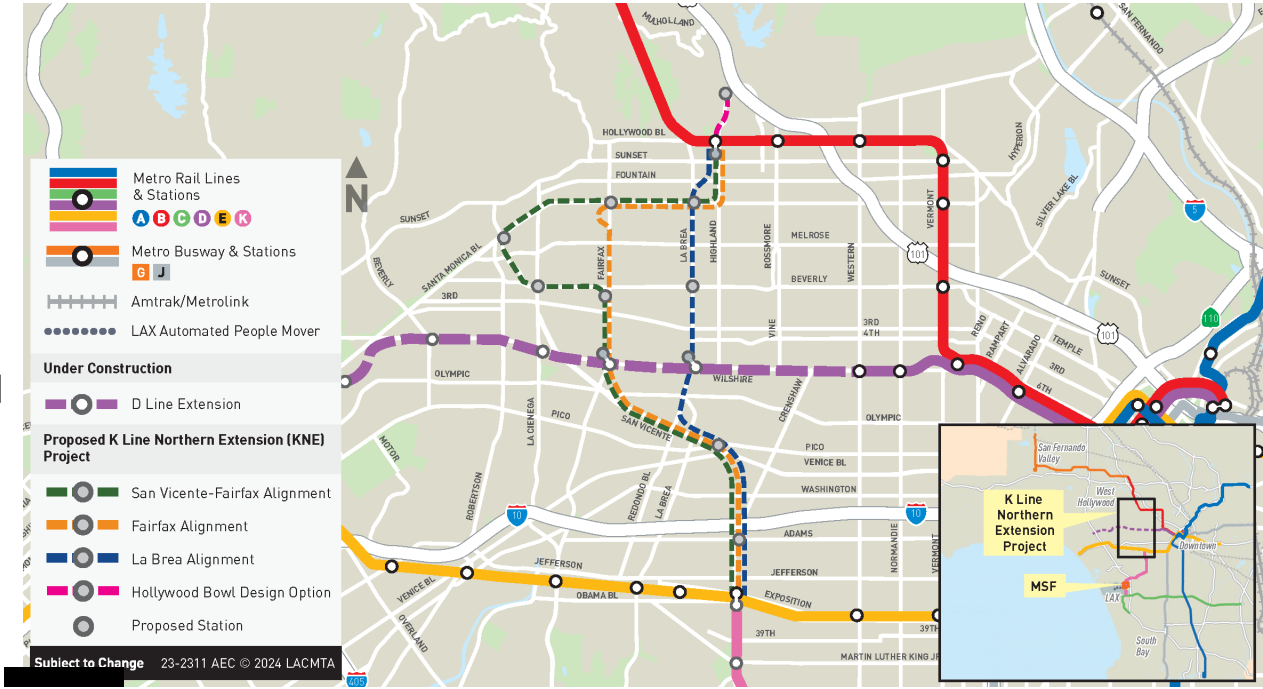

NOTE: Diagram illustrates potential future rail connections with implementation of K Line Northern Extension Project.

Metro

# K Line Northern Extension Alignments

**Draft EIR evaluates underground light rail alignments**

- San Vicente-Fairfax
- Fairfax
- La Brea
- Optional Terminus and Additional Station at Hollywood Bowl
- Expansion of Maintenance Yard (Division 16) near LAX



# Recent Engagement & Feedback

- Released Draft EIR on July 23rd for 60-day public comment period that closed September 20th
- Held 3 public hearings and community meeting on Sept 4th at Nate Holden Performing Arts Center
- Currently reviewing 1,300 comments
- **Common themes heard at recent meetings**
  - Concerns about outreach and notification
  - Concerns about real estate values and tunneling under homes
  - Questions about the screening process for alignment options and decision-making to select a preferred route (between proposed Crenshaw/Adams Station and Midtown Crossing Station located near Victoria Park, LaFayette and Wellington Square neighborhoods)







KNE Public Hearing (August 10, 2024)

Metro

# Next Steps with Contract Modifications

**Metro will continue to review public comments. Pending approval of the contract modifications, the project team would perform additional studies and share findings with the community for input.**

- Evaluate potential refinements to the alignment between I-10 and Venice Blvd. to minimize tunnels below the historic neighborhoods of LaFayette Square, Wellington Square and Victoria Park.
- Provide summary of tunnel analysis performed for Draft EIR per CEQA and findings from D Line construction to provide clarity on existing data for ground conditions and identify where supplemental analysis could occur to address community concerns (e.g. noise, vibration, settlement, potential affects to older buildings and historic structures).
- Share findings from additional analysis with the community to respond to questions and concerns.
- Continue to gather input on the project to inform future staff recommendation on the preferred route (Locally Preferred Alternative).

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

**File #:** 2024-0508, **File Type:** Contract **Agenda Number:** 12.

**PLANNING AND PROGRAMMING COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: STREET SAFETY, DATA SHARING AND COLLABORATION PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Action Plan in the amount of $1,108,043, subject to resolution of properly submitted protest(s), if any.

## ISSUE

Staff is seeking the Board's approval of a contract award to implement Metro's Street Safety, Data Sharing, and Collaboration Action Plan and support street safety efforts. This work will include the development of two annual progress reports, technical support, interagency coordination, and data compilation and analysis.

## BACKGROUND

In January 2021, the Board approved Motion 55 Metro Street Safety Policy by Directors Garcetti, Solis, Mitchell, and Bonin in support of helping to address the critical public health crisis of unsafe streets. (Attachment A) The motion instructed staff to report back on the development of a Street Safety Policy; a countywide street safety data collection program developed in partnership with local, regional, state, and federal partners; and an assessment of internal risk and liability to the safety of all Metro-provided public transportation services.

In June 2022, the Board adopted the Street Safety, Data Sharing, and Collaboration Policy, which includes four interrelated goals: 1. Improve Safety 2. Robust Data Sharing & Analysis 3. Equity Lens, and 4. Improve Collaboration. The Policy underscores that local jurisdictions and state agencies have the frontline responsibility for street safety. The Policy further emphasizes the safety needs of transit riders, especially those from vulnerable populations, in accessing Metro's transit stations and bus stops. The Policy features an action plan that emphasizes steps to improve safety for transit riders. It further supports local efforts by developing and sharing unique and valuable data sources available

to Metro as a Countywide transit and transportation planner. The proposed Action Plan contained in the policy includes draft objectives and action items for seven of Metro's roles as an agency: Operator, Planner and Builder, Funder, Data Collaborator, Legislative Advocate, Educator, and Innovator. Furthermore, the policy requires annual reports on progress in implementing the action plan and achieving the goals of the policy.

In February 2023, Metro was awarded a Safe Streets and Roads for All (SS4A) federal grant in the amount of $6,320,257, in partnership with the Los Angeles County Department of Public Health and the Gateway Cities Council of Governments. This contract will advance a segment of Metro's portion of the grant to develop a comprehensive Safety Action
Plan and provide annual progress reports on the development, adoption, and innovative approaches to pilot the policy countywide.

## DISCUSSION

In LA County, fatalities from vehicle collisions increased by nearly 20% between 2020 and 2021. People walking are involved in 8% of all collisions but account for 44% of those killed in collisions. Since a majority riders access Metro's transit stations and bus stops by walking, biking, or rolling, Metro is situated in a unique position to support local agencies as they implement strategies to improve street safety. Through the Street Safety, Data Sharing, and Collaboration Policy and SS4A grant, Metro will be able to identify a set of activities that is appropriate to Metro's role as a transportation agency and that supports local jurisdictions who have a frontline responsibility for street safety. The contract award will support a portion of these activities, including:

- Development of annual progress reports
- Development of a federally recognized safety action plan
- Creation of effective data collaboration arrangements
- Support for technical work associated with Metro's seven functional roles in the policy
- Development of a data sharing platform (optional)

Other actions directed by the Policy will be undertaken by Metro staff. The support provided under this contract will be critical in addressing the public health crisis of unsafe streets. It will help Metro ensure accountability, identify opportunities, and comply with the Board-adopted policy and will also provide support to jurisdictions as they develop safety action plans and implement and measure mitigation measures.

## DETERMINATION OF SAFETY IMPACT

Approval of this contract award will help improve safety outcomes for road users, especially those in vulnerable groups such as pedestrians, people using bicycles and other rolling modes, and transit riders.

## FINANCIAL IMPACT

In FY25, $500,000 is budgeted in Cost Center 4340, Project # 473002 "Street Safety Program", Account 50316 for Professional services. Since this is a multi-year contract, the Project Manager and

Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this project is provided by Measure M 2% Active Transportation and the SS4A grant.

## EQUITY PLATFORM

Implementation of the Street Safety, Data Sharing, and Collaboration Policy can help reduce disproportionate harm experienced by vulnerable road users caused by unsafe streets. The annual progress reports will include an equity-focused assessment that will identify and recommend corrective actions where needed. The contractor will use Metro's Equity Focus Communities (EFC) maps and other equity tools to analyze data and provide targeted recommendations. Local jurisdictions and agencies have primary responsibility for advancing street safety efforts, and Metro has identified unique, targeted inputs to support those local efforts. The safety action plan deliverable will help partner agencies, especially lower-resourced cities, be able to develop plans of their own. Additionally, the data collaboration task will identify gaps in data and consolidate, compile, and analyze data that can be used for street safety efforts countywide. The technical support provided for Metro's seven roles in the policy will also be completed through an equity lens and will be implemented by the corresponding Metro group leading the work.

The Diversity and Economic Opportunity Department (DEOD) established a 24% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Kimley-Horn and Associates, Inc., exceeded the goal by making a 32.86% DBE commitment.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Awarding this contract will advance the following goals of Vision 2028:

1. *Provide high-quality mobility options that enable people to spend less time traveling* by reducing roadway collisions and injuries.
2. *Deliver outstanding trip experiences for all users of the transportation system* by improving trip safety and comfort.
3. *Enhance communities and lives through mobility and access to opportunity* by improving access to safe, complete streets through an equity lens.
4. *Transform LA County through regional collaboration and national leadership* by facilitating external street safety data collaboration and partnerships
5. *Provide responsive, accountable, and trustworthy governance within the Metro organization* by fostering internal street safety data collaboration.

## ALTERNATIVES CONSIDERED

The Board could choose not to approve this contract award. This is not recommended, as the support from this contract award will execute Metro Board-directed policy. Additionally, delaying the work that the contractor will deliver would stall critical street safety activities that provide safe pathways to transit, especially for vulnerable communities.

## NEXT STEPS

Upon Board approval, staff will execute Contract No. PS120787000 with Kimley-Horn and Associates, Inc. to implement Metro's Street Safety, Data Sharing, and Collaboration Policy and Action Plan and support street safety efforts. These activities will continue to advance Board direction.

## ATTACHMENTS

Attachment A - Motion 55 Metro Street Safety Policy
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by: Neha Chawla, Senior Manager, Transportation Planning, (213) 922-3984
Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 547-4272
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Allison Yoh, Interim Deputy Chief Planning Officer, Countywide Planning & Development, (213) 922-4812
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471
Raymond Lopez, Deputy Executive Officer, Corporate Safety, (213) 922-4065

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274

Stephanie N. Wiggins
Chief Executive Officer

# Metro

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

## Board Report

**File #:** 2020-0928, **File Type:** Motion / Motion Response **Agenda Number:** 55.

**REGULAR BOARD MEETING**
**JANUARY 28, 2021**

**Motion by:**

**DIRECTORS GARCETTI, SOLIS, MITCHELL, AND BONIN**

Metro Street Safety Policy

Street safety is a growing concern for communities across the globe. L.A. County vehicle crashes injured more than 91,000 people and killed 860 people in 2017. Traffic crashes are the leading cause of death for children ages 5-14 and the fourth-leading cause of premature death overall. In low-income communities and communities of color, impacts of vehicle crashes are often more severe because of inadequate infrastructure and higher vehicular speeds resulting from decades of inequitable transportation investments. To address street safety, L.A. County and many cities within the county have adopted street safety policies.

Metro's Vision 2028 Strategic Plan includes initiative 1.2.E to improve safety on the transit system and reduce roadway collisions and injuries. This initiative will be of increasing importance as the agency recovers from the COVID-19 pandemic. Safety and perception of safety will influence mode choice as people return to more daily travel. Street users need to feel safe accessing the Metro system. The risk of increasing Vehicle Miles Traveled during COVID-19 recovery is a pending threat to meeting the aggressive climate goals dictated by SB 375. Metro will benefit from working with state and local efforts to make streets safer.

Metro does not regulate local streets but can support safer streets within L.A. County through:

- Interfacing with the local public right-of-way, especially through Metro Bus Rapid Transit, Active Transportation Corridors, First/Last Mile projects, and Highway projects
- Funding priorities for local projects
- Transportation operations, Transportation Demand Management, and public outreach and engagement
- State and federal advocacy

**SUBJECT: METRO STREET SAFETY POLICY**

**RECOMMENDATION**

APPROVE Motion by Directors Garcetti, Solis, Mitchell, and Bonin that the Board of Directors direct the CEO, in consultation with the Executive Officer for Equity and Race, to report back on:

A. Developing a Street Safety Policy addressing the points discussed above;

B. Creating a countywide data collection program, working in partnership with SCAG, L.A. County Department of Public Health, RIITS, and any other local, state, or federal partners, to design a program to document and analyze serious injuries and fatalities from transportation; and

C. Assessing internal risk and liability to safety of all Metro-provided public transportation services.


powered by Legistar™

# PROCUREMENT SUMMARY

## STREET SAFETY, DATA SHARING, AND COLLABORATION PROGRAM PS120787000

| | | |
|---|---|---|
| **1.** | **Contract Number**: **PS120787000** | |
| **2.** | **Recommended Vendor**: Kimley-Horn and Associates, Inc. | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: April 10, 2024 | |
| | **B. Advertised/Publicized**: April 10, 2024 | |
| | **C. Pre-Proposal Conference**: April 18, 2024 | |
| | **D. Proposals Due**: May 15, 2024 | |
| | **E. Pre-Qualification Completed**: August 21, 2024 | |
| | **F. Ethics Declaration Forms submitted to Ethics**: May 15, 2024 | |
| | **G. Protest Period End Date**: October 29, 2024 | |
| **5.** | **Solicitations Picked up/Downloaded**:<br>68 | **Bids/Proposals Received**:<br>3 |
| **6.** | **Contract Administrator**:<br>Yamil Ramirez Roman | **Telephone Number**:<br>(213) 922-1064 |
| **7.** | **Project Manager**:<br>Neha Chawla | **Telephone Number**:<br>(213) 922-3984 |

## A. Procurement Background

This Board Action is to approve Contract No. PS120787000 issued in support of Metro's Street Safety, Data Sharing and Collaboration Policy and Action Plan. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) contract goal of 24% for this procurement.

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

- Amendment No. 1, issued on May 2, 2024, extended the proposal due date.

A total of 68 firms downloaded the RFP and were included in the planholders list. A virtual pre-proposal meeting was held on April 18, 2024, and was attended by 17 participants representing 13 companies. There were 19 questions received and responses were released prior to the proposal due date.

A total of three proposals were received by May 15, 2024, from the following firms listed below in alphabetical order:

1. Cambridge Systematics, Inc.
2. Fehr & Peers
3. Kimley-Horn and Associates, Inc.

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's First/Last Mile Department, Intelligent Transportation Systems Department, and the Los Angeles County Department of Public Health was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Demonstrate Knowledge of Project 20%
- Background and Experience 30%
- Skills and Technical Work 30%
- Cost Proposal 20%

Several factors were considered when developing these weights, giving the greatest importance to background and experience, and skills and technical work.

During the period of June 4, 2024 to June 20, 2024, the PET independently evaluated and scored the technical proposals. All three firms were determined to be in the competitive range and were invited for oral presentations on July 1, 2024. The firms had the opportunity to present their qualifications, and respond to questions from the PET. Following the oral presentations, the PET finalized their scores and Kimley-Horn and Associates, Inc. was determined to be the highest ranked proposer.

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

**KIMLEY-HORN AND ASSOCIATES, INC.**

Kimley-Horn and Associates, Inc.'s (KH) proposal demonstrated a strong technical response to managing the project and meeting the stated deliverables. The proposal demonstrated a good understanding of the project's objectives and provided a good approach to executing the scope of services.

KH's key personnel have experience working together on various relevant projects developing and presenting annual reports. The proposer highlighted their approach to streamlining the development of annual reports, including creating templates and setting up data visualizations that can be used in various platforms.

KH's proposal demonstrated a clear understanding and commitment to prioritizing the most vulnerable road users and historically underinvested communities. The key

personnel exhibited extensive experience working on various applicable traffic safety, active transportation, and Vision Zero related plans and data projects.

**CAMBRIDGE SYSTEMATICS, INC.**

Cambridge Systematics Inc. (Cambridge) demonstrated a good understanding of the statewide, regional, and local contexts. The proposal highlighted experience compiling and presenting data, including experience proposing recommendations and building consensus which have led to the adoption of policies within LA County.

Cambridge's proposed key personnel demonstrated experience with street safety reports, active transportation planning, first/last mile planning, complete streets training and data analysis. The proposal also demonstrated an understanding of parallel work efforts and provided a multi-disciplinary team, with an understanding of the needs of stakeholders.

However, the proposal did not properly demonstrate how the team would effectively partner and collaborate with Metro's Equity Focus Communities.

**FEHR & PEERS**

Fehr & Peers (Fehr) demonstrated an understanding of the needs of the scope of services to address the agency's goals towards street safety. The proposed key personnel's resumes demonstrated relevant work experience to perform the project scope. The proposal demonstrated a creative approach to data presentation and report, and their ability to be creative and develop innovative approaches to engagement.

However, Fehr's proposal did not demonstrate the ability to effectively partner and work with Metro's Equity Focus Communities or how the team would incorporate equity into all the project elements.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| 2 | **Kimley-Horn and Associates, Inc.** | | | | |
| 3 | Demonstrate Knowledge of Project | 84.15 | 20.00% | 16.83 | |
| 4 | Background and Experience | 81.10 | 30.00% | 24.33 | |
| 5 | Skills and Technical Work | 73.90 | 30.00% | 22.17 | |
| 6 | Cost Proposal | 100.00 | 20.00% | 20.00 | |
| 7 | **Total** | | **100.00%** | **83.33** | **1** |

| | | | | | |
|---|---|---|---|---|---|
| **8** | **Cambridge Systematics, Inc.** | | | | |
| **9** | Demonstrate Knowledge of Project | 75.85 | 20.00% | 15.17 | |
| **10** | Background and Experience | 79.43 | 30.00% | 23.83 | |
| **11** | Skills and Technical Work | 77.77 | 30.00% | 23.33 | |
| **12** | Cost Proposal | 97.79 | 20.00% | 19.56 | |
| **13** | **Total** | | **100.00%** | **81.89** | **2** |
| **14** | **Fehr & Peers** | | | | |
| **15** | Demonstrate Knowledge of Project | 77.50 | 20.00% | 15.50 | |
| **16** | Background and Experience | 75.57 | 30.00% | 22.67 | |
| **17** | Skills and Technical Work | 77.23 | 30.00% | 23.17 | |
| **18** | Cost Proposal | 84.80 | 20.00% | 16.96 | |
| **19** | **Total** | | **100.00%** | **78.30** | **3** |

## C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, negotiations, technical evaluation and price analysis. Metro successfully negotiated a cost savings of $13,777.

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|---|---|
| 1. | Kimley-Horn and Associates, Inc. | $1,121,820 | **$2,796,475** | **$1,108,043** |
| 2. | Cambridge Systematics, Inc. | $1,147,142 | | |
| 3. | Fehr & Peers | $1,322,831 | | |

The variance between the ICE and negotiated amount is due to higher-than-average hourly rates used for all labor categories included in the ICE. The contractor's proposed level of effort was in line with Metro's ICE.

## D. Background on Recommended Contractor

Kimley-Horn and Associates, Inc. (KH), located in Los Angeles, CA, has been in business for over 50 years and provides planning, surveying, engineering, and design consulting services. KH's relevant experience includes projects such as Safety Program Support Services for Caltrans, Local Road Safety Plan for the City of Maywood, and a Safety Action Plan for the City of Monterrey. KH has provided services for Metro and performance has been satisfactory.

The proposed team is comprised of staff from KH and two DBE subcontractors.

## DEOD SUMMARY

## STREET SAFETY, DATA SHARING, AND COLLABORATION POLICY AND ACTION PLAN / PS120787000

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 24% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Kimley-Horn and Associates, Inc., exceeded the goal by making a 32.86% DBE commitment.

| Small Business Goal | 24% DBE | Small Business Commitment | 32.86% DBE |
|---|---|---|---|

| | DBE Subcontractor | Ethnicity | % Committed |
|---|---|---|---|
| 1. | Here Design Studio DBA Here LA | African American | 27.30% |
| 2. | Lemmon Planning | Caucasian Female | 5.56% |
| | | **Total Commitment** | **32.86%** |

### B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

### C. Living Wage and Service Contract Worker Retention Policy Applicability

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

### D. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

### E. Project Labor Agreement/Construction Careers Policy

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




# Street Safety, Data Sharing, and Collaboration Policy and Action Plan

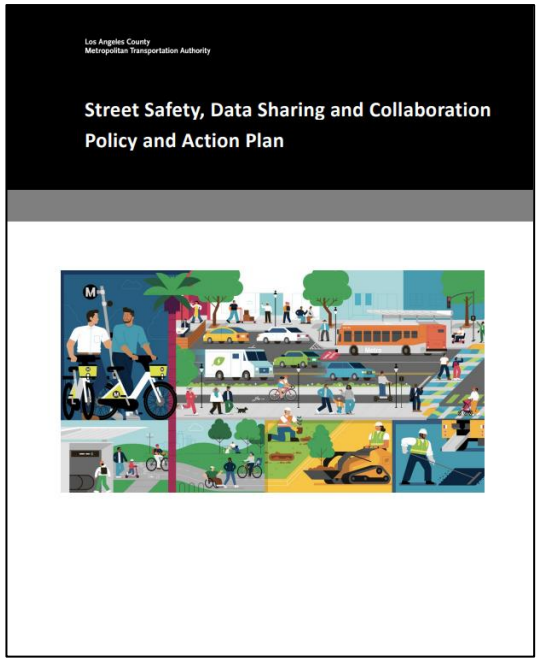
Metro

OCTOBER 2024

FILE# 2024-0508

# Staff Recommendation

AUTHORIZE the Chief Executive Officer to award a two-year firm, fixed price Contract No. PS120787000, to Kimley-Horn and Associates, Inc. for the Street Safety, Data Sharing, and Collaboration Policy and Action Plan in an amount of $1,108,042.73, subject to resolution of protest(s), if any.



# Street Safety at Metro

In LA County, vehicle collisions killed more than 700 people and injured nearly 90,000 in 2019

In LA County fatalities from vehicle collisions increased by nearly 20% between 2020 and 2021

People walking are involved in 8% of all collisions but account for 44% of those killed in collisions



January 2021: Metro Board calls for a Street Safety, Data Sharing and Collaboration Policy

June 2022: Metro Board approves the Street Safety, Data Sharing and Collaboration Policy and Action Plan.

February 2023: Metro receives a $6.3 million federal Safe Streets and Roads for All (SS4A) discretionary grant award for work to be completed by Metro, the LA County Department of Public Health, the Gateway Cities COG, and five subrecipient cities.

# Discussion

**To advance the Street Safety, Data Sharing, and Collaboration Policy and Metro's portion of the SS4A grant, staff need support services for:**

> Development of annual progress reports

> Development of a federally recognized safety action plan

> Creation of effective data collaboration arrangements

> Support for technical work associated with Metro's seven functional roles in the policy

> Development of a data sharing platform (optional)

# Equity

**Work performed under this contract will:**

> Contribute to reducing disproportionate harm from unsafe streets to vulnerable road users

> Identify and recommend corrective actions where needed

> Use Metro's Equity Focus Communities (EFC) maps and other equity tools to analyze data and provide targeted recommendations

> Help partner agencies, especially lower-resourced cities, be able to develop plans of their own

# Next Steps

> Upon Board approval, staff will execute Contract No. PS120787000 with Kimley-Horn and Associates, Inc. to implement Metro's Street Safety, Data Sharing, and Collaboration Policy and to support street safety efforts. These activities will continue to advance Board direction.

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

**File #:** 2024-0156, **File Type:** Plan **Agenda Number:** 13.

**PLANNING AND PROGRAMMING COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: FIRST/LAST MILE PLAN FOR THE EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

ADOPT the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project (Attachment A).

## ISSUE

The First/Last Mile (FLM) Plan (Plan) for the Eastside Transit Corridor Phase 2 Project (Project) was prepared following established Metro Board policies, including the FLM Guidelines. The Plan includes a prioritized project list of FLM improvements for all of the seven stations of the full nine-mile Project: Atlantic, Atlantic/Whittier, Commerce/Citadel, Greenwood, Rosemead, Norwalk, and Lambert. These stations serve the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The Board's adoption of the Plan furthers Metro's goals, as the implementation of the Plan will provide pathways to transit for people of all ages and abilities, improve the safety of public streets and sidewalks for active transportation users, promote a healthy and active lifestyle, and reduce dependency on vehicle trips. Additionally, the Plan better positions FLM improvements for funding and implementation.

## BACKGROUND

As part of the Existing Conditions Analysis, the project team coordinated with local jurisdictions to review plans, policies, and projects that overlap the seven proposed stations and the three-mile wheel zone, equating to a 15-minute roll to/from the station using devices such as bicycles, wheelchairs, scooters, etc. There are several active transportation investments near the project area, including Measure M-funded projects in Pico Rivera, Commerce, and East Los Angeles.

The Plan includes a list of projects that improve safety, comfort, and access for pedestrians, bicyclists, and other wheeled users to the seven Project stations. Pedestrian projects are identified within the ½-mile radius around each station and wheel/bicycle projects are identified within the 3-mile radius around each station.

The Metro FLM planning methodology, described in the 2021 First/Last Mile Guidelines, was used as the basis for Plan development.

Additional supporting documentation for the plan, including the Rough Order of Magnitude (ROM) Cost Estimates for FLM priority projects, and conceptual illustrations will be included in a final published plan document after Board adoption.

## DISCUSSION

### Plan Summary and Key Findings

There are a range of access, safety, and user experience issues affecting the seven stations including high traffic speeds and volume, incomplete bike networks, a lack of shade, and poor crossing and sidewalk conditions. The Plan presents a prioritized list of projects to address these issues and improve safety, connectivity, and station accessibility for pedestrians and wheeled users (including bicycles, scooters, and other modes of non-motorized wheeled transportation). Broadly, improvements include, but are not limited to, new or improved sidewalks and crosswalks, bus stop improvements, pedestrian lighting, landscaping and shade, traffic calming, and various types of bicycle facilities to prioritize safety for all ages and abilities.

In total, **273** pedestrian projects were identified, with **202** pedestrian projects prioritized, averaging **29** priority pedestrian projects per station. For wheel/bicycle projects, a total of **116** projects were identified, with **66** prioritized, averaging **9** priority wheel/bicycle projects per station. The number of projects proposed for each station area differs due to distinct land uses and street grids. The full list of projects for each station is included in the Plan, available in Attachment A. The final published plan will also contain additional background and reference material and may contain non-substantive format and text edits.

### Process

Following community engagement, the project team developed a list of projects on primary and secondary pathways for each station. The team then applied prioritization to the project list, based on Metro’s adopted FLM Prioritization Methodology , resulting in a set of priority projects on primary pathways. These priority projects are eligible for local jurisdictions to advance toward design and construction.

Under Method 3 - Local Flexibility in the adopted FLM Prioritization Methodology, local jurisdictions can propose priority projects for Metro’s review and approval. Metro received **50** project proposals from local jurisdictions and approved **45** total projects. Metro staff recommends including proposed projects based on Board-approved criteria, such as a project’s clear evidence of community support. Projects not recommended for inclusion are either not geared around access and safety improvements for walking and wheeled modes or lack a clear nexus to the transit station.

### Coordination with Local Agencies

FLM projects require close coordination with the local agencies that control the rights-of-way around Metro stations. Metro held a series of meetings with agency staff from the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and Los Angeles County. Staff held office hours with local agencies to review pathway networks and engagement outcomes, and to preview the next steps. Staff then held a series of working sessions to review the project list and discuss agency project proposals. Staff also provided a review and comment period for the prioritized project list and ROM cost estimates.

Staff provided periodic updates to the Gateway Cities Council of Governments (COG) and the Washington Boulevard Coalition and participated in regular monthly briefings for Metro Board Office staff.

Community Engagement

The project team included strategic compensated partnerships with three community-based organizations (CBO): People for Mobility Justice, Public Matters, and Strength-Based Community Change. The CBOs were an invaluable asset in shaping engagement strategies and recruiting community members to participate in engagement activities.

With strategic guidance from CBO partners, staff developed a comprehensive Community Engagement Strategy (CES). The CES included specific strategies to engage community members and elevate the needs of transit riders. Staff conducted **16** in-person activities, including **six** community walk/wheel audits, two community walk audits, seven pop-up events, and one FLM Partnership Briefing. Additionally, seven technical walk audits were conducted and attended by the project team, city and county staff, and CBO partners. Staff also launched and promoted an online map-based survey. The community feedback resulted in a rich body of data that informed the development of the prioritized project list, particularly emphasizing a need for shade and pedestrian and cyclist lighting. Community participation was integral to the decision-making process and crafting a project list that truly reflects the needs and aspirations of each community. Future community outreach efforts will also focus on engaging community members with varying mobility needs, including those in wheelchairs.

## DETERMINATION OF SAFETY IMPACT

This Plan presents project ideas that promote improved safety for people walking or using non-motorized wheeled transportation around future Eastside Transit Corridor Phase 2 stations.

## FINANCIAL IMPACT

Adoption of this Plan has no impact on the budget. Preparation of the Plan is included in the adopted budget for FY25, and budgeted in Cost Center 4310, Project # 460232, Task 02.03.

Project implementation is led by local jurisdictions;Projects included in this Plan enable local agencies to design and construct the project as part of their 3% local match requirement for the separate Eastside Transit Corridor Phase 2 Light Rail Project. .

Impact to Budget

The source of fund for this project is Measure R 35% Transit Capital. This fund source is not eligible for Metro bus and rail operations expenses.

## EQUITY PLATFORM

The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets - pedestrians and bicyclists. Much of the transit corridor, excluding Whittier, are included in the top 20 percent of overall CalEnviroScreen scores. The jurisdictions along the transit corridor, excluding Whittier, are classified by Metro as Equity Focus Communities.

The Plan was developed with significant community feedback, summarized in the Community Engagement section of this report, with additional detail available in **Attachment A**. Partnerships with CBOs were integral to broaden the engagement efforts and increase participation from communities that are generally underrepresented in public participation processes. Materials and activities for community engagement were made available in English and Spanish.

In addition to the three CBO partners, Public Matters also engaged five CBOs from East Los Angeles to develop Community-Led Video Tours. These groups included The Garage Board Shop, Eastmont Community Center, East LA Women's Center, East LA Runner's Club, and Moving Con Safos.

In the development of the Plan, the project team coordinated closely with the six jurisdictions along the corridor. Should the cities advance this concept-level Plan, additional research and community engagement are encouraged to better understand and mitigate potential impacts and ensure the project's benefits are equitably distributed.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support two Strategic Plan goals:

- Deliver outstanding trip experiences (Goal #2): the FLM plan recognizes that trip experience includes time getting to and from transit stations. The Plan prepares projects that make trip experiences safer, more comfortable, and more accessible.
- Transform LA County through collaboration and leadership (Goal #4): Metro is uniquely situated to prepare FLM plans that span jurisdictional boundaries. In adopting this Plan, Metro is leading in this area by preparing FLM projects at the future Atlantic, Atlantic/Whittier, Commerce/Citadel, Greenwood, Rosemead, Norwalk, and Lambert Stations.

## ALTERNATIVES CONSIDERED

The Board could decide not to approve the FLM Plan. This is not recommended for the following reasons:

1) May 2016 Board approved Motion 14.1 by Directors Garcetti, Bonin, Kuehl, Solis, DuBois, and

Najarian, First - Last Mile (Attachment B), directs FLM projects to be incorporated into transit corridor project delivery; and

2) An adopted plan better positions the FLM projects for future grant funding opportunities.

## NEXT STEPS

Following the FLM Plan adoption, staff anticipates commencing post-plan activities with cities that choose to advance FLM priority projects toward design and construction. This includes entering into cooperative agreements with cities to advance priority projects eligible for 3% contribution and supporting multi-jurisdictional coordination as needed.

## ATTACHMENTS

Attachment A - First/Last Mile Plan for Eastside Transit Corridor Phase 2 Project
Attachment B - Motion 14.1 - First-Last Mile

Prepared by: Mariko Toy, Senior Transportation Planner, Countywide Planning & Development, (213) 547-4330
Neha Chawla, Senior Manager, Countywide Planning & Development, (213) 922-3984
Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 547-4272
Avital Barnea, Senior Executive Officer, Countywide Planning & Development, (213) 547-4317
Allison Yoh, Interim Deputy Chief Planning Officer, Countywide Planning & Development, (213) 922-4812

Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213) 547-4274

Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

DRAFT

# Eastside Transit Corridor Phase 2 (Metro E Line)

## FIRST/LAST MILE PLAN PRIORITIZATION SUMMARY




September 2024

Metro®

# EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

# FIRST/LAST MILE PLAN PRIORIZATION SUMMARY

**SEPTEMBER 20, 2024**

**Prepared by:**

CORDOBA | HNTB DESIGN PARTNERS

Kimley»Horn

## Table of Contents

I. Project Overview ..... 5

A. Project Background ..... 5

B. Purpose of this Report ..... 6

II. FLM Planning Process ..... 7

A. Existing Conditions Analysis ..... 8

B. Walk and Wheel Audits ..... 8

C. Local Agency Coordination ..... 9

D. Pathway Network Development ..... 10

E. Community Engagement ..... 10

F. Stakeholder Engagement ..... 13

G. Recommendations, Prioritization, and Final Plan ..... 14

III. FLM Prioritization Process ..... 14

A. Prioritization Process Overview ..... 14

B. Method 3 - Local Flexibility ..... 15

C. Walk Project List Prioritization Process ..... 16

D. Wheel Project List Prioritization Process ..... 20

IV. Conclusion and Next Steps ..... 24

## Figures

Figure 1: Eastside Transit Corridor Phase 2 Project Map ..... 6

## Appendix

Appendix A: Walk Priority Projects List and Half-Mile Maps

Appendix B: Wheel Priority Projects List and Half-Mile Maps

Appendix C: Community Walk Audit Memo

## Acronyms and Abbreviations

| | |
|---|---|
| ADT | Average Daily Traffic |
| b | Bike lane |
| bu | Striped buffer between bike lane and travel or parking lane |
| CAB | Community Activity Board |
| CBO | Community Based Organization |
| cl | Striped center lane, typically left-turn lanes and either a striped median or center turn lane |
| CWA | Community Walk Audit |
| EIR | Environmental Impact Report |
| EFC | Equity Focus Community |
| FLM | First/Last Mile |
| I-605 | Interstate 605 |
| IOS | Initial Operating Segment |
| JOH | Jurisdictional Workshop/Office Hours |
| LRT | Light Rail Transit |
| ltl | Left turn lane |
| m | Raised median measured from face of curb to face of curb |
| MMS | Multimedia Messaging Service |
| NSA | North Star Alliances |
| p | Parking lane where parking is separated from the curb travel lane |
| PMJ | People for Mobility Justice |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| OLS | Online Survey |
| Project | Eastside Transit Corridor Phase 2 |
| ROM | Rough-Order Magnitude |
| SBCC | Strength-Based Community Change |
| sw | Sidewalk |
| TWA | Technical Walk Audit |

# I. Project Overview

## A. Project Background

The Los Angeles County Metropolitan Transportation Authority (Metro) initiated a Draft Environmental Impact Report (Draft EIR) for the Eastside Transit Corridor Phase 2 (ESP2) Project (Project). The Project is a light rail transit (LRT) extension of the existing Metro E Line, which currently ends at Atlantic Station in East Los Angeles. The Project would connect Atlantic Station to Whittier in the Gateway Cities subregion of Los Angeles County. The Project would serve the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The Project route passes through a variety of land uses including residential, commercial, industrial, parks and recreational, health and medical, and educational institutions. The route also passes through densely populated low-income areas that rely heavily on public transit. The Project aims to address mobility issues in East Los Angeles County such as lack of rail transit options, high congestion, infrastructure constraints, and poor air quality.

The Project objectives include:

- Enhance regional connectivity and air quality goals by extending the existing Metro E Line further east from the East Los Angeles terminus
- Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County
- Improve transit access to primary destinations and employment within eastern Los Angeles County that would be served by the Project
- Accommodate future transportation demand resulting from increased population and employment growth
- Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- Improve accessibility and connectivity to transit-dependent communities

In June 2022, the Draft EIR was released. In December 2022, the Metro Board approved the Locally Preferred Alternative as Alternative 3: Initial Operating Segment (IOS) Greenwood, which would connect Atlantic Station to Greenwood station in Montebello. Alternative 3 would extend 4.6 miles long and include three new stations, which include Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The existing Atlantic Station would be relocated and converted to a shallow open-air underground station. However, the Final EIR and First/Last Mile plan include all seven stations from the current terminus at Pomona Boulevard and Atlantic Boulevard to the final terminus at Lambert station in Whittier. Figure 1 shows a map of the Project.

In February 2023, Metro initiated First/Last Mile (FLM) planning for the Project. The FLM Plan includes all seven potential stations for all EIR Project alternatives between Atlantic Station and Lambert station. The seven stations and their locations are:

- Atlantic Station, Los Angeles County
- Atlantic/Whittier Station, Los Angeles County

> Commerce/Citadel Station, City of Commerce

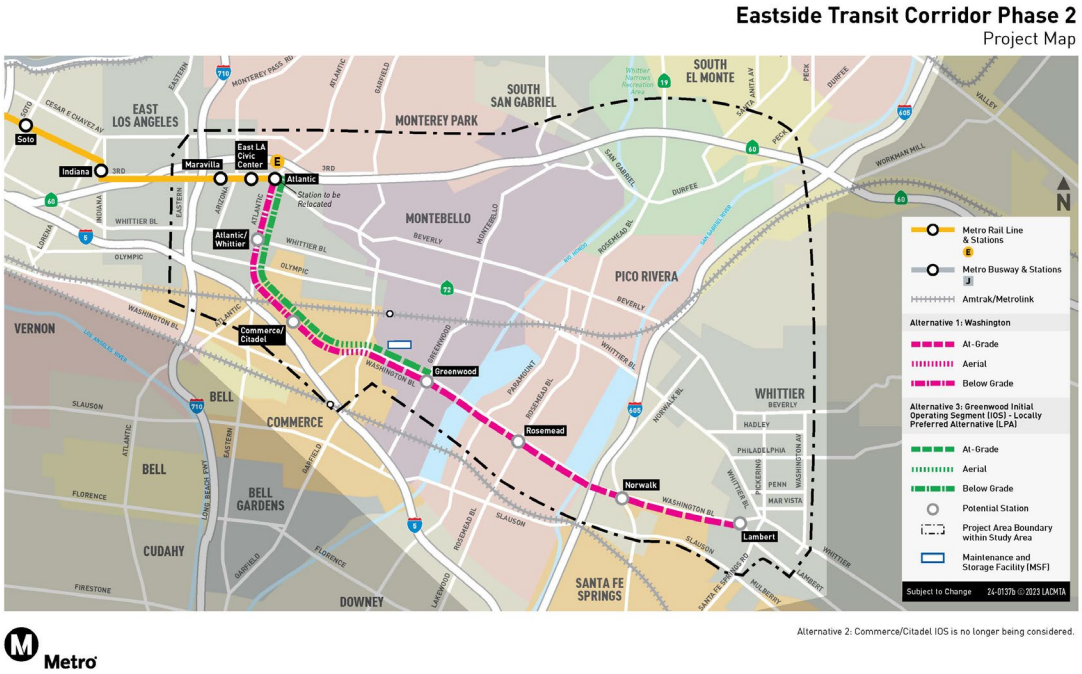
> Greenwood Station, City of Montebello

> Rosemead Station, City of Pico Rivera

> Norwalk Station, Los Angeles County, City of Santa Fe Springs

> Lambert Station, City of Whittier

***Figure 1: Eastside Transit Corridor Phase 2 Project Map***




Source: Metro, 2023.

The ESP2 FLM Plan proposes walk and wheel projects that develop and improve FLM connectivity and access for people going to and from the planned half-mile station areas and who roll within the broader three-mile area. All proposed projects aim to make the walking and rolling experience safe, comfortable, and dignified for all road users.

## B. Purpose of this Report

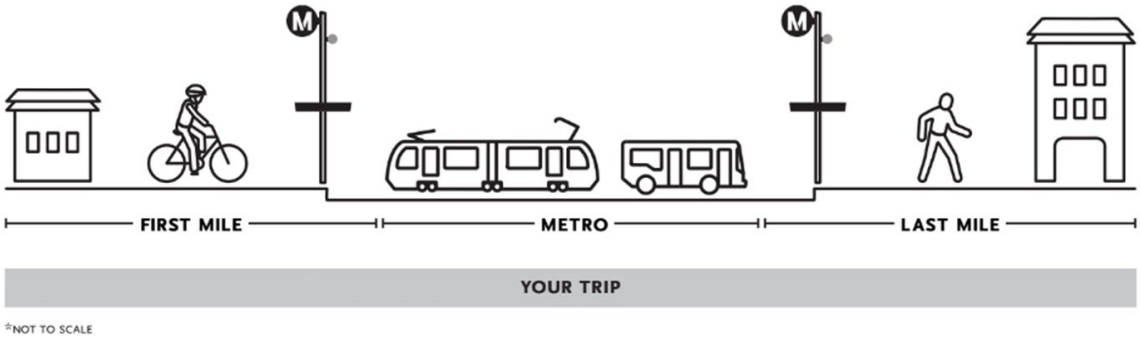
The FLM Plan provides prioritized projects that meet Metro's FLM Guidelines methodology for local jurisdictions to consider for implementation. This FLM Prioritization Summary includes a summary of the FLM planning process, prioritization process and eligible prioritized projects.

After prioritized projects are adopted and the FLM Plan is completed, agencies and local jurisdictions can opt to pursue the prioritized projects and work with Metro to fulfill the 3% local contribution requirements based on the Metro Board adopted FLM Guidelines.

# II. FLM Planning Process

***The FLM planning process focuses on improving safety and access within a half-mile walk radius and a three-mile wheel radius of each station. Both a half-mile walk radius and a three-mile wheel radius equates to about a 15-minute walk or roll to/from the station.***

FLM evaluates walking, biking, and rolling access to transit stations. FLM improvements make it easier and safer for Metro customers to walk or roll (using devices like bicycles, scooters, or skateboards) to their nearest station. In Metro's FLM Strategic Plan adopted in 2014, "wheels" are also known as "rolling", which includes a variety of devices as defined in its Appendix: Taxonomy of Mobility Devices. This includes bicycles, roller skates, rollerblades, kick scooters, electric golf carts, bicycles, scooters, skateboards, gyroscopic devices, mobility scooters, and other new technologies.




Source: Metro, 2021.

The FLM planning process is based on a methodology established in the Metro FLM Strategic Plan and methodology updates from the Metro FLM Guidelines adopted in May 2021. This technical and community-based planning process consists of several tasks including but not limited to existing conditions data collection and analysis, conducting walk audits, defining the pathway network, robust community and stakeholder engagement, plan refinement and cost estimation, and prioritization. Coordination with local jurisdictions, community-based organizations (CBOs), relevant stakeholders, and the public occurs throughout the planning process.

The FLM planning process for the Project includes the following tasks:

- Data Compilation and Review (Existing Conditions Analysis)
- Walk and Wheel Audits
- Local Agency Coordination (occurs at multiple points in the planning process)
- Pathway Network Development
- Community and Stakeholder Engagement (occurs at multiple points in the planning process)
- Recommendations, Prioritization, and Final Plan

## A. Existing Conditions Analysis

The Existing Conditions Analysis was conducted to provide a comprehensive understanding of the existing conditions and needs relevant to FLM station access for the project. To develop the analysis, the technical team reviewed local plans, policies, and projects from various jurisdictions that overlap the seven proposed stations and the three-mile wheel zone, as well as relevant governmental agencies. The jurisdictions and agencies included LA Metro, LA County, SCAG, City of Alhambra, City of Bell, City of Bell Gardens, City of Commerce, City of Downey, City of Huntington Park, City of Montebello, City of Monterey Park, City of Pico Rivera, City of Santa Fe Springs, City of Vernon, and City of Whittier. Various indicators were analyzed as part of the process such as adopted land use, population and employment density, existing tree canopy, posted speed limits, Metro Equity Focus Communities (EFC), existing and planned wheel facilities, and automobile collisions involving pedestrians and cyclists. The report also provided an in-depth analysis of traffic safety issues using Metro's FLM Safety Analysis Tool and of existing conditions for micromobility usage using Metro's FLM Planning for Micromobility tool.

Based on the analysis, four major themes emerged that guided the development of FLM recommendations:

- SAFETY: Improve safety and access for pedestrians and wheel users
- CONNECTIVITY: Enhance network connectivity for pedestrian and wheel users to and from transit
- EQUITABLE ACCESS: Facilitate equitable access to transit and key primary destinations
- RESILIENCY: Develop climate-resilient transportation infrastructure to support vulnerable populations

## B. Walk and Wheel Audits

1. Technical Walk Audits

In Fall 2023, seven technical walk audits were conducted for all proposed stations. The walk audits served as an opportunity to collect first-hand, on-the-ground data about the existing FLM conditions within the half-mile walk zone for stations. The audits were led by the technical team and Metro staff, and participants included city and county staff and Community Based Organizations (CBOs). Excluding Metro and technical team staff, a total of 26 people attended the audits. During the technical walk audits, participants used Metro's web-based app to record FLM-related problems, propose corresponding solutions, and provide the location, photos, and/or videos of their observations.

2. Community Walk and Wheel Audits

In Spring 2024, eight community walk audits and six community wheel audits were conducted to gather community input on existing conditions and potential FLM improvements in the proposed station areas. Local residents, stakeholders, and CBOs were invited to participate. There was a total of 82 community members that attended the walk and wheel audits. Participants were each given a paper survey packet and given the option of either walking or biking along the walk and wheel audit routes. The survey packet contained a community walk/wheel audit worksheet with sensory-based questions to gather input on general impressions and areas of improvement in the half-mile station area. The community walk and wheel audits were led by the technical team and Metro staff. After each community walk and

wheel audit, participants were asked to rank their top FLM improvements based on the Metro FLM Toolkit, identifying different pedestrian and wheel projects on interactive prioritization activity boards.



Source: VICUS, 2024.

After both walk and wheel audits, all recorded entries related to proposed FLM improvements were analyzed. Proposed projects eligible per Metro's FLM Prioritization Methodology were incorporated into the final list of FLM priority walk and wheel projects. Community input regarding non-prioritized projects was also documented in the final list of FLM priority projects.

## C. Local Agency Coordination

Local agency coordination took place throughout the FLM prioritization process. This included coordination with agencies and local jurisdictions within the walk and wheel zones, agency presentations at key project milestones, opportunities to review draft materials and provide input, and coordination on outreach and engagement activities. Additionally, Metro coordinated with agencies and the six local jurisdictions around the proposed stations to review FLM projects as part of the Method 3 prioritization methodology described in more detail in Section III.

The following summarizes key touch points with agencies and local jurisdictions and coordination throughout the FLM planning and prioritization process.

In Fall 2023, Metro and the technical team met with agencies and local jurisdictions to introduce the FLM planning process, answer any questions, and solicit local plans or projects to be considered as part of the FLM planning process. Agency staff also participated in documenting FLM observations and opportunities as participants in seven technical walk audits.

In Spring 2024, Metro and the technical team met with agencies and local jurisdictions to present key findings from the existing conditions analysis and provide input on the draft pathway maps. The team presented a summary of the technical walk audit findings and key takeaways. In February and March, agency staff were invited to participate in community walk and wheel audits.

In Summer 2024, Metro submitted the draft walk and wheel priority projects to agencies and local jurisdictions for review. Six in-person workshops were hosted with all agencies and local jurisdictions including Los Angeles County, City of Commerce, City of Montebello, City of Pico Rivera, City of Santa Fe Springs, and City of Whittier. During the workshops, the technical team presented the project lists, and agencies and local jurisdictions had the opportunity to ask questions and propose local projects through Method 3. Following the submission of agency comments through Method 3 via an online questionnaire, Metro staff held follow up meetings "office hours" with agencies and local jurisdictions to address outstanding questions.

Metro will continue to coordinate with agencies and local jurisdictions, providing an opportunity to review the draft FLM plan and participating in meetings as needed.

## D. Pathway Network Development

The technical team developed draft and final pathway networks for all proposed stations to inform the development of walk and wheel priority projects. In each proposed station area, the technical team designated different routes as primary pathways, secondary pathways, and cut-through pathways, as defined by Metro FLM Guidelines. This includes:

- Primary pathways – Primary pathways are defined as routes that provide direct access to and from a Metro station. They are typically major arterial streets that connect directly to the station.
- Secondary pathways – Secondary pathways are defined as routes that do not directly connect to the station but feed into a primary pathway. They serve to reduce travel distance from local neighborhoods to a station for non-motorized users. Secondary pathways can also be categorized as routes with fewer travel lanes, low posted speeds and access to local destinations (i.e., schools and parks).
- Cut-through pathways – Cut-through pathways are off-street passageways that shorten walking and biking distances to a Metro station. They are typically identified in surface parking lots or alleyways.

The final pathway maps, provided in this report, identify pathways and FLM priority projects.

## E. Community Engagement

Community engagement took place throughout the FLM planning process to strengthen relationships with community members, provide information about the project and its progress, and gather community input and feedback to inform the FLM project prioritization process. Metro and the outreach and technical teams partnered with CBOs to carry out engagement activities and utilized a diverse set of tools and tactics to reach community members.

1. FLM CBO Partnership

Metro partnered with North Star Alliances (NSA) to recruit CBOs to support community outreach as part of the FLM process. The CBO partners that were recruited included Strength-Based Community Change (SBCC), People for Mobility Justice (PMJ), and Public Matters. CBO partners played a significant role in providing input on community outreach materials and processes. Metro and the technical team organized a CBO roundtable to collaborate with these organizations on FLM planning and outreach activities. The roundtable began with a chartering meeting, in which a project charter was developed for all project partners to collectively establish values, goals, team norms, and expectations. Subsequent monthly meetings with CBOs were also organized to provide direction, input and resources to support technical walk audits, community walk and wheel audits, community pop-up events, and various other initiatives.

2. Communication Tools and Methods

The outreach team used a variety of tools and methods to conduct community outreach. The tools include:

> Door-to-Door Notice Distribution

During the community walk and wheel audits and online FLM survey, the outreach team passed out notices door-to-door to properties within the half-mile area for the seven proposed stations. In total, 14,000 flyers were distributed.

> Public Counter Drop-offs

The outreach team distributed flyers to community organizations including public agencies, community groups, libraries, community centers, faith-based organizations, and chambers of commerce. Over 1,400 flyers were distributed to 42 sites on the project corridor.

> Emails/Eblasts

The outreach team sent emails to stakeholders that shared information about the community walk and wheel audits and the online FLM survey. The emails included links to RSVP for the audits. There were ten email campaigns with approximately 2,000 email recipients for each campaign. The email open rates ranged from 33 to 47 percent.

> Outreach Toolkit

The outreach team developed electronic toolkits that featured information about the project that could be easily replicated and shared through various other channels such as eblasts, newsletters, social media, and websites.

> Multimedia Messaging Service (MMS) Texts

The outreach team sent text messages to various stakeholders that included information about the community walk and wheel audits and the online FLM survey. There were seven text campaigns with approximately 80 texts sent for each campaign.

> Website

The project website was used to provide announcements regarding the community walk and wheel audits and the online FLM survey.

> Visual Interactive Tool (StoryMap)

The visual interactive StoryMap was developed to support engagement efforts for the community walk and wheel audits and online FLM survey. The StoryMap provided an overview of the project and directed viewers to important project resources. More details regarding how the StoryMap was used in the online FLM survey are below.

> Facebook and NextDoor

The outreach team developed social media posts on Facebook and NextDoor to promote the online FLM survey. The posts included general information about the survey and a link to access it. Metro posted on various Facebook group pages in the region and in pages for communities on the project corridor on NextDoor.

> Helpline

The project helpline was used to handle all project-related inquiries and provide project updates to community members in English and Spanish.

> Phone Calls

The outreach team conducted phone calls to remind confirmed attendees about the technical walk audits and FLM partnership briefing.

> Pop-up Events

The outreach team hosted pop-up events at local events to inform the public about the project and gather community input. More details on the community pop-up events are below.

Several CBOs and local jurisdictions including the City of Commerce, City of Pico Rivera, and SBCC also posted on social media about the community walk and wheel audits and online FLM survey.

3. Online Survey

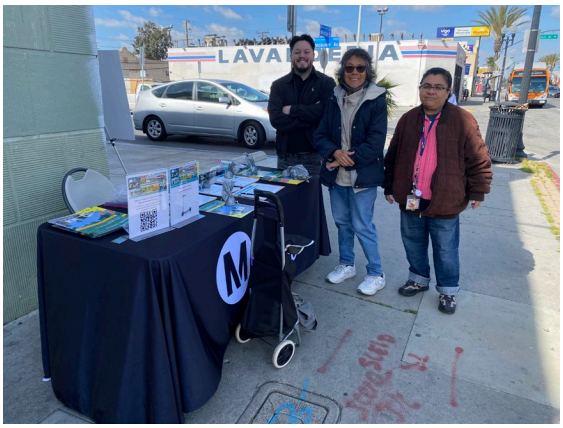
An online survey was distributed to members of the public to gather input on the types of FLM improvements that should be considered in the station area. The survey, which was hosted on the ArcGIS Survey123 platform, included introductory questions about the respondent's relationship to the project area, their primary mode of transportation to and from the project area, and their level of transit usage. The survey also gave respondents the opportunity to select desired FLM walk and wheel improvements and pin them on maps of the project area. To gather input on wheel facilities, the survey allowed respondents to add colored lines that represented different wheel facility classifications on maps. To encourage participation, the outreach team offered a $100 gift card as a raffle prize to a randomly selected winner. The survey received 186 responses with over 1,000 improvements recommended.

4. Community Pop-up Events

During Spring 2024, seven pop-up events were conducted at existing community events near each of the proposed stations. Locations included the Citadel Outlets, East Los Angeles Farmers Market, Greenwood Elementary School, Smith Park, Ada D. Nelson Elementary School, Evergreen Elementary School, and Olvera Music. During the pop-up events, the outreach team provided an overview of the ESP2 project and Metro's FLM process to attendees. Later pop-ups which occurred after the launch of the online FLM survey included laptops for attendees to complete the activity. The pop-ups also featured the interactive activity boards used during the

community walk and wheel audits to gather community input on FLM improvements. To encourage participation, the outreach team offered a raffle prize of one electric scooter to one random winner. A total of 375 people were engaged during the pop-up events, with the event for the Commerce/Citadel Station reaching the most people at 100.



Source: Arrellano Associates, 2024.

## F. Stakeholder Engagement

Stakeholder engagement involved city and agency staff and elected officials. Activities included a FLM partnership briefing and a virtual infrastructure tour.

1. FLM Partnership Briefing

Stakeholder outreach focused on outreach to city and agency staff, and elected officials. In January 2024, the project team hosted a FLM partnership briefing at the Holifield Community Center in the City of Montebello for elected officials, city staff, and CBOs serving communities in the project area. The briefing session aimed to convene various key stakeholders and demonstrate a shared commitment of support for the project. The session included opening remarks from local representatives, a project team presentation, a Q&A session, and a photography session. There were 29 participants at the session led by Metro Board member and LA County Supervisor Hilda L. Solis.







Source: Arrellano Associates, 2024.

2. Virtual Infrastructure Tour

The project team also hosted a virtual infrastructure tour in January 2024 for city staff and elected officials serving the project areas of the Eastside Transit Corridor Phase 2 and Southeast

Gateway Line. The session, which was facilitated by the City of Long Beach, aimed to present case study examples of FLM improvements that could be implemented through a FLM Plan and lessons learned from such projects. There were 89 participants in attendance.

### G. Recommendations, Prioritization, and Final Plan

The Metro FLM Guidelines and Prioritization Methodology outlines a process for developing FLM recommendations, identification of priority projects, and developing components of the final plan. Project recommendations are prepared based on existing conditions data, community-driven input, and technical analysis. FLM projects are then analyzed and prioritized using the FLM Prioritization Methodology described in detail below. A jurisdictional review of draft priority projects is conducted to inform the final FLM priority project lists and maps. The section below details the prioritization process. Once the FLM projects are approved by the Metro Board, they will be included in the final Eastside Transit Corridor FLM plan.

## III. FLM Prioritization Process

### A. Prioritization Process Overview

The list of potential walk and wheel projects was developed for each station based on technical data, walk and wheel audits, and community input. To refine the list of recommendations and identify priority projects for successful implementation, Metro developed the FLM Prioritization Methodology, which includes three methods to determine eligible projects.

Metro's goals for the FLM prioritization process are as follows:

> Improve primary pathways that lead to new rail stations for people walking and wheeling

> Advance safety for pedestrians and wheel users

> Connect wheeled customers to the broader wheel network

> Allow for local flexibility in project priorities if these FLM goals are upheld, achieved more effectively, and/or have strong community support

Through the prioritization process, primary pathways can be developed into 'complete streets' with FLM improvements that are connected and cohesive and provide safe and comfortable access for users of all ages and abilities to walk or wheel to a transit station.

The following outlines the FLM prioritization process for Method 1, Method 2, or Method 3, which are used to inform the selection of priority walk and wheel projects.

> Method 1 – Walk/wheel projects within one-half mile of the station

- Must be located on primary pathways as defined in adopted FLM plans
- Must improve safety for walk and wheel users through safety-focused project types as designated by Metro

> Method 2 – Wheel projects between one-half mile and three miles of station

- Must be located on primary pathways to the extent delineated in an adopted FLM Plan

    - Must improve safety for wheel users through safety-focused project types as designated by Metro
    - Must connect directly to a key destination and/or other wheel network facilities located between one-half mile and up to three miles from a new rail transit station
- > Method 3 – Local Flexibility for proposed walk and wheel projects. Allows for introduction of FLM projects if they meet a list of Metro criteria. Detailed information on Method 3 is discussed below.

Applying Methods 1 and 2 is the first step in the project prioritization process. Additional technical analysis is then applied to define each of the proposed projects, providing details on exact locations (spot or corridor-wide improvements), quantities, infrastructure features, and relevant details needed for cost estimating. Once the draft list of priority projects was identified using Methods 1 and 2, Metro met with agencies to vet the draft recommendations and initiate Method 3 Local Flexibility.

Rough-order magnitude (ROM) costs will be developed for all prioritized walk and wheel projects once adopted. The ROM costs are used to inform budgeting, grant applications, and implementation of the proposed FLM projects. The cost for approved prioritized projects will be included in the final FLM plan.

## B. Method 3 - Local Flexibility

Method 3 allows local jurisdictions to propose their own projects that meet local needs if such projects are not identified using Method 1 or 2. Local jurisdictions also provide comments on proposed projects for further refinement. Projects that become prioritized under Method 3 must satisfy at least one of the following criteria:

- > Project shows strong evidence in the FLM Plan of community support, such as projects addressing a community's top 25% key issues/concerns within a station area
- > Project is identified in an adopted local active transportation, street safety or related plans/projects and connects to a station or an existing, safe facility that connects to station
- > Project substitutes for or modifies a project in the adopted FLM plan and demonstrates comparable benefit and intent as the plan project
- > Project provides walk and wheel benefits that can be achieved more efficiently, cost effectively, and attempts to reduce construction impacts if implemented concurrently with a related project, noting the incremental cost savings, will be considered
- > Project provides a safe and comfortable route with the same or similar connection to the station as the primary pathway when a facility cannot be integrated on the primary pathway due to right-of-way constraints or discontinuous street grid
- > Project on a secondary pathway that is identified in the adopted FLM plan, and station connection is safer than the facility proposed on a primary pathway. Prioritization order should be by bicycle facility classification: Class I, IV, II, then III, and secondary pathways should be prioritized over a parallel non-secondary pathway

Due to the passing of Measure M, jurisdictions that have a rail station are required to contribute 3% of the total transit project cost. Through Method 3, local jurisdictions can fund their prioritized FLM projects and receive a 3% credit if the FLM projects are still present after the rail station is completed.

## C. Walk Project List Prioritization Process

Walk projects were developed for all seven stations based on the FLM planning process. Projects were prioritized using the FLM Prioritization Methodology Method 1, followed by additional technical analysis to define projects details. This included reviewing data and information from city plans, existing conditions analysis, and site conditions. This secondary step was necessary to provide sufficient project details for city review (Method 3) and future cost estimating.

The FLM technical team reviewed all potential walk projects suggested during outreach events and coordination meetings for jurisdictional staff for feasibility using professional experience, visual observation, and application of Metro's prioritization methodology. Projects were not design-tested via engineering but were given a "fit test" appropriate for creating a list of potential improvement projects. As noted in the FLM Prioritization Methodology, project substitutions or modifications for a project in the adopted FLM plan can be made if the projects demonstrates comparable benefit and intent as the plan project. Once priority walk projects were defined in draft proposed project lists, Metro met with the local jurisdictions and conducted FLM workshops and collected input for Method 3 via an online questionnaire and follow up meetings. Projects added to the list following local jurisdictional workshop/office hours in Summer 2024 were not reviewed for feasibility but will be coordinated with the local jurisdiction following FLM Plan adoption if local jurisdictions choose to advance projects. This information is included in the final list of recommendations. **Appendix A - Walk Priority Projects List and Half-Mile Maps** presents priority walk projects for Board consideration.

The following summarizes the type of walk projects analyzed as part of Method 1 and includes technical information used to define projects. The projects are categorized into prioritized projects and non-prioritized projects.

1. Prioritized Projects

- **Bus Stop Improvements** – Bus stop improvements include bus shelters/shade structures, benches, and other amenities like trash receptacles, as defined by Metro. The team identified existing bus stop locations on primary pathways and evaluated which stops had missing amenities including bus shelters, seating, and trash receptacles. Bus stop improvements were proposed as spot improvements at locations where one or more such improvements were missing. Additionally, the technical team measured and analyzed the sidewalk widths at all proposed bus stop improvement locations to assess the feasibility of adding bus shelters. Generally, sidewalks are required to be at least 8 feet wide for bus shelters to be feasible. Bus shelters were proposed at all identified locations, but local jurisdictions have discretion as to whether bus shelters are feasible and should be implemented at the proposed locations.
- **Curb Extensions** – Curb extensions refer to infrastructure improvements that shorten the crossing distance and slow traffic at intersections or at mid-block locations, as defined by Metro. The technical team identified locations on primary pathways with high traffic speeds to evaluate where curb extensions could be feasible. Additionally, the technical team researched average daily traffic (ADT) volumes and traffic conditions at all proposed curb extension locations to assess whether curb extensions were needed. Curb extensions were proposed at locations on primary pathways with high vehicle volumes and speeds, high pedestrian traffic, connectivity to secondary pathways, and connectivity to primary destinations.

- **Curb Ramps** – Curb ramps refer to infrastructure improvements that facilitate street crossings for mobility device users, as defined by Metro. Curb ramps were classified into several types. Uni-directional dual curb ramps refer to two uni-directional curb ramps perpendicular to each other on the corner of an intersection. Uni-directional curb ramps refer to curb ramps that face the same direction as the crosswalk. Bi-directional curb ramps refer to curb ramps that face diagonally into an intersection and do not face the same direction as the crosswalk. The technical team analyzed the proposed locations of all curb ramps to evaluate the type of curb ramp to be implemented. Uni-directional dual curb ramps were recommended at major intersections due to high pedestrian and vehicle volumes. Uni-directional curb ramps were recommended at T-intersections. Bi-directional curb ramps were recommended at intersections with lower vehicle/pedestrian volumes or intersections with insufficient sidewalk space for uni-directional dual curb ramps. Tactile warning strips were recommended at locations with level ground such as driveway entrances to primary destinations or pedestrian islands. The team identified locations on primary pathways where curb ramps were missing or could be upgraded to evaluate where curb ramps could be feasible.
- **High Visibility Crosswalks** – High-visibility crosswalks refer to new or upgraded crosswalks in a high–visibility pattern, as defined by Metro. The technical team identified locations on primary pathways that did not have existing high-visibility crosswalks. The team also selected locations with high pedestrian activity and proximity to primary destinations and secondary pathways to evaluate where high-visibility crosswalks could be feasible. High-visibility crosswalks were proposed at locations that met such criteria.
- **Landscape and Shade** – Landscape and shade refers to plantings that provide shade and improve the walking environment, as defined by Metro. The technical team identified primary pathways where landscape and shade were missing or insufficient. Landscape and shade were proposed as corridor improvements on primary pathways that met such criteria.
- **New or Improved Sidewalk** – New or improved sidewalks refer to the construction of new sidewalks or widening or upgrades of existing sidewalks. The technical team identified primary pathways where sidewalk holes and cracks or sidewalk obstructions may exist. New or improved sidewalks were proposed as corridor improvements on primary pathways that met such criteria.
- **Pedestrian and Cyclist Lighting** – Pedestrian and cyclist lighting refers to person-scaled lighting for comfort and safety. The technical team identified primary pathways where pedestrian and cyclist lighting were missing or could be enhanced. Pedestrian and cyclist lighting was proposed as corridor improvements on primary pathways that met such criteria. Only pedestrian/cyclist lighting are considered safety-focused projects based on Metro's FLM prioritization methodology. Street/roadway lighting are not considered as safety-focused projects.
- **Signalized Crossings** – Signalized crossings refer to traffic signals and mid-block crossing signals as defined by Metro. The technical team identified locations on primary pathways that did not have signalized crossings and had long block lengths between existing signalized crossings. The team also selected locations with high pedestrian traffic and close to secondary pathways and primary destinations. Signalized crossings were proposed on primary pathways that met such criteria.

- **Traffic Calming** – Traffic calming refers to measures to reduce traffic speeds including speed humps, chicanes, and other treatments. The technical team identified primary pathways with high vehicle speeds where traffic calming measures could improve safety for pedestrians and wheel users. Traffic calming was proposed on primary pathways that met such criteria. However, specific traffic calming measures were not proposed in the current phase and are left to be determined in future project phases as such measures should be left up to local jurisdictions' discretion.

2. Non-Prioritized Projects

- **Multimodal Mobility Hub** – Multimodal mobility hubs refer to sites that can incorporate multiple transportation options such as bikeshare, carshare, and transit stops and information, as defined by Metro. The technical team identified locations near the proposed rail stop that could provide a variety of mobility services such as bikeshare, carshare, and transit access. Multimodal mobility hubs were proposed as spot improvements at locations near the proposed rail stops. Multimodal mobility hubs are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Opportunity Improvement –** Opportunity improvements refer to improvements that do not fall into any other existing classification such as pedestrian refuges. Opportunity improvements were identified during the walk audit and community outreach process. However, they are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Overpass Improvements** – Overpass improvements refer to measures to improve comfort and safety on overpasses such as new sidewalks, wayfinding, shade, and lighting. The technical team identified locations that would benefit from a pedestrian bridge, as well as existing crossing locations that could benefit from additional elements such as sidewalks, lighting, public art, etc. Crossing improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Plaza/Parklet** - Plaza/parklets refer to public open spaces to accommodate walking and rolling mode movement or public gathering spaces in locations that were former roadway spaces, as defined by Metro. The technical team identified locations at or near the locations of the proposed stations that could include a plaza/parklet. The team also identified other locations where a plaza/parklet would be feasible and beneficial to surrounding communities. Plazas/parklets are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Roundabouts** – Roundabouts refer to neighborhood traffic circle intersection measures used to reduce traffic speeds. Although roundabouts are included in Metro's list of priority list of safety-focused projects, they were not recommended as part of the prioritization process.
- **Shade Structures** – Shade structures refer to canopy to provide shade that may accompany plazas or parklets, as defined by Metro. The technical team proposed shade structures at the same locations where plazas/parklets were proposed. Plazas/parklets are not in Metro's priority list of safety-focused projects and thus, shade structures were not included as priority projects except for one location where a plaza already exists.
- **Street Furniture** – Street furniture refers to public benches, trash receptacles, and other amenities, as defined by Metro. The technical team identified primary pathways with high

pedestrian traffic where street furniture was missing or could be enhanced. Street furniture is not included in Metro's priority list of safety-focused projects and was thus, not included as priority projects.

- **Street/Roadway Lights** – Street/roadway lights refer to street-scaled lighting for comfort and safety. Street/roadway lights are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Underpass Improvements** – Underpass improvements refer to measures to improve comfort and safety in underpasses such as new sidewalks, wayfinding, and lighting. The technical team identified locations with existing underpasses that could benefit from safety and comfort-related improvements. Underpass improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Wayfinding Signage** – Wayfinding refers to signage that improves navigation to transit stations and local destinations. The technical team identified primary pathways where wayfinding could be implemented to direct people to the station and key destinations. Wayfinding is not included in Metro's priority list of safety-focused projects and thus, was not included as priority projects.

Appendix A lists all walk priority projects. The list includes the following information for each project:

- **Project ID.** A unique number to identify each project by station. Project IDs with a letter indicate the project was added by local jurisdictions through Method 3.
- **Project Icon.** A visual icon from the Metro FLM Toolkit that accompanies each project type. The project icons are only included on prioritized projects.
- **Project Type.** The type of FLM project as defined per Metro's FLM Toolkit.
- **Location.** The specific street the project is on (with primary or secondary noted in the header above it).
- **Cross Street/Limits.** The extent of the project by cross street.
- **Prioritization Method.** The method used to identify the priority project based on Metro's FLM Prioritization Methodology.
- **Notes.** The general description of the project and factors that affect project cost.
- **Sidewalk Width.** The width or range of widths of the sidewalk on the street where a given project is located.
- **Project Origin.** The FLM planning or outreach activity where the project was identified or support for the project was expressed.
    - TWA = Technical Walk Audit
    - OLS = On-Line Survey
    - CWA = Community Walk Audit
    - CAB = Community Activity Board
    - JOH = Jurisdictional Workshop/Office Hours
- **Existing Plan or Project.** The local or regional plan in which the project is identified.

> **Jurisdiction.** City (or County) in which the project, or a segment of it, is located. Where a project crosses jurisdictional boundaries an approximate portion by city or county is noted.

## D. Wheel Project List Prioritization Process

Prioritized wheel projects were developed for all seven proposed stations. Wheel projects were prioritized using the FLM Prioritization Methodology Method 1 and Method 2. This was then followed by additional technical analysis to outline the details associated with bikeway classifications including features such as available right of way, existing and proposed striping, and notable features for implementation of wheel projects. As part of Method 2, the technical team analyzed wheel facilities within the three-mile radius connecting to the proposed station. This involved a detailed review of adopted bicycle and active transportation plans for local jurisdictions and regional planning agencies. The detailed review conducted as part of the prioritization process was necessary to provide sufficient project details for agency review (Method 3) and future cost estimating.

The FLM technical team reviewed all potential wheel projects suggested during outreach events and coordination meetings for jurisdictional staff for city staff for feasibility using professional experience, visual observation, and application of Metro's prioritization methodology. As noted in the FLM Prioritization Methodology, project substitutions or modifications for a project in the adopted FLM plan can be made if the project demonstrates comparable benefit and intent as the plan project. Projects were not design-tested via engineering but were given a "fit test" appropriate for creating a list of potential improvement projects. Once draft priority wheel projects were defined for the half-mile and three mile station area, Metro gathered input via Method 3 by conducting agency workshops, an online questionnaire and follow up meetings. Projects added to the list following local jurisdictional workshop/office hours in Summer 2024 were not reviewed for feasibility but will be coordinated with the local jurisdiction following FLM Plan adoption if local jurisdictions choose to advance projects. This information is included in the final list of recommendations. **Appendix B- Wheel Priority Projects List and Half-Mile Maps** presents priority wheel projects for Board consideration.

The following summarizes the type of wheel projects analyzed and technical information used to define projects. Four primary types of wheel facilities were analyzed, as defined by Metro FLM Guidelines. They meet Caltrans' bikeway classifications as well as classifications in bicycle/active transportation plans adopted by agencies and local jurisdictions within the three-mile wheel network. Metro's focus on safety informed the type of facilities prioritized. They are listed below in order of level of protection (highest to lowest safety for wheel users) and categorized by prioritized projects and non-prioritized projects:

1. Prioritized Projects

> **Class I – Shared-Use/Off-Street Path** - Also known as shared-use paths, these are facilities with exclusive right-of-way for wheeled mode and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities.

> **Class IV – Protected Bicycle Lane** - Also called cycle tracks or separated lanes, these facilities are located on roadways but use a variety of methods for physical protection and separation from passing traffic, such as grade separation, flexible delineators or inflexible barriers, and, in some cases, by on-street parking as well. The comfort of protected bicycle lanes and the performance of the means of separation depends on the street context. Streets with higher

traffic volumes and speeds often require more robust means of separation than flexible delineators alone, such as concrete barriers or medians. Protected bicycle lanes can provide one-way or two-way travel on one side of the street. Protected bicycle lanes are typically implemented on arterial streets.

- **Class II – Bicycle Lane** - These lanes are located on roadways and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bicycle lanes can be provided on one-way streets for bicyclists traveling in the opposite direction. Striped lanes are best suited to streets with lower traffic speeds and volumes.
- **Class III – Bicycle-Friendly Streets** - Bicycle-friendly streets designate, through signage and markings, preferred routes for wheeled modes on local or collector streets not served by dedicated bicycle lanes. Because bicyclists share the roadway with motor vehicles, Bicycle-friendly streets are sited on calmer streets where traffic volumes and speeds are already low or can be reduced through traffic calming measures, such as speed humps, traffic circles and traffic diverters.
- **Bicycle-Friendly Intersection –** Bicycle-friendly intersections refer to improvements to accommodate bicycle access and safety at intersections such as 4-way stops, bike signals, or bike boxes. The technical team identified signalized intersections on primary pathways with high vehicle speeds and volumes that would benefit from increased safety through bicycle-friendly intersections.

2. Non-Prioritized Projects

- **Bicycle Repair Station –** Bicycle repair stations refer to facilities that provide tools for basic bicycle maintenance. The team identified primary pathways that would benefit from bicycle repair stations on a corridor-wide basis. However, such improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.
- **Short Term Bicycle Parking –** Short term bicycle parking refers to racks that provide secure bicycle parking on public sidewalks on on-street areas. The team identified primary pathways that would benefit from short term bicycle parking on a corridor-wide basis. However, such improvements are not included in Metro's priority list of safety-focused projects and thus, were not included as priority projects.

To assign the appropriate type of wheel facility, the technical team analyzed the following additional factors:

- Relevant existing and planned facilities – The team analyzed existing and planned wheel facilities from city plans to identify the wheel network within the half- and three-mile project areas. Pathways that provide connectivity to the station were considered for wheel facilities.
- Right of way – The technical team analyzed the number of lanes within the right of way on pathways to identify opportunities and constraints for incorporating wheel facilities into the existing roadway.

- Roadway width – The technical team analyzed existing curb-to-curb roadway width of pathways to identify feasible wheel facilities that would fit within the existing roadway and provide the highest level of safety for wheel users.
- Vehicle speeds – The technical team analyzed vehicle speeds on pathways to identify appropriate wheel facilities that would provide the highest level of protection and safety for wheel users. On streets with posted speeds over 30 miles per hour, Class IV bicycle facilities and above were prioritized because they provided additional levels of protection against high vehicle speeds.
- ADT volumes – The technical team analyzed existing ADT volumes to identify appropriate wheel facilities that would provide the highest level of safety for wheel users.
- Bicycle-friendly intersections – Bicycle-friendly intersections refer to improvements to accommodate bicycle access and safety at intersections, such as 4-way stops, bike signals, or bike boxes. The technical team identified intersections with high vehicle speeds and volumes that would connect proposed wheel facilities. Bicycle-friendly intersections were proposed at such intersections to improve safe access for wheel users.
- Buffered vs. conventional lanes – Buffered bike lanes refer to bike lanes that have designated buffer space separating them from vehicle travel lanes or parking lanes. The technical team evaluated existing roadway conditions and proposed buffered or conventional lanes depending on the feasibility and level of protection required for wheel users.
- Bus stops – The technical team analyzed existing bus stop locations and identified measures needed to reconfigure the roadway to reduce conflicts between bus stops and wheel facilities.
- Connectivity to three-mile network – The technical team analyzed existing and planned wheel facilities within the three-mile radius of the station area to identify wheel facilities that provided the best connectivity to the three-mile network.
- Local factors – The technical team analyzed local factors such as the presence of pick-up/drop-off school zones in determining the feasibility of wheel facilities.
- Parking – The technical team analyzed existing parking conditions and proposed changes to parking availability on streets to accommodate the proposed wheel facilities.
- Truck traffic – The technical team analyzed existing truck traffic volumes to identify wheel facilities that would provide the highest level of safety for wheel users. On streets with high levels of truck traffic, Class IV bicycle facilities and higher were prioritized because they provide increased levels of protection against truck traffic.

Appendix B lists all wheel priority projects. The list includes the following information for each project:

- **Project ID.** A unique number to identify each project by station. Note that prioritized wheel projects that cross multiple jurisdictions are divided into segments, each of which corresponds to a single jurisdiction and is denoted by a letter after the Project ID number. In addition, priority projects are divided into shorter segments within each jurisdiction where the roadway configuration, proposed facility type, and/or proposed lane striping changes.

- **Project Icon.** A visual icon from the Metro FLM Toolkit that accompanies each project type. The project icons are only included on prioritized projects.
- **Jurisdiction.** Jurisdiction in which the project or project segment is located. If multiple jurisdictions are listed, implementation of the proposed project will require coordination among those jurisdictions.
- **Location.** The street where the project is located.
- **From/To.** The extents of the project. They are typically streets or city limits. Street limits not shown in the prioritized wheel project maps are shown in brackets.
- **Class/Improvement.** The class and type of wheel facility proposed. A general description of each improvement is provided below.
- **Project Origin.** The local or regional plan or FLM planning or outreach activity where the project was identified or support for the project was expressed.
    - TWA = Technical Walk Audit
    - OLS = On-Line Survey
    - CWA = Community Walk Audit
    - CAB = Community Activity Board
    - JOH = Jurisdictional Workshop/Office Hours
- **Length (Miles).** Length of the project or project segment length.
- **Priority.** The method that was used to identify the project based on Metro's FLM Prioritization Methodology. They include Method 1 (on a primary pathway and within the half-mile zone), Method 2 (on a primary pathway located between the half-mile zone and the three-mile zone), or Method 3 (proposed by the local jurisdiction).
- **Notes.** General description of the project and specific project characteristics that affect project cost.
- **Roadway Width.** The width of the roadway from curb to curb.
- **Existing Lane Striping.** Existing lane and median widths at typical midblock locations. A legend for the lane annotations is provided below.
- **Illustrative Lane Striping.** Proposed lane and median widths to accommodate the proposed wheel facility and the changes in lane striping required to do so. A key to the lane annotations is provided below. Where a median is shown, there are typically left-turn lanes at major intersections.

Lane widths are shown looking north or west and are annotated as follows:

- b = bike lane
- bu = striped buffer between bike lane and travel or parking lane
- p = parking lane where parking is separated from the curb travel lane
- cl = striped center lane, typically left-turn lanes and either a striped median or center turn lane
- m = raised median measured from face of curb to face of curb
- sw = sidewalk, included only where wheel facilities are proposed on the sidewalk

Travel lane widths are shown with no letter annotation. If the travel lane is a curb lane, the measurement includes both travel and parking.

## IV. Conclusion and Next Steps

The Eastside Transit Corridor Phase 2 FLM Prioritization Summary provides findings from the FLM planning process and presents recommended priority walk and wheel projects for Metro Board Adoption. The summary outlines the extensive community-driven and data intensive process used to inform the first/last mile recommendations, following Metro FLM guidelines and prioritization methodology.

Following Metro Board adoption of the FLM priority walk and wheel project list the technical team will prepare the final FLM plan. The technical team will present the draft plan to local jurisdictions to gather input and feedback prior to finalizing. The plan is anticipated to be completed in Spring 2025.

Local jurisdictions will lead the implementation of prioritized FLM projects. Ongoing coordination between Metro and local jurisdictions is encouraged to address the 3% local contributions and refine projects as needed.

# Appendix A: Walk Priority Projects List and Half-Mile Maps

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **ATLANTIC BOULEVARD - PRIMARY (SR 60 to Eagle Street)** | | | | | | | | | |
| 1 | Bus Stop Improvements | Atlantic Bl | Pomona Bl, East 4th St, Eagle St | 1, 3 | Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Atlantic Bl and Pomona Bl<br><br>Install bus shelter (1) at NE corner of Atlantic Bl and Pomona Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Atlantic Bl and East 4th St<br><br>Install bus shelter (1) and trash receptacles (1) at NW corner of Atlantic Bl and Eagle St | 7'-10' | TWA, JOH, First Last Mile Technical Team | East Los Angeles Community Pedestrian Plan (2023) | LA County |
| 2 | Curb Extension | Atlantic Bl | Pomona Bl, Beverly Bl, East 4th St, Eagle St | 1 | Install at Pomona Bl (4), Beverly Bl (4), East 4th St (4), and Eagle St (4) | 7'-10' | TWA, OLS, CAB, First Last Mile Technical Team | East Los Angeles Community Pedestrian Plan (2023) | LA County |
| 3 | Signalized Crossing | Atlantic Bl | Pomona Bl, Via Corona St, Repetto Av | 1, 3 | Install pedestrian signal heads (8) at Pomona Bl; Install traffic signals for proposed crossings at Via Corona St (2) and Repetto Av (2); Coordinate with installation of high visibility crosswalks | 7'-10' | TWA, CAB, JOH, First Last Mile Technical Team | | LA County |
| 4 | Curb Ramps | Atlantic Bl | Pomona Bl to Eagle St | 1, 3 | Install uni-directional, dual curb ramps at Pomona Bl (8) and Beverly Av (8)<br><br>Install uni-directional curb ramps at mid-block crossing between East 4th St and Eagle St (2)<br><br>Install bi-directional curb ramps at Repetto Av (1), East 4th St (4), and Eagle St (4) | 7'-10' | TWA, OLS, CAB, JOH, First Last Mile Technical Team | | LA County |
| 5 | High Visibility Crosswalk | Atlantic Bl | Pomona Bl to Eagle St | 1, 3 | Install at Pomona Bl (4), Beverly Bl (4), Via Corona St (3), Repetto Av (3), and Eagle St (4) | 7'-10' | TWA, OLS, CAB, JOH | East Los Angeles Community Pedestrian Plan (2023) | LA County |
| 6 | Landscape and Shade | Atlantic Bl | Pomona Bl to Eagle St | 1 | Infill shade trees | 7'-10' | TWA, OLS, CAB | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 7 | New or Improved Sidewalk | Atlantic Bl | Pomona Bl to Eagle St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 7'-10' | TWA, OLS, CAB | | LA County |
| 8 | Pedestrian and Cyclist Lighting | Atlantic Bl | Pomona Bl to Eagle St | 1 | Infill lighting | 7'-10' | OLS, CAB | | LA County |
| 9 | Traffic Calming | Atlantic Bl | Pomona Bl to Eagle St | 1 | Traffic calming strategies to be determined in future project phase | 7'-10' | OLS, CAB | | LA County |
| 10 | Multimodal Mobility Hub | Atlantic Bl | Beverly Bl | | Could be integrated with new station design at intersection of Atlantic Bl and Beverly Bl and at existing Metro parking structure at intersection of Atlantic Bl and Pomona Bl.<br><br>Multimodal Mobility Hub to include bicycle amenities such as bicycle parking and a bicycle repair station. | 7'-10' | OLS, CAB | | LA County |
| 11 | Street Furniture | Atlantic Bl | Pomona Bl to Eagle St | | Install where feasible | 7'-10' | CAB, First Last Mile Technical Team | | LA County |
| 12 | Underpass Improvements | Atlantic Bl | SR 60 | | Add lighting and pedestrian safety improvements, improve cleanliness | 7'-10' | TWA, OLS, CWA | | LA County |
| 13 | Wayfinding Signage | Atlantic Bl | Pomona Bl to Eagle St | | Coordinate signage to station and local destinations | 7'-10' | TWA, OLS, CAB | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| POMONA BOULEVARD - PRIMARY (South Woods Avenue to South Hillview Avenue) | | | | | | | | | |
| 14 | Bus Stop Improvements | Pomona Bl | Beverly Bl, South Hillview Av | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Pomona Bl and Beverly Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Pomona Bl and South Hillview Av | 5'-10' | TWA, CWA, First Last Mile Technical Team | | LA County |
| 15 | Curb Ramps | Pomona Bl | South Hillview Av | 1 | Install bi-directional curb ramps (4) at South Hillview Av | 5'-10' | TWA, CAB | | LA County |
| 16 | Signalized Crossing | Pomona Bl | Between Atlantic Bl and South Hillview Av | 1 | Install traffic signals (2) for proposed mid-block crossing | 5'-10' | CAB, First Last Mile Technical Team | | LA County |
| 17 | Landscape and Shade | Pomona Bl | South Woods Av to South Hillview Av | 1 | Infill shade trees | 5'-10' | OLS, CAB, First Last Mile Technical Team | | LA County |
| 18 | New or Improved Sidewalk | Pomona Bl | South Woods Av to South Hillview Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 5'-10' | TWA, OLS, CAB, First Last Mile Technical Team | | LA County |
| 19 | Pedestrian and Cyclist Lighting | Pomona Bl | South Woods Av to South Hillview Av | 1 | Infill lighting | 5'-10' | OLS, CAB, CWA, First Last Mile Technical Team | | LA County |
| 20 | Traffic Calming | Pomona Bl | South Woods Av to South Hillview Av | 1 | Traffic calming strategies to be determined in future project phase | 5'-10' | OLS, CAB | | LA County |
| 21 | Street Furniture | Pomona Bl | Beverly Bl | | Integrate into plaza/parklet in new station area | 5'-10' | TWA, OLS, CAB, First Last Mile Technical Team | | LA County |
| 22 | Plaza/Parklet | Pomona Bl | Beverly Bl | | Integrate into new station design where plaza is planned | 5'-10' | First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 23 | Wayfinding Signage | Pomona Bl | South Woods Av to South Hillview Av | | Coordinate signage to station and local destinations | 5'-10' | CAB, First Last Mile Technical Team | | LA County |
| **BEVERLY BOULEVARD - PRIMARY (South Woods Avenue to Margaret Avenue)** | | | | | | | | | |
| 24 | Curb Extension | Beverly Bl | Margaret Av | 1 | Install at Margaret Av (4) | 10' | CAB, First Last Mile Technical Team | | LA County |
| 25 | High Visibility Crosswalk | Beverly Bl | South Hillview Av, Margaret Av | 1, 3 | Install at South Hillview Av (4) and Margaret Av (4) | 10' | CAB, JOH, First Last Mile Technical Team | East LA Civic Center MSP Plan | LA County |
| 26 | Signalized Crossing | Beverly Bl | Between Via Campo St and South Hillview Av | 1 | Install traffic signals (2) for proposed mid-block crossing that utilizes center median east of Via Campo St | 10' | CAB, First Last Mile Technical Team | | LA County |
| 27 | Bus Stop Improvements | Beverly Bl | South Woods Av to Margaret Av | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Beverly Bl and Atlantic Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Beverly Bl and South Hillview Av<br><br>Install bus shelter (1) and trash receptacles (1) at SW corner of Beverly Bl and South Hillview Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Beverly Bl and Margaret Av<br><br>Install bus shelter (1) and seating (1) at SW corner of Beverly Bl and Margaret Av | 10' | OLS, First Last Mile Technical Team | East Los Angeles Community Pedestrian Plan (2023) | LA County |
| 28 | Curb Ramps | Beverly Bl | Via Campo St to Margaret Av | 1, 3 | Install bi-directional curb ramps at Via Campo St (2), South Hillview Av (4), and Margaret Av (4) | 10' | CAB, JOH, First Last Mile Technical Team | East LA Civic Center MSP Plan | LA County |
| 29 | Landscape and Shade | Beverly Bl | South Woods Av to Margaret Av | 1 | Infill shade trees | 10' | TWA, OLS, CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 30 | New or Improved Sidewalk | Beverly Bl | South Woods Av to Margaret Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 10' | TWA, CAB, First Last Mile Technical Team | | LA County |
| 31 | Pedestrian and Cyclist Lighting | Beverly Bl | South Woods Av to Margaret Av | 1 | Infill lighting | 10' | OLS, CAB, First Last Mile Technical Team | | LA County |
| 32 | Traffic Calming | Beverly Bl | South Woods Av to Margaret Av | 1 | Traffic calming strategies to be determined at future project phase | 10' | OLS, CAB | East Los Angeles Community Pedestrian Plan (2023) | LA County |
| 33 | Street Furniture | Beverly Bl | South Woods Av to Margaret Av | | Implement where feasible | 10' | TWA, OLS, CAB, First Last Mile Technical Team | | LA County |
| 34 | Wayfinding Signage | Beverly Bl | South Woods Av to Margaret Av | | Coordinate signage to station and local destinations | 10' | TWA, CAB, First Last Mile Technical Team | | LA County |
| **EAST 3RD STREET - PRIMARY (South Mednik Avenue to South Woods Avenue)** | | | | | | | | | |
| 35 | Bus Stop Improvements | East 3rd St | South Mednik Av, South Woods Av, South La Verne Av | 1, 3 | Install bus shelter (1) at NW corner of East 3rd St and South Mednik Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of East 3rd St and South Woods Av<br><br>Install bus shelter (1) and trash receptacles (1) at SE corner of East 3rd St and South La Verne Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of East 3rd St and South La Verne Av | 8'-10' | TWA, JOH | East Los Angeles Community Pedestrian Plan (2023), AHSC grant funding | LA County |
| 36 | Curb Extension | East 3rd St | South Mednik Av, South Woods Av | 1, 3 | Install at South Mednik Av (4) and South Woods Av (2) | 8'-10' | CAB, JOH, First Last Mile Technical Team | East Los Angeles Community Pedestrian Plan (2023), I-710 Livability Report - E/W Corridors | LA County |
| 37 | Curb Ramps | East 3rd St | South La Verne Av | 3 | Install bi-directional curb ramps at South La Verne Av (3) | 8'-10' | JOH | East LA Civic Center MAT Plan | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 38 | High Visibility Crosswalk | East 3rd St | South Mednik Av, South La Verne Av, Civic Center Way | 1, 3 | Install at South Mednik Av (4), South La Verne Av (2) and Civic Center Way (2) | 8'-10' | CAB, JOH, First Last Mile Technical Team | East Los Angeles Community Pedestrian Plan (2023), I-710 Livability Report - E/W Corridors | LA County |
| 39 | Signalized Crossing | East 3rd St | South La Verne Av | 3 | Install leading pedestrian interval at South La Verne Av including traffic signal (1), controller (1), and pedestrian heads (4) | 8'-10' | JOH | | LA County |
| 40 | Landscape and Shade | East 3rd St | South Mednik Av to South Woods Av | 1 | Infill shade trees | 8'-10' | TWA, CAB, First Last Mile Technical Team | | LA County |
| 41 | New or Improved Sidewalk | East 3rd St | South Mednik Av to South Woods Av | 1, 3 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 8'-10' | OLS, CAB, JOH, First Last Mile Technical Team | I-710 Livability Report - E/W Corridors | LA County |
| 42 | Pedestrian and Cyclist Lighting | East 3rd St | South Mednik Av to South Woods Av | 1 | Infill lighting | 8'-10' | CAB, First Last Mile Technical Team | | LA County |
| 43 | Opportunity Improvement | East 3rd St | South Woods Av | | Implement traffic timing improvement to increase efficiency in traffic flow | 8'-10' | OLS | | LA County |
| 44 | Street Furniture | East 3rd St | South Mednik Av to South Woods Av | | Implement where feasible | 8'-10' | CAB, First Last Mile Technical Team | | LA County |
| 45 | Wayfinding Signage | East 3rd St | South Mednik Av to South Woods Av | | Coordinate signage to station and local destinations | 8'-10' | CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **SOUTH MEDNIK AVENUE - SECONDARY (SR 60 to East 4th Street)** | | | | | | | | | |
| 46 | Bus Stop Improvements | South Mednik Av | Civic Center Way, East 3rd St | 3 | Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of South Mednik Av and Civic Center Way<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of South Mednik Av and Civic Center Way<br><br>Install bus shelter (1) at SW corner of South Mednik Av and East 3rd St | 8'-14' | JOH | AHSC grant funding | LA County |

LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **ATLANTIC BOULEVARD - PRIMARY (Eagle Street to Union Pacific Avenue)** | | | | | | | | | |
| 1 | Bus Stop Improvements | Atlantic Bl | Hubbard St | 1, 3 | Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Atlantic Bl and Hubbard St | 10'-15' | TWA, CAB, CWA, JOH, First Last Mile Technical Team | | LA County |
| 2 | Curb Extension | Atlantic Bl | East 6th St to East Olympic Bl | 1, 3 | Install at East 6th St (4), Hubbard St (4), Whittier Bl (4), Louis Place (2), and East Olympic Bl (4) | 10'-15' | TWA, OLS, CAB, JOH, First Last Mile Technical Team | GCCOG Atlantic Corridor Complete Street Evaluation & Master Plan Study | LA County |
| 3 | Curb Ramps | Atlantic Bl | Eagle St to Union Pacific Av | 1 | Install bi-directional curb ramps at Eagle St (4), East 6th St (4), Hubbard St (3), Louis Place (1), Verona St (4), and East Olympic Bl (1)<br><br>Install uni-directional curb ramps at Hastings St (2) and Louis Place (1)<br><br>Install tactile warning strips (2) at East Cody Drive | 10'-15' | TWA, CAB, CWA, JOH, First Last Mile Technical Team | | LA County |
| 4 | High Visibility Crosswalk | Atlantic Bl | Eagle St to Verona St | 1, 3 | Install at Eagle St (4), East 6th St (4), Whittier Bl (4), Louis Place (1), and Verona St (4) | 10'-15' | TWA, CAB, JOH, First Last Mile Technical Team | GCCOG Atlantic Corridor Complete Street Evaluation & Master Plan Study | LA County |
| 5 | Landscape and Shade | Atlantic Bl | Eagle St to Union Pacific Av | 1 | Infill shade trees | 10'-15' | TWA, OLS, CAB, First Last Mile Technical Team | | LA County |
| 6 | New or Improved Sidewalk | Atlantic Bl | Eagle St to Union Pacific Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 10'-15' | CAB, First Last Mile Technical Team | | LA County |
| 7 | Pedestrian and Cyclist Lighting | Atlantic Bl | Eagle St to Union Pacific Av | 1 | Infill lighting | 10'-15' | CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 8 | Street Furniture | Atlantic Bl | Eagle St to East Olympic Bl | | Implement where feasible | 10'-15' | TWA, First Last Mile Technical Team | | LA County |
| 9 | Wayfinding Signage | Atlantic Bl | Eagle St to Union Pacific Av | | Coordinate signage to station and local destinations | 10'-15' | CAB, First Last Mile Technical Team | | LA County |
| **WHITTIER BOULEVARD - PRIMARY (South Fetterly Avenue to Sadler Avenue)** | | | | | | | | | |
| 10 | Bus Stop Improvements | Whittier Bl | Atlantic Bl, Goodrich Bl, Hoefner Av | 1 | Install bus shelter (1) at NW corner of Whittier Bl and Atlantic Bl<br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Whittier Bl and Goodrich Bl<br>Install bus shelters (2) at SE and SW corners of Whittier Bl and Hoefner Av | 10'-12' | TWA, OLS, CAB | | LA County |
| 11 | Curb Extension | Whittier Bl | South Fetterly Av, Fraser Av, Hoefner Av, Goodrich Bl | 1, 3 | Install at South Fetterly Av (4), Fraser Av (2), Hoefner Av (2), and Goodrich Bl (2) | 10'-12' | OLS, CAB, JOH, First Last Mile Technical Team | I-710 Livability Report - E/W Corridors | LA County |
| 12 | Curb Ramps | Whittier Bl | Amalia Av to Sadler Av | 1 | Install bi-directional curb ramps at Amalia Av (4), South Hillview Av (4), South Oakford Drive (2), Goodrich Bl (2), Belden Av (2), Hoefner Av (2), and Sadler Av (2)<br>Install uni-directional curb ramps at Goodrich Bl (1), Belden Av (1), Eastmont Av (1), and Hoefner Av (1) | 10'-12' | TWA, First Last Mile Technical Team | | LA County |
| 13 | High Visibility Crosswalk | Whittier Bl | South Fetterly Av to Sadler Av | 1, 3 | Install at South Fetterly Av (4), Ferris Av (4), Fraser Av (3), South Woods Av (4), Amalia Av (2), Goodrich Bl (2), Belden Av (2), and Sadler Av (2) | 10'-12' | TWA, CAB, CWA, JOH | I-710 Livability Report - E/W Corridors | LA County |
| 14 | Landscape and Shade | Whittier Bl | South Fetterly Av to Sadler Av | 1 | Infill shade trees | 10'-12' | TWA, OLS, CAB, CWA, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 15 | New or Improved Sidewalk | Whittier Bl | Atlantic Bl to Sadler Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 10'-12' | TWA, CAB | | LA County |
| 16 | Pedestrian and Cyclist Lighting | Whittier Bl | South Fetterly Av to Sadler Av | 1 | Infill lighting | 10'-12' | OLS, CAB, First Last Mile Technical Team | | LA County |
| 17 | Traffic Calming | Whittier Bl | South Fetterly Av to Sadler Av | 1 | Traffic calming strategies to be determined at future project phase | 10'-12' | OLS, CAB, First Last Mile Technical Team | | LA County |
| 18 | Multimodal Mobility Hub | Whittier Bl | Atlantic Bl | | Integrate with new station area; Implement bikeshare, carshare, and transit connectivity | 10'-12' | CAB, First Last Mile Technical Team | | LA County |
| 19 | Plaza/Parklet | Whittier Bl | Atlantic Bl | | Integrate into new station area | 10'-12' | OLS, CAB | | LA County |
| 20 | Street Furniture | Whittier Bl | Atlantic Bl to Sadler Av | | Implement where feasible | 10'-12' | CAB, First Last Mile Technical Team | | LA County |
| 21 | Wayfinding Signage | Whittier Bl | South Fetterly Av to Sadler Av | | Coordinate signage to station and local destinations | 10'-12' | OLS, CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **EAST OLYMPIC BOULEVARD - PRIMARY (South Ferris Avenue to Avenue Esteban Torres)** | | | | | | | | | |
| 22 | Bus Stop Improvements | East Olympic Bl | South Vancouver Av, Atlantic Bl, Goodrich Bl | 1, 3 | Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of East Olympic Bl and South Vancouver Av<br><br>Install bus shelter (1) and trash receptacles (1) at SW corner of East Olympic Bl and South Vancouver Av<br><br>Install bus shelter (1) at NW corner of East Olympic Bl and Atlantic Bl<br><br>Install bus shelter (1) at NE corner of East Olympic Bl and Goodrich Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of East Olympic Bl and Goodrich Bl | 6'-15' | TWA, CAB, CWA, JOH, First Last Mile Technical Team | AHSC grant funding | LA County |
| 23 | Curb Extension | East Olympic Bl | Fraser Av, South Vancouver Av, Goodrich Bl | 1 | Install at Fraser Av (4), South Vancouver Av (4), and Goodrich Bl (4) | 6'-15' | CAB, First Last Mile Technical Team | | LA County |
| 24 | Curb Ramps | East Olympic Bl | South Ferris Av, Fraser Av, Amalia Av, and South Hillview Av | 1 | Install bi-directional curb ramps at Ferris Av (1), Fraser Av (4), Amalia Av (4), and South Hillview Av (2) | 6'-15' | First Last Mile Technical Team | | LA County |
| 25 | Signalized Crossing | East Olympic Bl | South Woods Av | 1 | Install traffic signals (2) for proposed crossing at South Woods Av; Coordinate with installation of high visibility crosswalks | 6'-15' | CAB, First Last Mile Technical Team | | LA County |
| 26 | High Visibility Crosswalk | East Olympic Bl | Ferris Av to Goodrich Blvd | 1, 3 | Install at Ferris Av (4), Fraser Av (4), South Vancouver Av (4), South Woods Av (4), and Goodrich Bl (4) | 6'-15' | CAB, CWA, JOH, First Last Mile Technical Team | Commerce Bicycle and Pedestrian Plan (2020), I-710 Livability Report - E/W Corridors | LA County |
| 27 | Landscape and Shade | East Olympic Bl | South Ferris Av to Av Esteban Torres | 1 | Infill shade trees | 6'-15' | CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 28 | New or Improved Sidewalk | East Olympic Bl | South Ferris Av to Av Esteban Torres | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 6'-15' | CAB, First Last Mile Technical Team | East Los Angeles Community Roadway Improvement Project | LA County |
| 29 | Pedestrian and Cyclist Lighting | East Olympic Bl | South Ferris Av to Av Esteban Torres | 1 | Infill lighting | 6'-15' | TWA, OLS, CAB, First Last Mile Technical Team | | LA County |
| 30 | Traffic Calming | East Olympic Bl | South Ferris Av to Av Esteban Torres | 1 | Traffic calming strategies to be determined at later project phase | 6'-15' | CAB, First Last Mile Technical Team | | LA County |
| 31 | Wayfinding Signage | East Olympic Bl | South Ferris Av to Av Esteban Torres | | Coordinate signage to station and local destinations | 6'-15' | CAB, First Last Mile Technical Team | | LA County |

LEGEND

**TWA** = Technical Walk Audit
**CWA** = Community Walk Audit
**OLS** = On-Line Survey
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Commerce/Citadel Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **SMITHWAY STREET - PRIMARY (Flotilla Street to South Tubeway Avenue)** | | | | | | | | | |
| 1 | Curb Ramps | Smithway St | Citadel Drive to South Tubeway Av | 1 | Install uni-directional, dual curb ramps (4) at South Tubeway Av<br>Install uni-directional curb ramps at South Tubeway Av (2)<br>Install tactile warning strips at all driveway entrances to Citadel Outlets (10) | 7'-12' | CAB, First Last Mile Technical Team | | Commerce |
| 2 | High Visibility Crosswalk | Smithway St | Citadel Drive, South Tubeway Av | 1 | Install at Citadel Drive (1) and South Tubeway Av (2) | 7'-12' | CAB, CWA, First Last Mile Technical Team | | Commerce |
| 3 | Signalized Crossing | Smithway St | Citadel Drive, South Tubeway Av | 1 | Install traffic signals for proposed crossings at Citadel Drive (2) and South Tubeway Av (2); Coordinate with installation of high visibility crosswalks | 7'-12' | TWA, CAB | | Commerce |
| 4 | Landscape and Shade | Smithway St | Flotilla St to South Tubeway Av | 1 | Infill shade trees | 7'-12' | TWA, OLS | | Commerce |
| 5 | New or Improved Sidewalk | Smithway St | Flotilla St to South Tubeway Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 7'-12' | TWA, OLS, CAB, CWA | | Commerce |
| 6 | Pedestrian and Cyclist Lighting | Smithway St | Flotilla St to South Tubeway Av | 1 | Infill lighting | 7'-12' | TWA, OLS, CAB, First Last Mile Technical Team | | Commerce |
| 7 | Multimodal Mobility Hub | Smithway St | Citadel Drive | | Integrate with new station area; Implement bikeshare, carshare, and transit connectivity | 7'-12' | TWA, CAB | | Commerce |
| 8 | Plaza/Parklet | Smithway St | Citadel Drive | | Integrate with new station area | 7'-12' | TWA, OLS, CAB | | Commerce |
| 9 | Shade Structure | Smithway St | Citadel Drive | | Implement at plaza/parklet | 7'-12' | OLS, CAB, First Last Mile Technical Team | | Commerce |

☐ **Prioritized Projects**
☐ **Non-Prioritized Projects**

## Commerce/Citadel Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 10 | Wayfinding Signage | Smithway St | Flotilla St to South Tubeway Av | | Coordinate signage to station and local destinations | 7'-12' | TWA, OLS, CAB, First Last Mile Technical Team | | Commerce |
| **TELEGRAPH ROAD - PRIMARY (Camfield Avenue to South Tubeway Avenue)** | | | | | | | | | |
| 11 | Bus Stop Improvements | Telegraph Rd | Camfield Av, Citadel Drive, Gaspar Av | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Telegraph Rd and Camfield Av<br><br>Install bus shelter (1) at NW corner of Telegraph Rd and Citadel Drive<br><br>Install bus shelter (1) at NE corner of Telegraph Rd and Gaspar Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) serving at NW corner of Telegraph Rd and Gaspar Av | 8'-10' | TWA, OLS, CAB, First Last Mile Technical Team | | Commerce |
| 12 | Curb Extension | Telegraph Rd | Citadel Drive | 1 | Implement at NE and SE corners of Telegraph Rd and Citadel Drive (2) | 8'-10' | CAB, First Last Mile Technical Team | | Commerce |
| 13 | High Visibility Crosswalk | Telegraph Rd | Camfield Av, Citadel Drive, Gaspar Av | 1 | Install at Camfield Av (2), Citadel Drive (3), and Gaspar Av (2) | 8'-10' | TWA, CAB, First Last Mile Technical Team | | Commerce |
| 14 | Landscape and Shade | Telegraph Rd | Camfield Av to South Tubeway Av | 1 | Infill shade trees | 8'-10' | TWA, OLS, CAB, CWA, First Last Mile Technical Team | | Commerce |
| 15 | New or Improved Sidewalk | Telegraph Rd | Camfield Av to South Tubeway Av | 1 | Remove sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 8'-10' | TWA, CAB, CWA, First Last Mile Technical Team | | Commerce |
| 16 | Pedestrian and Cyclist Lighting | Telegraph Rd | Camfield Av to South Tubeway Av | 1 | Infill lighting | 8'-10' | TWA, CAB, First Last Mile Technical Team | | Commerce |

**Prioritized Projects**
**Non-Prioritized Projects**

## Commerce/Citadel Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 17 | Traffic Calming | Telegraph Rd | Camfield Av to South Tubeway Av | 1 | Traffic calming strategies to be determined at future project phase | 8'-10' | CAB, First Last Mile Technical Team | | Commerce |
| 18 | Overpass Improvements | Telegraph Rd | Commerce Way | | Implement overpass from neighborhoods south of I-5 over Telegraph Rd to Citadel Outlets and future station | 8'-10' | OLS, CAB | Commerce Bicycle and Pedestrian Plan (2020) | Commerce |
| 19 | Street Furniture | Telegraph Rd | Camfield Av to South Tubeway Av | | Implement where feasible | 8'-10' | CAB, First Last Mile Technical Team | | Commerce |
| 20 | Wayfinding Signage | Telegraph Rd | Camfield Av to South Tubeway Av | | Implement where feasible | 8'-10' | CAB, First Last Mile Technical Team | | Commerce |
| **FLOTILLA STREET - PRIMARY (Camfield Avenue to Smithway Street)** | | | | | | | | | |
| 21 | High Visibility Crosswalk | Flotilla St | Hoefner Av, Smithway St | 1 | Install at Hoefner Av (2) and Smithway St (1) | 7'-12' | CAB, First Last Mile Technical Team | | Commerce |
| 22 | Signalized Crossing | Flotilla St | Hoefner Av | 1 | Install traffic signals for proposed crossings at Hoefner Av (2) | 7'-12' | First Last Mile Technical Team | | Commerce |
| 23 | Landscape and Shade | Flotilla St | Camfield Av to Smithway St | 1 | Infill shade trees | 7'-12' | CAB, First Last Mile Technical Team | | Commerce |
| 24 | New or Improved Sidewalk | Flotilla St | Camfield Av to Smithway St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 7'-12' | CAB, First Last Mile Technical Team | | Commerce |
| 25 | Traffic Calming | Flotilla St | Camfield Av to Smithway St | 1 | Traffic calming strategies to be determined at future project phase | 7'-12' | CAB, First Last Mile Technical Team | | Commerce |
| 26 | Street Furniture | Flotilla St | Camfield Av to Smithway St | | Implement where feasible | 7'-12' | TWA, CAB, First Last Mile Technical Team | | Commerce |

☐ Prioritized Projects
☐ Non-Prioritized Projects

## Commerce/Citadel Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **CAMFIELD AVENUE - PRIMARY (Telegraph Road to Flotilla Street)** | | | | | | | | | |
| 27 | Landscape and Shade | Camfield Av | Telegraph Rd to Flotilla St | 1 | Infill shade trees | 6'-7' | CAB, First Last Mile Technical Team | | Commerce |
| 28 | New or Improved Sidewalks | Camfield Av | Telegraph Rd to Flotilla St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 6'-7' | CAB, First Last Mile Technical Team | | Commerce |
| 29 | Traffic Calming | Camfield Av | Telegraph Rd to Flotilla St | 1 | Traffic calming strategies to be determined at future project phase | 6'-7' | CAB, First Last Mile Technical Team | | Commerce |
| 30 | Street Furniture | Camfield Av | Telegraph Rd to Flotilla St | | Implement where feasible | 6'-7' | CAB, First Last Mile Technical Team | | Commerce |
| 31 | Wayfinding Signage | Camfield Av | Telegraph Rd to Flotilla St | | Coordinate signage to station and local destinations | 6'-7' | CAB, First Last Mile Technical Team | | Commerce |
| **FERGUSON DRIVE - PRIMARY (Atlantic Boulevard to Hendricks Avenue)** | | | | | | | | | |
| 32 | Bus Stop Improvements | Ferguson Drive | Gerhart Av, Elton Av, Hendricks Av | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Ferguson Av and Gerhart Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Ferguson Av and Elton Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Ferguson Av and Elton Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Ferguson Av and Hendricks Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Ferguson Av and Hendricks Av | 7'-15' | CAB, First Last Mile Technical Team | | Commerce |

☐ **Prioritized Projects**
☐ **Non-Prioritized Projects**

## Commerce/Citadel Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 33 | Curb Ramps | Ferguson Drive | South Gerhart Av to Hendricks Av | 1 | Install bi-directional curb ramps at South Gerhart Av (2), Simmons Av (2), Nairn Av (2), Gaspar Av (2), Elton Av (2), and Hendricks Av (2) | 7'-15' | CAB, First Last Mile Technical Team | | Commerce |
| 34 | High Visibility Crosswalk | Ferguson Drive | South Gerhart Av to Hendricks Av | 1 | Install at South Gerhart Av (3), Simmons Av (3), Rail crossing west of South Gerhartt Av (2), and Hendricks Av (2) | 7'-15' | TWA, CAB, First Last Mile Technical Team | Commerce Bicycle and Pedestrian Plan (2020) | Commerce |
| 35 | Landscape and Shade | Ferguson Drive | Atlantic Bl to Hendricks Av | 1 | Infill shade trees | 7'-15' | TWA, OLS, CAB, First Last Mile Technical Team | | Commerce |
| 36 | New or Improved Sidewalk | Ferguson Drive | Atlantic Bl to Hendricks Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 7'-15' | TWA, CAB, First Last Mile Technical Team | | Commerce |
| 37 | Pedestrian and Cyclist Lighting | Ferguson Drive | Atlantic Bl to Hendricks Av | 1 | Infill lighting | 7'-15' | CAB, CWA, First Last Mile Technical Team | | Commerce |
| 38 | Traffic Calming | Ferguson Drive | Atlantic Bl to Hendricks Av | 1 | Traffic calming strategies to be determined at future project phase | 7'-15' | CAB, First Last Mile Technical Team | | Commerce |
| 39 | Street Furniture | Ferguson Drive | Atlantic Bl to Hendricks Av | | Implement where feasible | 7'-15' | CAB, First Last Mile Technical Team | | Commerce |
| 40 | Wayfinding Signage | Ferguson Drive | Atlantic Bl to Hendricks Av | | Coordinate signage to station and local destinations | 7'-15' | CAB, CWA, First Last Mile Technical Team | | Commerce |

**Prioritized Projects**
**Non-Prioritized Projects**

## Commerce/Citadel Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **HARBOR STREET - SECONDARY (Commerce Way)** | | | | | | | | | |
| 41 | Wayfinding Signage | Harbor St | Commerce Way | | Coordinate signage to station and local destinations | 5'-10' | CAB, First Last Mile Technical Team | | Commerce |

LEGEND

**TWA** = Technical Walk Audit
**CAB** = Community Activity Boards
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Greenwood Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **GREENWOOD AVENUE - PRIMARY (Mariposa Lane to Oakwood Street)** | | | | | | | | | |
| 1 | Curb Extension | Greenwood Av | Washington Bl, Date St | 1 | Install at Washington Bl (4) and Date St (4) | 6'-12' | TWA, OLS, CAB | | Montebello |
| 2 | Signalized Crossing | Greenwood Av | Greenwood Elementary School, Washington Bl, Frankel Av | 1, 3 | Install traffic signals for proposed crossings at Greenwood Elementary School (2) and Frankel Av (2); Install pedestrian-friendly signal timing (1) at Washington Bl; Coordinate with installation of high visibility crosswalks | 6' | TWA, CAB, JOH, First Last Mile Technical Team | City of Montebello First Mile Last Mile Plan (2023) | Montebello |
| 3 | High Visibility Crosswalk | Greenwood Av | Mariposa Ln to Oakwood St | 1, 3 | Install at Beach St (4), Greenwood Elementary School (1), Washington Bl (4), Frankel Av (1), Date St (4), and Oakwood St (3) | 5'-12' (4' PKW) | TWA, CAB, JOH, First Last Mile Technical Team | City of Montebello First Mile Last Mile Plan (2023) | Montebello |
| 4 | Bus Stop Improvements | Greenwood Av | Mariposa Ln to Oakwood St | 1 | Install bus shelter (1) at SE corner of Greenwood Av and Mariposa Ln<br><br>Install bus shelter (1) and seating (1) at SW corner of Greenwood Av and Beach St<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at Greenwood Elementary School on west side of Greenwood Av<br><br>Install bus shelter (1) and trash receptacles (1) at Greenwood Elementary School on east side of Greenwood Av<br><br>Install bus shelter (1) at SE corner of Greenwood Av and Washington Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NW corner of Greenwood Av and Frankel Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NW corner of Greenwood Av and Date St<br><br>Install bus shelter (1) and seating (1) at NW corner of Greenwood Av and Oakwood St<br><br>Install bus shelter (1) at SE corner of Greenwood Av and Oakwood St | 5'-12' (4' PKW) | TWA, OLS, CAB | | Montebello |
| 5 | Curb Ramps | Greenwood Av | Mariposa Ln to Oakwood St | 1 | Install bi-directional curb ramps at Beach St (4), Frankel Av (4), Date St (4), and Oakwood St (4)<br><br>Install uni-directional, dual curb ramps at Washington Bl (8) | 5'-12' (4' PKW) | TWA, CAB, First Last Mile Technical Team | | Montebello |

**Prioritized Projects**
**Non-Prioritized Projects**

## Greenwood Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 6 | Landscape and Shade | Greenwood Av | Mariposa Ln to Oakwood St | 1 | Infill shade trees | 5'-12' (4' PKW) | TWA, CWA, First Last Mile Technical Team | | Montebello |
| 7 | New or Improved Sidewalk | Greenwood Av | Mariposa Ln to Oakwood St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 5'-12' (4' PKW) | TWA, OLS, CAB, CWA | | Montebello |
| 8 | Pedestrian and Cyclist Lighting | Greenwood Av | Mariposa Ln to Oakwood St | 1 | Infill lighting | 5'-12' (4' PKW) | TWA, CAB, First Last Mile Technical Team | City of Montebello First Mile Last Mile Plan (2023) | Montebello |
| 9 | Traffic Calming | Greenwood Av | Mariposa Ln to Oakwood St | 1 | Traffic calming strategies to be determined in future project phase | 5'-12' (4' PKW) | TWA, OLS, CAB | | Montebello |
| 10 | Multimodal Mobility Hub | Greenwood Av | Washington Bl | | Implement bikeshare, carshare, and transit connectivity<br><br>*Note* : Additional projects (hardened centerlines, pedestrian nose at median, truck aprons, reflective border on signal heads, public art, mobility parking options) proposed by the City of Montebello at the intersection of Greenwood Av and Washington Bl can be considered through discussion with Metro at a future phase. | 6'-12' | TWA | | Montebello |
| 11 | Street Furniture | Greenwood Av | Mariposa Ln to Oakwood St | | Install where feasible | 5'-12' (4' PKW) | TWA, OLS, CAB | City of Montebello First Mile Last Mile Plan (2023) | Montebello |
| 12 | Wayfinding Signage | Greenwood Av | Mariposa Ln to Oakwood St | | Coordinate signage to station and local destinations | 5'-12' (4' PKW) | TWA, CAB, First Last Mile Technical Team | | Montebello |
| WASHINGTON BOULEVARD - PRIMARY (South Vail Avenue to South 5th Street) | | | | | | | | | |
| 13 | Curb Extension | Washington Bl | South Vail Av, South Maple Av, Montebello Bl | 1 | Install at South Vail Av (4), South Maple Av (4), and Montebello Bl (4) | 8'-9' | OLS, CAB, First Last Mile Technical Team | San Gabriel Valley Regional Active Transportation Plan (2018) | Montebello |
| 14 | Curb Ramps | Washington Bl | Montebello Bl | 1 | Install uni-directional, dual curb ramps at Montebello Bl (8) | 8'-9' | CAB, First Last Mile Technical Team | | Montebello |
| 15 | High Visibility Crosswalk | Washington Bl | South Vail Av, South Maple Av, Montebello Bl | 1 | Install at South Vail Av (4), South Maple Av (4), and Montebello Bl (4) | 8'-9' | TWA, OLS, CAB, First Last Mile Technical Team | | Montebello |

**Prioritized Projects**
**Non-Prioritized Projects**

## Greenwood Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 16 | Bus Stop Improvements | Washington Bl | South Vail Av to South 5th St | 1 | Install bus shelter (1) at NW corner of Washington Bl and South Vail Av<br>Install bus shelter (1) at SE corner of Washington Bl and South Vail Av<br>Install bus shelter (1) at NE corner of Washington Bl and Maple Av<br>Install bus shelter (1) at SE corner of Washington Bl and Maple Av<br>Install bus shelter (1), seating (1), and trash receptacle (1) at NE corner of Washington Bl and South 5th St | 8'-9' | TWA, OLS, CAB, First Last Mile Technical Team | | Montebello |
| 17 | Landscape and Shade | Washington Bl | South Vail Av to South 5th St | 1 | Infill shade trees | 8'-9' | TWA, OLS | | Montebello |
| 18 | New or Improved Sidewalk | Washington Bl | South Vail Av to South 5th St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 8'-9' | TWA, CAB, First Last Mile Technical Team | | Montebello |
| 19 | Pedestrian and Cyclist Lighting | Washington Bl | South Vail Av to South 5th St | 1 | Infill lighting | 8'-9' | TWA, CAB, First Last Mile Technical Team | City of Montebello First Mile Last Mile Plan (2023) | Montebello |
| 20 | Traffic Calming | Washington Bl | South Vail Av to South 5th St | 1 | Traffic calming strategies to be determined at future project phase | 8'-9' | TWA, OLS, CAB, First Last Mile Technical Team | | Montebello |
| 21 | Street Furniture | Washington Bl | South Vail Av to South 5th St | | Implement where feasible | 8'-9' | TWA, CAB, First Last Mile Technical Team | City of Montebello First Mile Last Mile Plan (2023) | Montebello |
| 22 | Wayfinding Signage | Washington Bl | South Vail Av to South 5th St | | Coordinate signage to station and local destinations | 8'-9' | TWA, CAB, First Last Mile Technical Team | | Montebello |

LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Rosemead Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **ROSEMEAD BOULEVARD - PRIMARY (Crossway Drive/Balfour Street to Rex Road)** | | | | | | | | | |
| 1 | Bus Stop Improvements | Rosemead Bl | Coffman Pico Rd, Danbridge St, Rex Rd | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Rosemead Bl and Coffman Pico Rd<br><br>Install bus shelter (1) at NE corner of Rosemead Bl and Coffman Pico Rd<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Rosemead Bl and Danbridge St<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Rosemead Bl and Danbridge St<br><br>Install bus shelter (1) at NW corner of Rosemead Bl and Rex Rd<br><br>Install bus shelter (1) and trash receptacles (1) at NE corner of Rosemead Bl and Rex Rd | 0'-12' (7' PKW) | TWA, OLS | | Pico Rivera |
| 2 | Curb Extension | Rosemead Bl | Balfour St/Crossway Dr, Washington Bl, Danbridge St, Rex Rd | 1 | Install at Crossway Dr/Balfour St (1), Washington Bl (4), Danbridge St (4), and Rex Rd (4) | 0'-12' (7' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |
| 3 | Signalized Crossing | Rosemead Bl | Terrazas Way, Danbridge St | 1 | Install traffic signals at proposed crossings at Terrazas Way (2) and Danbridge St (2); Coordinate with installation of high visibility crosswalks | 0'-12' (7' PKW) | TWA, CAB, First Last Mile Technical Team | | Pico Rivera |
| 4 | Curb Ramps | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | 1 | Install bi-directional curb ramps at Carron Dr (1) and Rex Rd (2)<br><br>Install uni-directional curb ramps at Coffman Pico Rd (3), Carron Dr (1), and Rex Rd (3)<br><br>Install uni-directional, dual curb ramps at Washington Bl (8)<br><br>Install tactile warning strips on Coffman Pico Rd (4) and Carron Dr (3) | 0'-12' (7' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |

**Prioritized Projects**
**Non-Prioritized Projects**

## Rosemead Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 5 | High Visibility Crosswalk | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | 1 | Install at Coffman Pico Rd (3), Carron Dr (3), Washington Bl (4), Driveway entrance by Walgreens to Pico Rivera Towne Center (1), Terrazas Way (3), Drway entrance by Habit Burger to Pico Rivera Towne Center (1), Danbridge St (3), and Rex Rd (4) | 0'-12' (7' PKW) | TWA, OLS, CAB, CWA, First Last Mile Technical Team | Pico Rivera Urban Greening Plan (2018) | Pico Rivera |
| 6 | Landscape and Shade | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | 1 | Infill shade trees | 0'-12' (7' PKW) | TWA, OLS, CAB, First Last Mile Technical Team | | Pico Rivera |
| 7 | New or Improved Sidewalks | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 0'-12' (7' PKW) | TWA, CAB, First Last Mile Technical Team | | Pico Rivera |
| 8 | Pedestrian and Cyclist Lighting | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | 1 | Infill lighting | 0'-12' (7' PKW) | TWA, OLS, CAB, First Last Mile Technical Team | | Pico Rivera |
| 9 | Traffic Calming | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | 1 | Traffic calming strategies to be determined in a future project phase | 0'-12' (7' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 10 | Multimodal Mobility Hub | Rosemead Bl | Washington Bl | | Implement at Pico Rivera Towne Center (carshare, bikeshare, transit connectivity) | 0'-12' (7' PKW) | OLS | | Pico Rivera |
| 11 | Overpass Improvements | Rosemead Bl | Balfour St/Crossway Dr | | Add shade structures, pedestrian and cyclist lighting, and aesthetic treatments | 0'-12' (7' PKW) | TWA, CAB | | Pico Rivera |
| 12 | Street Furniture | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | | Implement where feasible | 0'-12' (7' PKW) | TWA, OLS, CAB, First Last Mile Technical Team | | Pico Rivera |
| 13 | Wayfinding Signage | Rosemead Bl | Balfour St/Crossway Dr to Rex Rd | | Coordinate signage to station and local destinations | 0'-12' (7' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |

☐ **Prioritized Projects**
☐ **Non-Prioritized Projects**

## Rosemead Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **WASHINGTON BOULEVARD - PRIMARY (Paramount Boulevard to Lemoran Avenue)** | | | | | | | | | |
| 14 | Curb Extensions | Washington Bl | Candace Av, Bollenbacher Dr, Crossway Dr | 1 | Install at Candace Av (4), Bollenbacher Dr (4), and Crossway Dr (4) | 10'-15' (10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 15 | Bus Stop Improvements | Washington Bl | Paramount Bl to Lemoran Av | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Washington Bl and Paramount Bl<br><br>Install bus shelter (1) and seating (1) at NE corner of Washington Bl and Paramount Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at stop on NE corner of Washington Bl and Phaeton Av<br><br>Install bus shelter (1) at stop on NW corner of Washington Bl and Crossway Dr<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) on NE corner of Washington Bl and Loch Alene Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Washington Bl and Loch Alene Av | 10'-15' (10' PKW) | CWA, First Last Mile Technical Team | | Pico Rivera |
| 16 | Curb Ramps | Washington Bl | Paramount Bl to Lemoran Av | 1 | Install uni-directional, dual curb ramps (8) at Paramount Bl; Install uni-directional curb ramp at Bollenbacher Dr (1)<br><br>Install bi-directional curb ramps at Candace Av (3), Bollenbacher Dr (3), Crossway Dr (2), and Lemoran Av (1)<br><br>Install tactile warning strips at driveway entrance to Pico Rivera Towne Center (Chili's) (2) and Bonnie Vale Place (2) | 10'-15' (10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |

Prioritized Projects
Non-Prioritized Projects

## Rosemead Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 17 | High Visibility Crosswalk | Washington Bl | Paramount Bl to Lemoran Av | 1 | Install at Paramount Bl (4), Candace Av (3), Bollenbacher Dr (3), Crossway Dr (4), Bequette Av (2), and Loch Alene Av (2) | 10'-15' (10' PKW) | TWA, OLS, CAB, CWA, First Last Mile Technical Team | | Pico Rivera |
| 18 | Landscape and Shade | Washington Bl | Paramount Bl to Lemoran Av | 1 | Infill shade trees | 10'-15' (10' PKW) | TWA, OLS, CAB, CWA, First Last Mile Technical Team | | Pico Rivera |
| 19 | New or Improved Sidewalks | Washington Bl | Paramount Bl to Lemoran Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 10'-15' (10' PKW) | TWA, CAB, First Last Mile Technical Team | | Pico Rivera |
| 20 | Pedestrian and Cyclist Lighting | Washington Bl | Paramount Bl to Lemoran Av | 1 | Infill lighting | 10'-15' (10' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |
| 21 | Traffic Calming | Washington Bl | Paramount Bl to Lemoran Av | 1 | Traffic calming strategies to be determined in a future project phase | 10'-15' (10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 22 | Street Furniture | Washington Bl | Paramount Bl to Lemoran Av | | Implement where feasible | 10'-15' (10' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |
| 23 | Wayfinding Signage | Washington Bl | Paramount Bl to Lemoran Av | | Coordinate signage to station and local destinations | 10'-15' (10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |

**Prioritized Projects**
**Non-Prioritized Projects**

## Rosemead Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **PARAMOUNT BOULEVARD - PRIMARY (Silverette Drive/Unser Street to Canford Street/Mercury Lane)** | | | | | | | | | |
| 24 | Bus Stop Improvements | Paramount Bl | Unser St/Silverette Dr, Carron Dr, Washington Bl | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at stops on SE corner of Paramount Bl and Unser St/Silverette Dr<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Paramount Bl and Unser St/Silverette Dr<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Paramount Bl and Carron Dr<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Paramount Bl and Carron Dr<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Paramount Bl and Washington Bl<br><br>Install bus shelter (1) at SW corner of Paramount Bl and Washington Bl | 7'-15' (0'-10' PKW) | TWA, First Last Mile Technical Team | | Pico Rivera |
| 25 | Curb Extensions | Paramount Bl | Washington Bl | 1 | Install at Washington Bl (4) | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 26 | High Visibility Crosswalk | Paramount Bl | Unser St/Silverette Dr, Carron Dr, Driveway entrance to Walmart Garden Center, Mercury Ln/Canford St | 1 | Install at Unser St/Silverette Dr (3), Carron Dr (3), Driveway entrance to Walmart Garden Center (2), and Mercury Ln/Canford St (4) | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 27 | Signalized Crossing | Paramount Bl | Unser St/Silverette Dr, Carron Dr, Driveway entrance to Walmart Garden Center | 1 | Install traffic signals at proposed crossings at Unser St/Silverette Dr (2), Carron Dr (2), and the driveway entrance to Walmart Garden Center (2); Coordinate with installation of high visibility crosswalks | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 28 | Landscape and Shade | Paramount Bl | Unser St/Silverette Dr to Mercury Ln/ Canford St | 1 | Infill shade trees | 7'-15' (0'-10' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |

**Prioritized Projects**
**Non-Prioritized Projects**

## Rosemead Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 29 | New or Improved Sidewalk | Paramount Bl | Unser St/Silverette Dr to Mercury Ln/ Canford St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 7'-15' (0'-10' PKW) | TWA, CAB, First Last Mile Technical Team | | Pico Rivera |
| 30 | Pedestrian and Cyclist Lighting | Paramount Bl | Unser St/Silverette Dr to Mercury Ln/ Canford St | 1 | Infill lighting | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 31 | Traffic Calming | Paramount Bl | Unser St/Silverette Dr to Mercury Ln/ Canford St | 1 | Traffic calming strategies to be determined in a future project phase | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 32 | Street Furniture | Paramount Bl | Unser St/Silverette Dr to Mercury Ln/ Canford St | | Implement where feasible | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | Pico Rivera |
| 33 | Wayfinding Signage | Paramount Bl | Unser St/Silverette Dr to Mercury Ln/ Canford St | | Coordinate signage to station and local destinations | 7'-15' (0'-10' PKW) | OLS, CAB, First Last Mile Technical Team | | Pico Rivera |

LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **NORWALK BOULEVARD - PRIMARY (Flory Street to Aeolian Street)** | | | | | | | | | |
| 1 | Curb Extension | Norwalk Bl | Saragosa St, Broadway Av, Aeolian St | 1 | Install at Saragosa St (2), Broadway Av (1), and Aeolian St (3) | 5'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019), Norwalk Boulevard (Mines Bl to Broadway) Vision Zero Traffic Safety Enhancements, Los Nietos Safe Routes to School - Phase 1 Project | 65% LA County<br>35% Santa Fe Springs |
| 2 | Shade Structure | Norwalk Bl | Saragosa St | 1 | Install at existing plaza/parklet in Saragosa St | 5'-12' (0'-5' PKW) | CAB, CWA, First Last Mile Technical Team | | LA County |
| 3 | Bus Stop Improvements | Norwalk Bl | Flory St to Aeolian St | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Norwalk Bl and Washington Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) on west side of Norwalk Bl between Washington Bl and Boer Av<br><br>Install bus shelter (1) and seating (1) at SW corner of Norwalk Bl and Waddell St<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Norwalk Bl and Wakeman St | 5'-12' (0'-5' PKW) | TWA, CAB, CWA, First Last Mile Technical Team | Norwalk Boulevard Station First-Last Mile Plan (2023) | 50% LA County<br>50% Santa Fe Springs |
| 4 | Curb Ramps | Norwalk Bl | Flory St to Aeolian St | 1 | Install bi-directional curb ramps at Flory St (2), Choisser St (2), Rockne Av (1), and Boer Av (2)<br><br>Install uni-directional curb ramps at Saragosa St (2), Choisser St (1), Rockne Av (2), Waddell St (2), Broadway Av (8), and Aeolian St (1)<br><br>Implement tactile warning strips on Broadway Av (2) | 5'-12' (0'-5' PKW) | TWA, CAB, First Last Mile Technical Team | Los Nietos Safe Routes to School - Phase 1 Project | 90% LA County<br>10% Santa Fe Springs |

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 5 | High Visibility Crosswalk | Norwalk Bl | Flory St to Aeolian St | 1, 3 | Install at Flory St (1), Saragosa St (2), Choisser St (2), Rockne Av (2), Boer Av (2), Waddell St (1), Broadway Av (4), Wakeman St (1), and Aeolian St (1) | 5'-12' (0'-5' PKW) | TWA, CAB, CWA, JOH, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019), Norwalk Boulevard (Mines Bl to Broadway) Vision Zero Traffic Safety Enhancements, Norwalk Boulevard Station First-Last Mile Plan (2023), Los Nietos Pedestrian Access Improvement Project (2031) | 85% LA County 15% Santa Fe Springs |
| 6 | Landscape and Shade | Norwalk Bl | Flory St to Aeolian St | 1 | Infill shade trees | 5'-12' (0'-5' PKW) | TWA, OLS, CAB, CWA, First Last Mile Technical Team | | 65% LA County 35% Santa Fe Springs |
| 7 | New or Improved Sidewalks | Norwalk Bl | Flory St to Aeolian St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 5'-12' (0'-5' PKW) | TWA, CAB | Los Nietos Safe Routes to School - Phase 1 Project | 65% LA County 35% Santa Fe Springs |
| 8 | Pedestrian and Cyclist Lighting | Norwalk Bl | Flory St to Aeolian St | 1 | Infill lighting | 5'-12' (0'-5' PKW) | TWA, CAB, First Last Mile Technical Team | | 65% LA County 35% Santa Fe Springs |
| 9 | Signalized Crossing | Norwalk Bl | Flory St to Aeolian St | 1, 3 | Install traffic signals at proposed crossings at Choisser St (2) and Boer Av (2); Install leading pedestrian interval at Saragosa St (1), Washington Bl (1), and Broadway Av (1); Coordinate with installation of high visibility crosswalks | 5'-12' (0'-5' PKW) | TWA, CAB, JOH, First Last Mile Technical Team | Vision Zero Los Angeles County: A Plan for Safer Rdways (2019), Norwalk Bl (Mines Bl to Broadway) Vision Zero Traffic Safety Enhancements, Los Nietos Pedestrian Access Improvement Project (2031) | 60% LA County 40% Santa Fe Springs |
| 10 | Traffic Calming | Norwalk Bl | Flory St to Aeolian St | 1 | Traffic calming strategies to be determined at later project phase | 5'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | 65% LA County 35% Santa Fe Springs |

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 11 | Street Furniture | Norwalk Bl | Saragosa St | | Implement street furniture at existing plazas on the NW and SW corner of the intersection | 5'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | LA County |
| 12 | Street Furniture | Norwalk Bl | Flory St to Aeolian St | | Implement where feasible | 5'-12' (0'-5' PKW) | TWA, CAB, CWA, First Last Mile Technical Team | | 65% LA County 35% Santa Fe Springs |
| 13 | Wayfinding Signage | Norwalk Bl | Flory St to Aeolian St | | Coordinate signage to station and local destinations | 5'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | Norwalk Boulevard Station First-Last Mile Plan (2023) | 65% LA County 35% Santa Fe Springs |

### WASHINGTON BOULEVARD - PRIMARY (Pioneer Boulevard to Gretna Avenue)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 14 | Bus Stop Improvements | Washington Bl | Pioneer Bl, Norwalk Bl, Broadway Av | 1 | Install bus shelter (1) and trash receptacles (1) at NE corner of Washington Bl and Pioneer Bl<br><br>Install bus shelter (1) and seating (1) at SW corner of Washington Bl and Pioneer Bl<br><br>Install bus shelter (1) and trash receptacles (1) at NE corner of Washington Bl and Norwalk Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SE corner of Washington Bl and Norwalk Bl<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Washington Bl and Broadway Av<br><br>Install bus shelter (1) at SE corner of Washington Bl and Broadway Av | 6'-15' | TWA, OLS, CAB, First Last Mile Technical Team | | 55% LA County 45% Santa Fe Springs |
| 15 | Curb Extension | Washington Bl | Pioneer Bl, Norwalk Bl, Broadway Av | 1 | Install at Pioneer Bl (4), Norwalk Bl (4), and Broadway Av (4) | 6'-15' | OLS, CAB, First Last Mile Technical Team | | 60% LA County 40% Santa Fe Springs |
| 16 | Signalized Crossing | Washington Bl | Duchess Dr, Gretna Av | 1 | Install traffic signals at proposed crossings at Duchess Dr (2) and Gretna Av (2); Coordinate with installation of high visibility crosswalks | 6'-15' | OLS, CAB, First Last Mile Technical Team | | 50% LA County 50% Santa Fe Springs |

Prioritized Projects
Non-Prioritized Projects

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 17 | High Visibility Crosswalk | Washington Bl | Pioneer Bl to Gretna Av | 1 | Install at Pioneer Bl (4), Millergrove Dr (2), Norwalk Bl (4), Duchess Dr (2), Broadway Av (4), and Gretna Av (3) | 6'-15' | CAB, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019) | 70% LA County<br>30% Santa Fe Springs |
| 18 | Curb Ramps | Washington Bl | Pioneer Bl to Gretna Av | 1, 3 | Install bi-directional curb ramps at Pioneer Bl (2), Milna Av (2), Rockne Av (2), Norwalk Bl (1), Boer Av (2), Duchess Dr (2), Vanport Av (2), Westman Av (2), and Gretna Av (4)<br><br>Install uni-directional curb ramps at Danby Av (2), Millergrove Dr (1), Morill Av (1), Norwalk Bl (2); Install uni-directional dual curb ramps at Broadway Av (8)<br><br>Install tactile warning strips at Norwalk Bl (2), entrances to Santa Fe Springs Marketplace (8), and between Broadway Av and Westman Av (6) | 6'-15' | CAB, JOH, First Last Mile Technical Team | Norwalk Boulevard Station First-Last Mile Plan (2023), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos - Pioneer Boulevard et al Project | 50% LA County<br>50% Santa Fe Springs |
| 19 | Landscape and Shade | Washington Bl | Pioneer Bl to Gretna Av | 1 | Infill shade trees | 6'-15' | TWA, OLS, CAB, First Last Mile Technical Team | Norwalk Boulevard Station First-Last Mile Plan (2023) | 70% LA County<br>30% Santa Fe Springs |
| 20 | New or Improved Sidewalks | Washington Bl | Pioneer Bl to Gretna Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 6'-15' | TWA, OLS, CAB, First Last Mile Technical Team | Los Nietos Safe Routes to School - Phase 1 Project (2023) | 70% LA County<br>30% Santa Fe Springs |
| 21 | Pedestrian and Cyclist Lighting | Washington Bl | Pioneer Bl to Gretna Av | 1 | Infill lighting | 6'-15' | OLS, CAB, First Last Mile Technical Team | | 70% LA County<br>30% Santa Fe Springs |
| 22 | Traffic Calming | Washington Bl | Pioneer Bl to Greta Av | 1 | Traffic calming strategies to be proposed at later project phase | 6'-15' | CAB, First Last Mile Technical Team | | 70% LA County<br>30% Santa Fe Springs |
| 23 | Opportunity Improvement | Washington Bl | Pioneer Bl | | Add aesthetic treatments, lighting, and other improvements to I-605 underpass | 6'-15' | First Last Mile Technical Team | | LA County |
| 24 | Plaza/Parklet | Washington Bl | Norwalk Bl | | Develop plaza/parklet and integrate into new station area | 6'-15' | CAB, First Last Mile Technical Team | | Santa Fe Springs |

☐ **Prioritized Projects**
☐ **Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 25 | Shade Structure | Washington Bl | Norwalk Bl | | Integrate shade structures into plaza/parklet | 6'-15' | CAB, First Last Mile Technical Team | | Santa Fe Springs |
| 26 | Street Furniture | Washington Bl | Pioneer Bl to Gretna Av | | Implement where feasible | 6'-15' | OLS, CAB, First Last Mile Technical Team | | 70% LA County<br>30% Santa Fe Springs |
| 27 | Underpass Improvements | Washington Bl | I-605 freeway | | Enhance sidewalks and pedestrian/cyclist lighting; improve cleanliness | 6'-15' | OLS, CAB | | LA County |
| 28 | Wayfinding Signage | Washington Bl | Pioneer Bl to Gretna Av | | Coordinate signage to station and local destinations | 6'-15' | TWA, OLS, CAB, First Last Mile Technical Team | | 70% LA County<br>30% Santa Fe Springs |
| **BROADWAY AVENUE - PRIMARY (Allerton Street to Norwalk Boulevard)** | | | | | | | | | |
| 29 | Bus Stop Improvements | Broadway Av | Saragosa St | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at NW corner of Broadway Av and Saragosa St | 5'-12'<br>(0-6'PKW) | CAB, First Last Mile Technical Team | | LA County |
| 30 | Curb Extension | Broadway Av | Thornlake Av | 1 | Install at NE and SE corner of intersections at both ends of Thornlake Av (4) | 5'-12'<br>(0-6'PKW) | CAB, First Last Mile Technical Team | | LA County |
| 31 | Signalized Crossing | Broadway Av | Coolhurst Dr, Thornlake Av, Between Washington Bl and Norwalk Bl | 1 | Install traffic signals at proposed crossings at Coolhurst Dr (2), north and south ends of Thornlake Av (4), and between Washington Bl and Norwalk Bl (2); Coordinate with installation of high visibility crosswalks | 5'-12'<br>(0-6'PKW) | CAB, CWA, First Last Mile Technical Team | | 75% LA County<br>25% Santa Fe Springs |
| 32 | High Visibility Crosswalk | Broadway Av | Allerton St to Norwalk Bl | 1 | Install at Coolhurst Dr (2), Winchell St (1), Saragosa St (2), Thornlake Av (2), and between Washington Bl and Norwalk Bl (1) | 5'-12'<br>(0-6'PKW) | OLS, CAB, First Last Mile Technical Team | | 90% LA County<br>10% Santa Fe Springs |
| 33 | Curb Ramps | Broadway Av | Allerton St to Norwalk Bl | 1 | Install bi-directional curb ramps at Allerton St (2), Coolhurst Dr (2), Balfour St (2), Winchell St (2), Saragosa St (2), and Thornlake Av (4) | 5'-12'<br>(0-6'PKW) | CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 34 | Landscape and Shade | Broadway Av | Allerton St to Norwalk Bl | 1 | Infill shade trees | 5'-12' (0-6'PKW) | TWA, CAB, First Last Mile Technical Team | | 75% LA County 25% Santa Fe Springs |
| 35 | New or Improved Sidewalks | Broadway Av | Allerton St to Norwalk Bl | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 5'-12' (0-6'PKW) | CAB, CWA, First Last Mile Technical Team | Los Nietos Safe Routes to School - Phase 1 Project | 75% LA County 25% Santa Fe Springs |
| 36 | Pedestrian and Cyclist Lighting | Broadway Av | Allerton St to Norwalk Bl | 1 | Infill lighting | 5'-12' (0-6'PKW) | CAB, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019) | 75% LA County 25% Santa Fe Springs |
| 37 | Traffic Calming | Broadway Av | Allerton St to Norwalk Bl | 1 | Traffic calming strategies to be determined at a later project phase | 5'-12' (0-6'PKW) | OLS, CAB, First Last Mile Technical Team | Norwalk Boulevard Station First-Last Mile Plan (2023) | 75% LA County 25% Santa Fe Springs |
| 38 | Street Furniture | Broadway Av | Allerton St to Norwalk Bl | | Implement where feasible | 5'-12' (0-6'PKW) | CAB, First Last Mile Technical Team | | 75% LA County 25% Santa Fe Springs |
| 39 | Wayfinding Signage | Broadway Av | Allerton St to Norwalk Bl | | Coordinate signage to station and local destinations | 5'-12' (0-6'PKW) | CAB, First Last Mile Technical Team | | 75% LA County 25% Santa Fe Springs |
| **PIONEER BOULEVARD - PRIMARY (Saragosa Street to Waddell Street)** | | | | | | | | | |
| 40 | Curb Extensions | Pioneer Bl | Danby Av/Bartley Av, Waddell St | 1 | Install at Danby Av/Bartley Av (4) and Waddell St (4) | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019) | LA County |
| 41 | Curb Ramps | Pioneer Bl | Saragosa St, Danby Av/Bartley Av, Waddell St | 1, 3 | Install bi-directional curb ramps at Saragosa St (3), Danby Av/Bartley Av (4), and Waddell St (2)<br><br>Install uni-directional curb ramp at Waddell St (1) | 7'-15' (0'-10' PKW) | CAB, JOH, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos - Pioneer Boulevard et al Project (2027) | LA County |
| 42 | Signalized Crossing | Pioneer Bl | Saragosa St | 3 | Install traffic signal (1) at Saragosa St | 7'-15' (0'-10' PKW) | JOH | Los Nietos - Pioneer Boulevard et al Project | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 43 | High Visibility Crosswalk | Pioneer Bl | Saragosa St to Waddell St | 1 | Install at Saragosa St (2), Danby Av/Bartley Av (4), I-605 ramp north of Washington Bl (1), I-605 ramp south of Washington Bl (1), Waddell St (2) | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project | LA County |
| 44 | Landscape and Shade | Pioneer Bl | Saragosa St to Waddell St | 1 | Infill shade trees | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | Norwalk Boulevard Station First-Last Mile Plan (2023) | LA County |
| 45 | New or Improved Sidewalks | Pioneer Bl | Saragosa St to Waddell St | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 7'-15' (0'-10' PKW) | TWA, CAB, CWA, First Last Mile Technical Team | Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos - Pioneer Boulevard et al Project | LA County |
| 46 | Pedestrian and Cyclist Lighting | Pioneer Bl | Saragosa St to Waddell St | 1 | Infill lighting | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | LA County |
| 47 | Traffic Calming | Pioneer Bl | Saragosa St to Waddell St | 1 | Traffic calming strategies to be determined at a later project phase | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | LA County |
| 48 | Street Furniture | Pioneer Bl | Washington Bl to Waddell St | | Implement where feasible | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | LA County |
| 49 | Wayfinding Signage | Pioneer Bl | Saragosa St to Waddell St | | Coordinate signage to station and local destinations | 7'-15' (0'-10' PKW) | CAB, First Last Mile Technical Team | | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **MILLERGROVE DRIVE - SECONDARY (Washington Boulevard to Aeolian Street)** | | | | | | | | | |
| 50 | High Visibility Crosswalk | Millergrove Dr | Benavon St | 3 | Install at Benavon St (2) | 0'-11" (0'-8" PKW) | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos Pedestrian Access Improvement Project (2031) | LA County |
| **SARAGOSA STREET - SECONDARY (Culley Avenue to Broadway Avenue)** | | | | | | | | | |
| 51 | Curb Ramps | Saragosa St | Duchess Dr, Vanport Av | 3 | Install bi-directional curb ramps at Duchess Dr (2) and Vanport Av (4) | 0'-4" (0'-8" PKW) | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031) | LA County |
| 52 | High Visibility Crosswalk | Saragosa St | Duchess Dr | 3 | Install at Duchess Dr (4) | 0'-4" (0'-8" PKW) | JOH | Norwalk Boulevard Station First-Last Mile Plan (2023), Los Nietos Pedestrian Access Improvement Project (2031) | LA County |
| 53 | New or Improved Sidewalks | Saragosa St | Duchess Dr to Broadway Av | 3 | Install sidewalks on both sides of Saragosa St | 0'-4" (0'-8" PKW) | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031) | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Walk Projects

| Project ID | Project Type | Location | Cross Street/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **VICKI DRIVE - SECONDARY (Washington Boulevard to Aeolian Street)** | | | | | | | | | |
| 54 | Curb Ramps | Vicki Dr | Abbotsford Rd, Aeolian St | 3 | Install bi-directional curb ramps at Abbotsford Rd (2) and Aeolian St (1) | 0'-5' (0'-7' PKW) | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos Pedestrian Access Improvement Project (2031) | LA County |
| 55 | High Visibility Crosswalk | Vicki Dr | Godoy St | 3 | Install at Godoy St (1) | 4'-20' (0'-6' PKW) | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Safe Routes to School - Phase 1 Project, Los Nietos Pedestrian Access Improvement Project (2031) | LA County |
| **WADDELL STREET - SECONDARY (Decosta Avenue to Norwalk Boulevard)** | | | | | | | | | |
| 56 | Curb Ramps | Waddell St | Rexall Av | 3 | Install at Rexall Av (2) | 0' | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031) | LA County |
| 57 | New or Improved Sidewalks | Waddell St | Decosta Av to Norwalk Bl | 3 | Install sidewalks on north side of Waddell St | 0'-11' (0'-7' PKW) | JOH | West Whittier-Los Nietos Community Pedestrian Plan (2019), Los Nietos Pedestrian Access Improvement Project (2031) | LA County |

LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Lambert Station Walk Projects

| Project ID | Project Type | Location | Cross St/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **LAMBERT ROAD - PRIMARY (Washington Boulevard to Greenleaf Avenue)** | | | | | | | | | |
| 1 | Bus Stop Improvements | Lambert Rd | Santa Fe Springs Rd | 1 | Install bus shelter (1), seating (1), and trash receptacles (1) at stop at NW corner of Lambert Rd and Santa Fe Springs Rd<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at NE corner of Lambert Rd and Santa Fe Springs Rd | 11' | TWA, CAB | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 2 | High Visibility Crosswalk | Lambert Rd | Hydro Dr | 1 | Install at Hydro Dr (2) with new signalized crossing | 4'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 3 | Signalized Crossing | Lambert Rd | Hydro Dr | 1 | Install traffic signal (2) at Hydro Dr; Coordinate with installation of high visibility crosswalks | 4'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 4 | Curb Ramps | Lambert Rd | Washington Bl to Greenleaf Av | 1 | Install bi-directional curb ramps at Hydro Dr (2), Newlin Av (2), Shulman Av (2), and Villa Dr (2)<br><br>Install uni-directional curb ramp at Hydro Dr (1) | 4'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 5 | Landscape and Shade | Lambert Rd | Washington Bl to Greenleaf Av | 1 | Infill shade trees | 4'-12' (0'-5' PKW) | CAB, CWA, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 6 | New or Improved Sidewalks | Lambert Rd | Washington Bl to Greenleaf Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 4'-12' (0'-5' PKW) | TWA, OLS, CAB, First Last Mile Technical Team | | Whittier |
| 7 | Pedestrian and Cyclist Lighting | Lambert Rd | Washington Bl to Greenleaf Av | 1 | Infill lighting | 4'-12' (0'-5' PKW) | OLS, CAB, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 8 | Traffic Calming | Lambert Rd | Washington Bl to Greenleaf Av | 1 | Traffic calming strategies to be determined at later project phase | 4'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | Whittier |

Prioritized Projects
Non-Prioritized Projects

## Lambert Station Walk Projects

| Project ID | Project Type | Location | Cross St/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 9 | Multimodal Mobility Hub | Lambert Rd | Washington Bl | | Implement bikeshare, carshare, and transit connectivity at new station area | 4'-12' (0'-5' PKW) | OLS | | Whittier |
| 10 | Plaza/Parklet | Lambert Rd | Between Washington Bl and Hydro Dr | | Integrate plaza/parklet into new station area on west side of Lambert Rd | 4'-12' (0'-5' PKW) | OLS | | Whittier |
| 11 | Shade Structure | Lambert Rd | Between Washington Bl and Hydro Dr | | Implement at plaza/parklet in new station area | 4'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 12 | Street Furniture | Lambert Rd | Washington Bl to Greenleaf Av | | Implement where feasible | 4'-12' (0'-5' PKW) | OLS, CAB, CWA, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 13 | Wayfinding Signage | Lambert Rd | Washington Bl to Greenleaf Av | | Coordinate signage to station and local destinations | 4'-12' (0'-5' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| WASHINGTON BOULEVARD - PRIMARY (Calobar Avenue to Whittier Boulevard) | | | | | | | | | |
| 14 | Bus Stop Improvements | Washington Bl | Calobar Av | 1 | Install bus shelter (1) at NE corner of Washington Bl and Calobar Av<br><br>Install bus shelter (1), seating (1), and trash receptacles (1) at SW corner of Washington Bl and Calobar Av | 4'-12' (0'-6' PKW) | TWA, CAB | | 75% City of Whittier<br>25% LA County |
| 15 | Curb Extension | Washington Bl | Lambert Rd | 1 | Install at Lambert Rd (4) | 4'-12' (0'-6' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 16 | Signalized Crossing | Washington Bl | Lambert Rd | 1 | Install traffic signals at proposed crossing at Lambert Rd (2); Coordinate with installation of high visibility crosswalks | 4'-12' (0'-6' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 17 | High Visibility Crosswalk | Washington Bl | Calobar Av to Whittier Bl | 1 | Install at Crowndale Av/Rivera Rd (4), Driveway entrance to Home Depot (1), Persing Dr (1), Putnam St (3), Lambert Rd (1), and Whittier Bl (8) | 4'-12' (0'-6' PKW) | TWA, CAB, CWA, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Lambert Station Walk Projects

| Project ID | Project Type | Location | Cross St/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 18 | Curb Ramps | Washington Bl | Calobar Av to Whittier Bl | 1 | Install bi-directional curb ramps at Home Depot entrance (2), Persing Dr (1), and Whittier Bl (2)<br><br>Install uni-directional curb ramps at Crowndale/Rivera Rd (3), Driveway entrance to Home Depot (1), Putnam St (1), and Whittier Bl (7)<br><br>Install tactile warning strips on pedestrian islands at Whittier Bl (6) | 4'-12' (0'-6' PKW) | CAB, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | LA County |
| 19 | Landscape and Shade | Washington Bl | Calobar Av to Whittier Bl | 1 | Infill shade trees | 4'-12' (0'-6' PKW) | TWA, OLS, CAB, CWA, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | 90% City of Whittier 10% LA County |
| 20 | New or Improved Sidewalks | Washington Bl | Calobar Av to Whittier Bl | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 4'-12' (0'-6' PKW) | TWA, OLS, CAB, First Last Mile Technical Team | | 90% City of Whittier 10% LA County |
| 21 | Pedestrian and Cyclist Lighting | Washington Bl | Calobar Av to Whittier Bl | 1 | Infill lighting | 4'-12' (0'-6' PKW) | TWA, OLS, CAB, CWA, First Last Mile Technical Team | | 90% City of Whittier 10% LA County |
| 22 | Opportunity Improvement | Washington Bl | Whittier Bl | | Upgrade five points intersection as a protected pedestrian/bicycle intersection. Design to be developed at later project phase. | 4'-12' (0'-6' PKW) | First Last Mile Technical Team | | Whittier |
| 23 | Street Furniture | Washington Bl | Calobar Av to Whittier Bl | | Implement where feasible | 4'-12' (0'-6' PKW) | OLS, CAB, First Last Mile Technical Team | | 90% Whittier 10% LA County |
| 24 | Wayfinding Signage | Washington Bl | Calobar Av to Whittier Bl | | Coordinate signage to station and local destinations | 4'-12' (0'-6' PKW) | CAB, First Last Mile Technical Team | | 90% Whittier 10% LA County |

**Prioritized Projects**
**Non-Prioritized Projects**

## Lambert Station Walk Projects

| Project ID | Project Type | Location | Cross St/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| **SANTA FE SPRINGS ROAD - PRIMARY (Whittier Boulevard to McGee Drive)** | | | | | | | | | |
| 25 | Curb Extension | Santa Fe Springs Road | Lambert Rd | 1 | Install at Lambert Rd (4) | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 26 | High Visibility Crosswalk | Santa Fe Springs Rd | Putnam St, Lambert Rd, Foxley Dr, McGee Dr | 1 | Install at Putnam St (3), Lambert Rd (4), Foxley Dr (3), and McGee Dr (3) | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 27 | Signalized Crossing | Santa Fe Springs Rd | Putnam St, Foxley Dr, McGee Dr | 1 | Install traffic signals at proposed crossings at Putnam St (2), Foxley Dr (2), and McGee Dr (2); Coordinate with installation of high visibility crosswalks | 5'-12' (0'-7' PKW) | TWA, CAB, First Last Mile Technical Team | | Whittier |
| 28 | Curb Ramps | Santa Fe Springs Road | Whittier Bl to McGee Dr | 1 | Install bi-directional curb ramps at Nogal Av (1) and McGee Dr (1)<br>Install uni-directional, dual curb ramps at Lambert Road (2) and uni-directional curb ramp at Foxley Dr (1)<br>Install tactile warning strips on Lambert Road (3) | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 29 | Landscape and Shade | Santa Fe Springs Road | Whittier Bl to McGee Dr | 1 | Infill shade trees | 5'-12' (0'-7' PKW) | CAB, CWA, First Last Mile Technical Team | | Whittier |
| 30 | New or Improved Sidewalks | Santa Fe Springs Road | Whittier Bl to McGee Dr | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 5'-12' (0'-7' PKW) | OLS, CAB, First Last Mile Technical Team | | Whittier |
| 31 | Pedestrian and Cyclist Lighting | Santa Fe Springs Road | Whittier Bl to McGee Dr | 1 | Infill lighting | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 32 | Traffic Calming | Santa Fe Springs Road | Whittier Bl to McGee Dr | 1 | Traffic calming strategies to be determined at later project phase | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |

## Lambert Station Walk Projects

| Project ID | Project Type | Location | Cross St/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 33 | Street Furniture | Santa Fe Springs Road | Whittier Bl to McGee Dr | | Implement where feasible | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| 34 | Wayfinding Signage | Santa Fe Springs Road | Whittier Bl to McGee Dr | | Coordinate signage to station and local destinations | 5'-12' (0'-7' PKW) | CAB, First Last Mile Technical Team | | Whittier |
| **WHITTIER BOULEVARD - PRIMARY (Baldwin Place to Milton Place)** | | | | | | | | | |
| 35 | Curb Ramps | Whittier Bl | Pacific Place | 1 | Install bi-directional curb ramps at Pacific Place (1)<br>Install uni-directional curb ramps at Pacific Place (1)<br>Install tactile warning strips at Pacific Place (4) | 0'-14' | TWA, CAB, First Last Mile Technical Team | | Whittier |
| 36 | High Visibility Crosswalk | Whittier Bl | Pacific Place | 1 | Install at Pacific Place (4) and 5 points intersection (2) | 0'-14' | CAB, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 37 | Landscape and Shade | Whittier Bl | Baldwin Place to Milton Av | 1 | Infill shade trees | 0'-14' | OLS, CAB, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 38 | New or Improved Sidewalks | Whittier Bl | Baldwin Place to Milton Av | 1 | Repair sidewalk holes and cracks; Remove/relocate sidewalk obstructions where feasible | 0'-14' | OLS, CAB, First Last Mile Technical Team | | Whittier |
| 39 | Pedestrian and Cyclist Lighting | Whittier Bl | Baldwin Place to Milton Av | 1 | Infill lighting | 0'-14' | CAB, First Last Mile Technical Team | | Whittier |
| 40 | Traffic Calming | Whittier Bl | Baldwin Place to Milton Av | 1 | Traffic calming strategies to be determined at later project phase | 0'-14' | CAB, First Last Mile Technical Team | | Whittier |

## Lambert Station Walk Projects

| Project ID | Project Type | Location | Cross St/Limits | Prioritization Method | Notes | Sidewalk Width | Project Origin | Existing Plan/Project | Jurisdiction |
|---|---|---|---|---|---|---|---|---|---|
| 41 | Street Furniture | Whittier Bl | Baldwin Place to Milton Av | | Implement where feasible | 0'-14' | CAB, First Last Mile Technical Team | Lambert Road Station First-Last Mile Plan (2022) | Whittier |
| 42 | Underpass Improvements | Whittier Bl | La Cuarta St | | Improve lighting and traffic signage for safety | 0'-14' | OLS, CAB | | Whittier |
| 43 | Wayfinding Signage | Whittier Bl | Baldwin Place to Milton Av | | Coordinate signage to station and local destinations | 0'-14' | TWA, CAB, First Last Mile Technical Team | | Whittier |

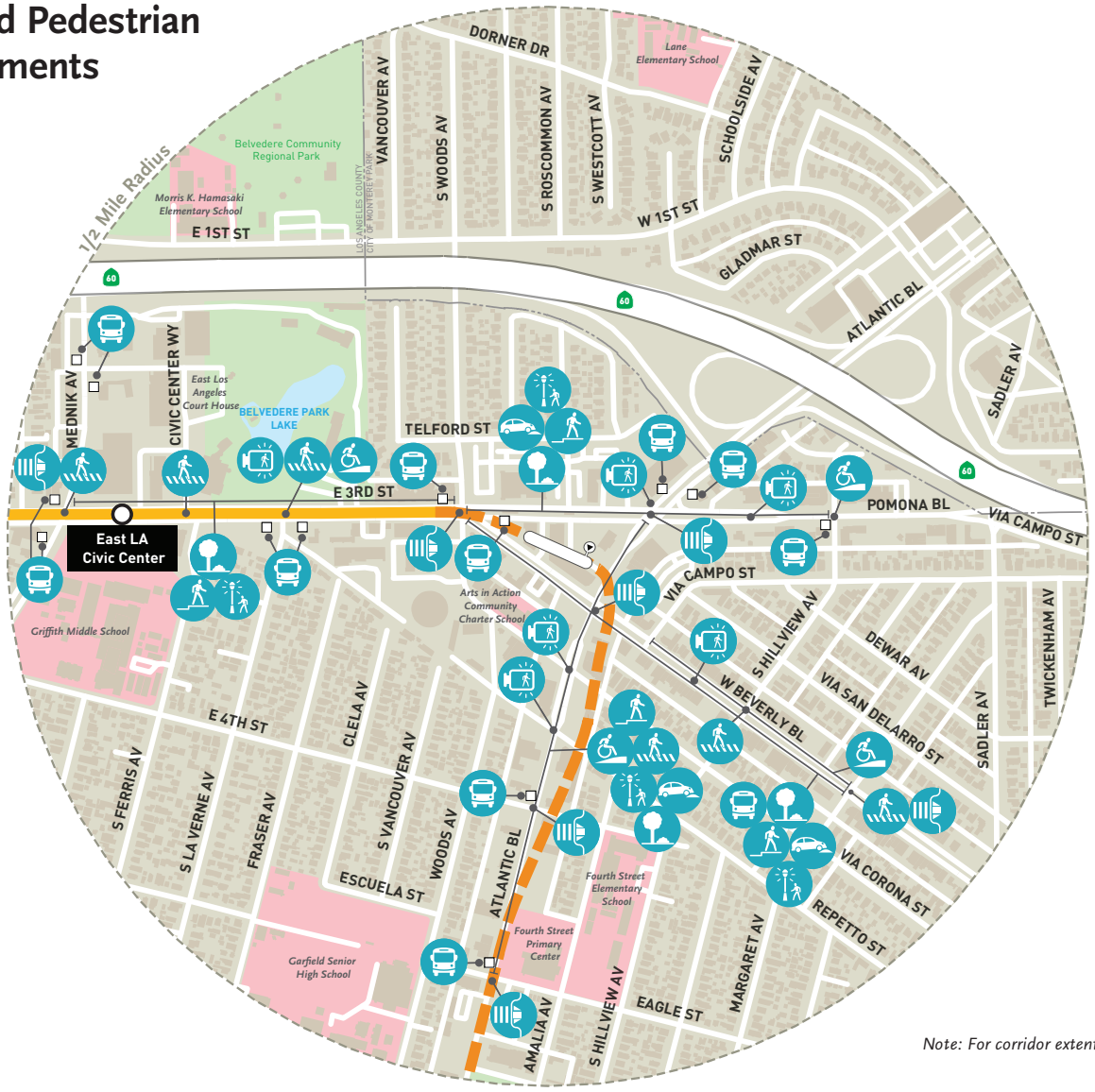
LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

# Atlantic Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

- Metro E Line Station + Entrance
- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Existing Bus Stops
- City Boundaries

**Bus Stop Improvements**
- Bus Stop Improvements
- Curb Extension
- Curb Ramps
- New or High-Visibility Crosswalk
- Signalized Crossing

**Sidewalk Improvements**
- Bus Stop Improvements
- Landscape and Shade
- New or High-Visibility Crosswalk
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

# Atlantic/Whittier Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

- Bus Stop Improvements
- Curb Ramps
- Curb Extensions
- Signalized Crossing

- Curb Ramps
- New or High-Visibility Crosswalk
- Pedestrian and Cyclist Lighting
- Landscape and Shade
- New or Improved Sidewalks
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Commerce/Citadel Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Metrolink Tracks
- Existing Bus Stops
- City Boundaries

- Bus Stop Improvements
- Curb Extensions
- New or High-Visibility Crosswalk
- Signalized Crossing

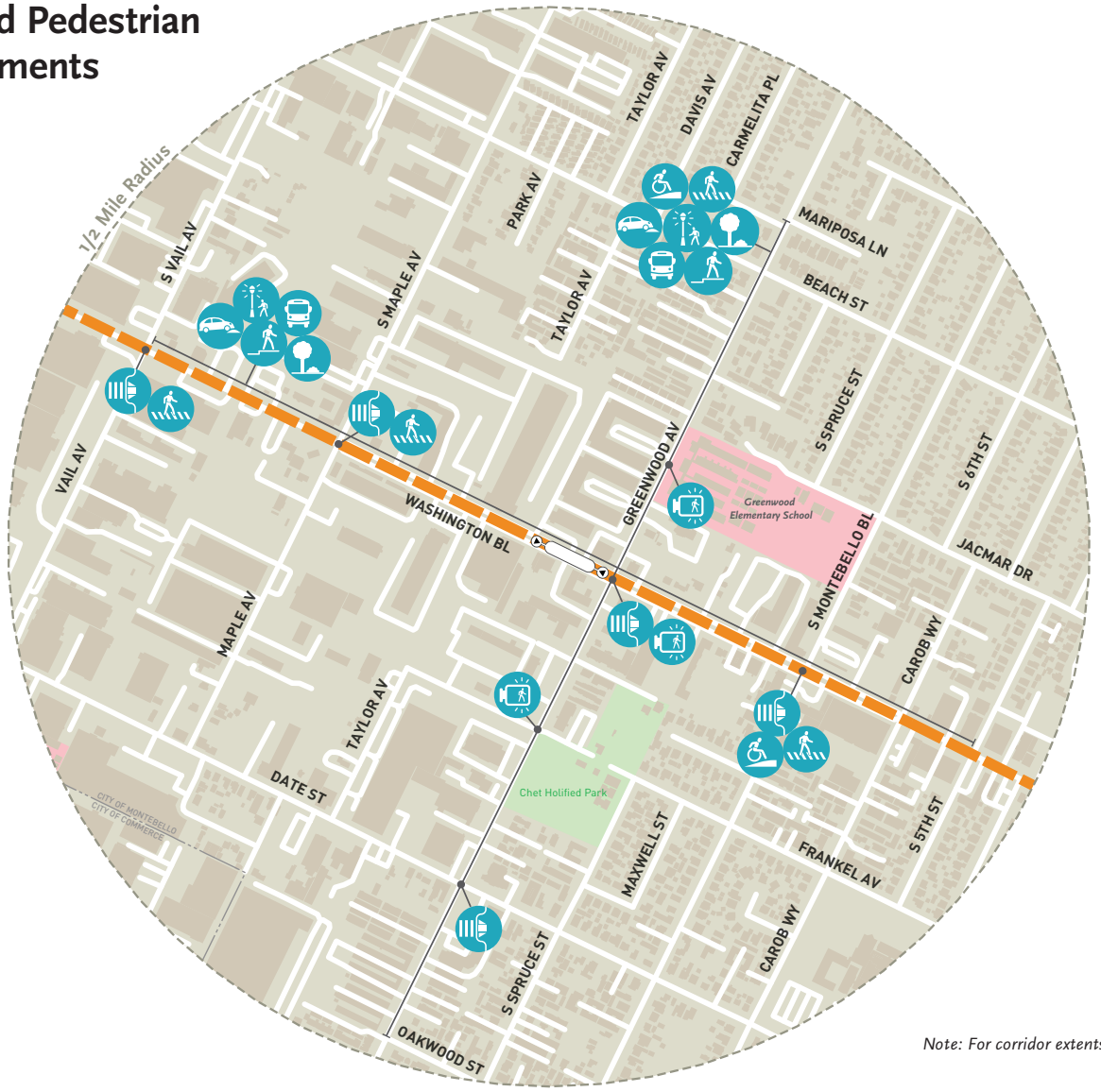
- Curb Ramps
- Landscape and Shade
- New or Improved Sidewalks
- New or High-Visibility Crosswalk
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Greenwood Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

- Curb Extensions
- Curb Ramps
- New or High-Visibility Crosswalk
- Signalized Crossing

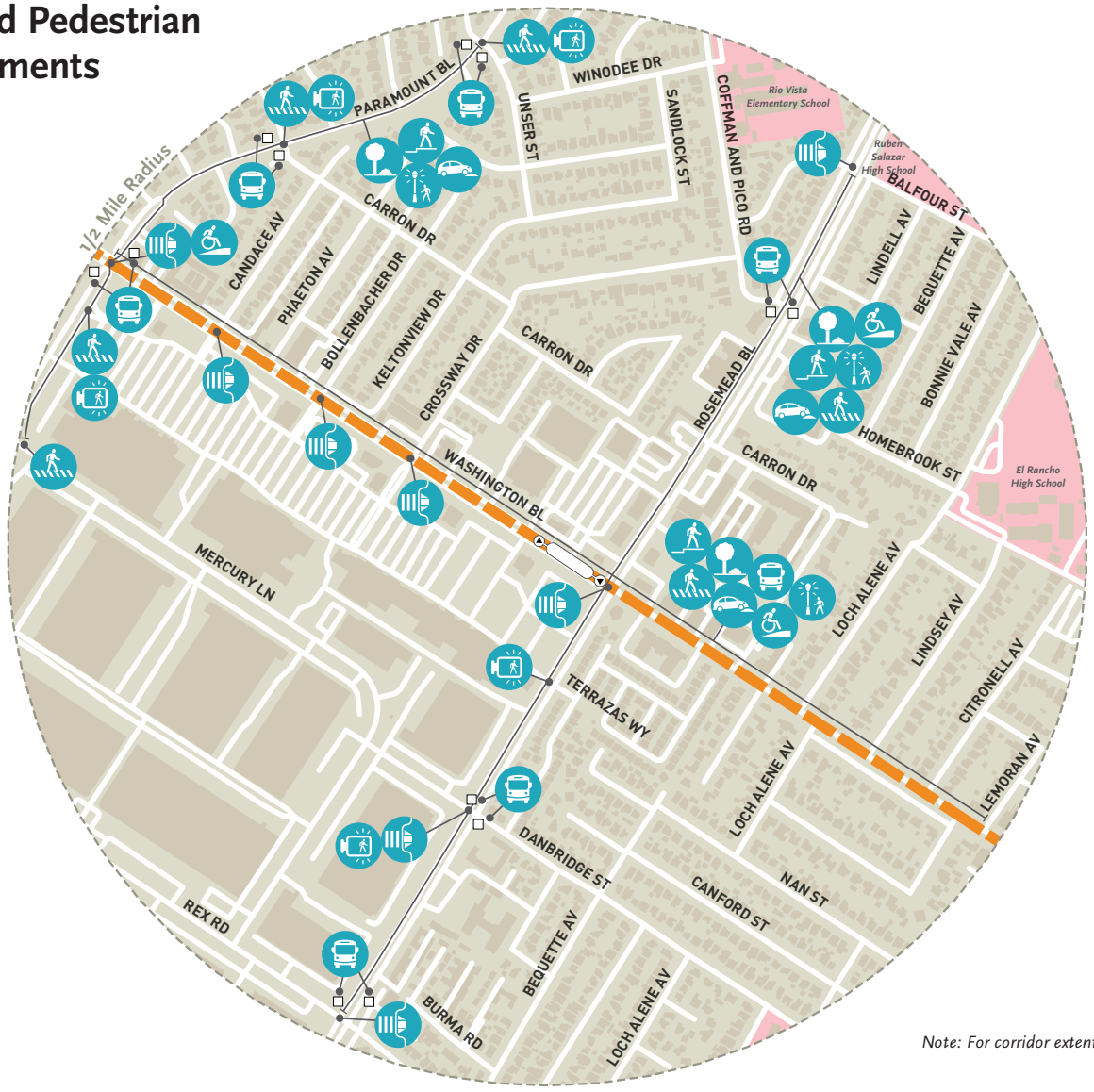
- Bus Stop Improvements
- Curb Ramps
- Landscape and Shade
- New or High-Visibility Crosswalk
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Rosemead Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

- Bus Stop Improvements
- Curb Extensions
- New or High-Visibility Crosswalk
- Signalized Crossing

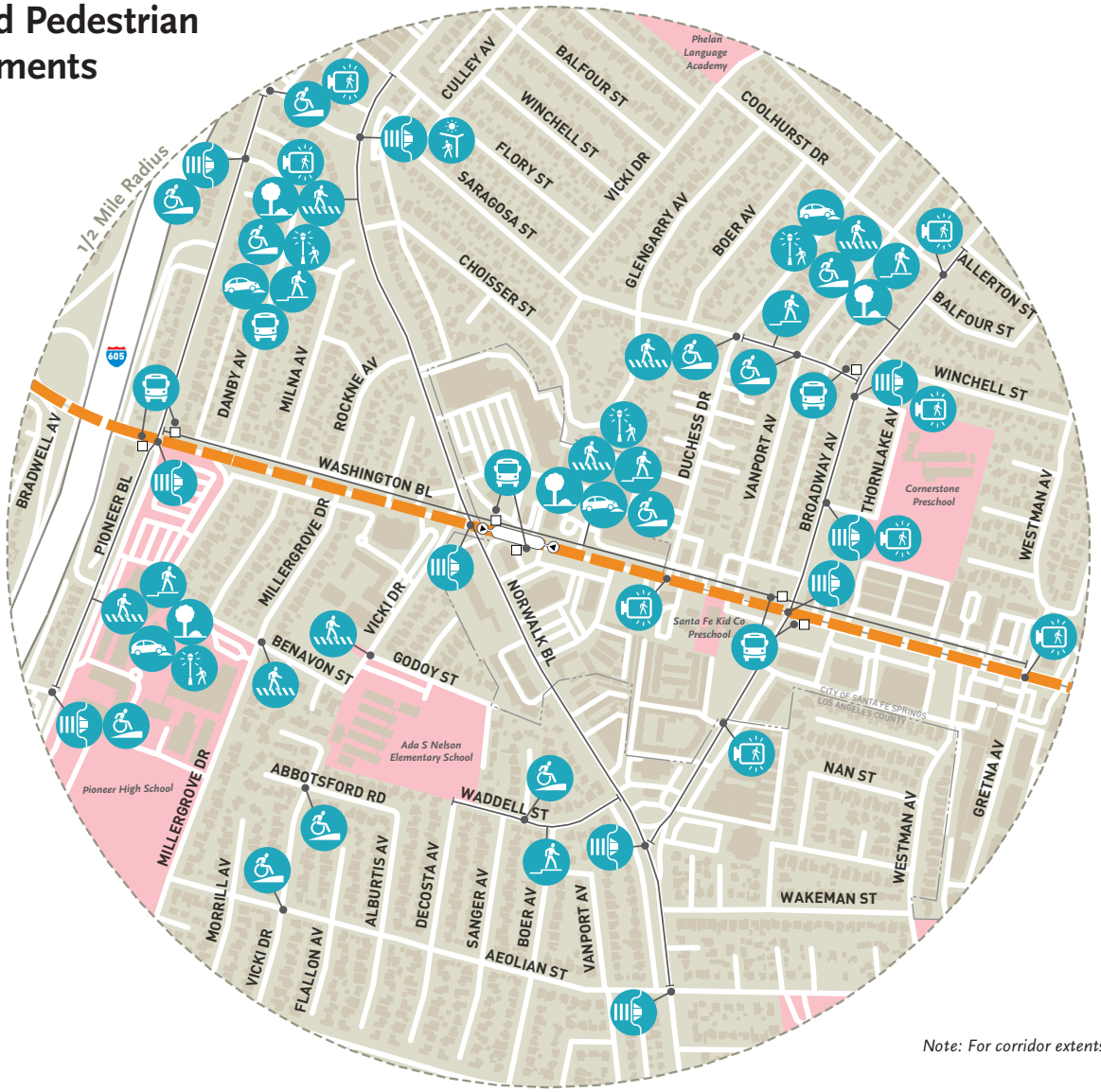
- Bus Stop Improvements
- Curb Ramp
- Landscape and Shade
- New or High-Visibility Crosswalk
- New or Improved Sidewalks
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Norwalk Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

- Bus Stop Improvements
- Curb Ramps
- Signalized Crossing
- Curb Extensions
- Shade Structure
- New or High-Visibility Crosswalk

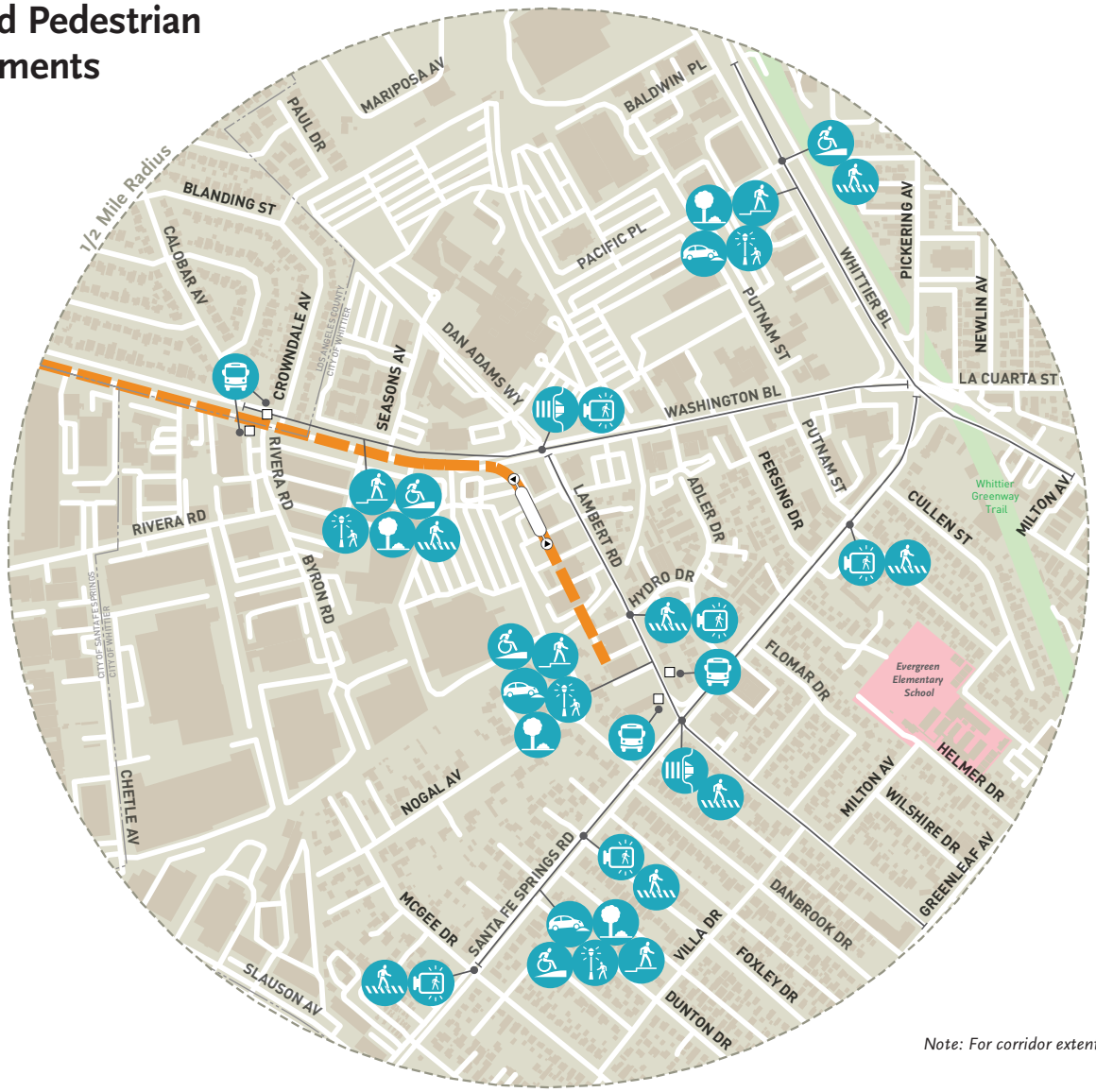
- Bus Stop Improvements
- Landscape and Shade
- New or Improved Sidewalks
- Signalized Crossing
- Curb Ramps
- New or High-Visibility Crosswalk
- Pedestrian and Cyclist Lighting
- Traffic Calming

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Lambert Station

## Proposed Pedestrian Improvements




*Note: For corridor extents see project costing*

N

Bus Stop Improvements

Curb Extensions

New or High-Visibility Crosswalk

Signalized Crossing

**Corridor Projects**

Curb Ramps

New or High-Visibility Crosswalk

Pedestrian and Cyclist Lighting

Landscape and Shade

New or Improved Sidewalks

Traffic Calming

Metro

# Appendix B: Wheel Priority Projects List and Half-Mile Maps

## Atlantic Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **E 3RD STREET BICYCLE-FRIENDLY STREET/ POMONA BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 1A | LA County | E 3rd St/ Pomona Bl | Mednick Av | Atlantic Bl | III | Bicycle-Friendly Street | First Last Mile Technical Team, OLS, CWA | | 0.5 | 1 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 22-30 | 11/11 | 11/11 |
| 1B | LA County | E 3rd St/ Pomona Bl | Atlantic Bl | Sadler Av | IV | Protected Bicycle Lane | First Last Mile Technical Team, TWA, CWA | | 0.4 | 1 | Improvements will require the narrowing of the travel lanes and center median. Removal of parking on one side of the street. | 80 | 9p/13/11/14cl/11/13/9p | 6b/3bu/11/11/10cl/11/11/8p/3bu/6b |
| | | | Sadler Av | Gerhart Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | 1 2 | Improvements will require narrowing of travel lanes to create a two-way cycle track. | 32 | 12/20 | 10/10/3bu/9b |
| **BEVERLY BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 2A | LA County | Beverly Bl | Woods Av | Gerhart Av | IV | Protected Bicycle Lane | TWA, CAB | | 0.6 | 1 | Improvements will require the narrowing of the travel lanes and center median. Removal of parking on one side of the street. | 80 | 8p/13/12/10cl/4m/12/13/8p | 6b/3bu/12/10/10cl/10/12/8p/3bu/6b |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| 2B | Montebello | Beverly Bl | Gerhart Av | Montebello Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team | Montebello Bicycle Master Plan 2024 | 2.3 | 2 | Improvements will require the narrowing of the travel lanes and center turn lane. | 84 | 7p/16/12/14cl/12/16/7p | 6b/3bu/7p/11/10/10cl/10/11/7p/3bu/6b |
| | | | Montebello Bl | Rio Hondo Bike Path | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.7 | 2 | Improvements will require the removal of a travel lane in each direction. | 56 | 11/11/12cl/11/11 | 6b/4bu/12/12l/12/4bu/6b |
| | | | | | II | Buffered Bicycle Lane | | Montebello Bicycle Master Plan 2024 | | | | | | |
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 3 | LA County | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, TWA, OLS, CWA | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile (10 total):<br>LA County: 10 (100%)<br><br>Intersection improvements also needed for the unsignalized intersection at Atlantic Bl and Repetto Av. | | | |

Prioritized Projects
Non-Prioritized Projects

## Atlantic Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PROJECTS ON OTHER STREETS | | | | | | | | | | | | | | |
| 4 | LA County | Woods Av | W 1st St | South of Eagle St (E 6th St) | II | Bicycle Lane | First Last Mile Technical Team, TWA | | 0.7 | | Improvements will require removal of parking on both sides of the street. | 40 | 8p/12/12/8p | 6b/14/14/6b |
| 5 | LA County | Amalia Av | Repetto St | Hastings St | II | Bicycle Lane | First Last Mile Technical Team | | 0.3 | | Improvements will require removal of parking on both sides of the street. | 40 | 8p/12/12/8p | 6b/14/14/6b |
| 6 | LA County | Repetto St | Woods Av | Amalia Av | II | Bicycle Lane | TWA | | 0.1 | | Improvements will require removal of parking on both sides of the street. | 40 | 8p/12/12/8p | 6b/14/14/6b |
| 7 | LA County, Montebello | Repetto St | Amalia Av | Bradshaw St | III | Bicycle-Friendly Street | TWA | | 0.7 | | Improvements will require additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 30 | 7p/8/8/7p | 7p/8/8/7p |
| 8 | Montebello, Monterey Park | Gerhart Av | Pomona Bl | Riggin St | IV | Protected Bicycle Lane | First Last Mile Technical Team | San Gabriel Valley Regional Bicycle Master Plan 2014 | 0.3 | | Improvements will require the narrowing of the travel lanes and center turn lane. Requires removal of parking on one side of the street. | 54 | 9p/12/12/12/9p | 7p/6b/2b/10/10cl/10/3bu/6b |
| 9 | Monterey Park | Riggin St | Gerhart Av | Collegian Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | Metro Active Transportation Strategic Plan 2023, San Gabriel Valley Regional Bicycle Master Plan 2014 | 0.2 | | Improvements will require removal of one travel lane in each direction. | 56 | 7p/14/11/11/13 | 6b/3bu/7p/10/11cl/10/3bu/6b |
| 10 | Monterey Park | Collegian Av | Cesar Chavez Av | 1st St | III | Bicycle-Friendly Street | First Last Mile Technical Team | | 0.1 | | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 30 | 7p/12/11 | 7p/12/11 |
| 11 | LA County | W 1st St | Mednik Av | Atlantic Bl | II | Bicycle Lane | First Last Mile Technical Team | San Gabriel Valley Regional Bicycle Master Plan 2014 | 0.8 | | Improvements will require the narrowing of the travel lanes and center turn lane. | 56 | 10p/12/12cl/12/10p | 7p/6b/10/10cl/10/6b/7p |
| 12 | LA County | Short Term Parking on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team | | | | Short term parking within the 1/2 mile falls within the following jurisdictions: LA County<br><br>*Note* : Includes bicycle repair stations | | | |

LEGEND
**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHITTIER BOULEVARD PROTECTED BICYCLE LANE | | | | | | | | | | | | | | |
| 1A | Los Angeles | Whittier Bl | Euclid Av | Indiana St | IV | Protected Bicycle Lane | TWA, OLS, CAB | City of Los Angeles Mobility Plan 2035, Metro Active Transportation Strategic Plan 2023 | 0.9 | 2 | Improvements will require the narrowing of the travel lanes and center turn lane. Removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| 1B | LA County | Whittier Bl | Indiana St | Goodrich Bl | IV | Protected Bicycle Lane | TWA, OLS, CAB | Metro Active Transportation Strategic Plan 2023 | 2.2 | 1 2 | Improvements will require the removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| 1C | LA County, Commerce | Whittier Bl | Goodrich Bl | Simmons Av | IV | Protected Bicycle Lane | TWA, OLS, CAB | Metro Active Transportation Strategic Plan 2023 | 0.4 | 1 2 | Improvements will require the removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| 1D | LA County | Whittier Bl | Simmons Av | Via San Clemente St | IV | Protected Bicycle Lane | TWA, OLS, CAB | | 0.9 | 2 | Improvements will require the removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| 1E | Montebello | Whittier Bl | Via San Clemente St | Montebello Bl | IV | Protected Bicycle Lane | TWA, OLS, CAB | Montebello Bicycle Master Plan 2024 | 1.3 | 2 | Improvements will require the removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| 1F | Montebello | Whittier Bl | Montebello Bl | 1st St | IV | Protected Bicycle Lane | TWA, OLS, CAB | | 0.4 | 2 | Improvements will require the removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | III | Bicycle Route | | Montebello Bicycle Master Plan 2024 | | | | | | |
| 1G | Montebello | Whittier Bl | 1st St | Rio Hondo Bike Path | IV | Protected Bicycle Lane | TWA, OLS, CAB | | 0.4 | 2 | Improvements will require the removal of parking on both sides of the street. | 56-70 | 7p/11/10/10/11/7p to 7p/11/11/11cl/12/11/7p | 6b/2bu/10/10/10/10/2bu/6b to 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | I | Shared-Use Path | | Montebello Bicycle Master Plan 2024 | | | | | | |

☐ **Prioritized Projects**
☐ **Non-Prioritized Projects**

## Atlantic/Whittier Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OLYMPIC BOULEVARD PROTECTED BICYCLE LANE | | | | | | | | | | | | | | |
| 2A | Los Angeles | Olympic Bl | 8th St | Indiana St | IV | Protected Bicycle Lane | TWA, OLS | | 0.4 | 2 | Improvements will require the removal of parking on both sides of the street. | 70 | 7p/11/11/11cl/12/11/7p | 6b/3bu/10/11/10cl/11/10/3bu/6b |
| 2B | LA County | Olympic Bl | Indiana St | Goodrich Bl | IV | Protected Bicycle Lane | TWA, OLS | | 2.1 | 1 2 | Improvements will require the removal of parking on both sides of the street. | 70 | 7p/11/11/11cl/12/11/7p | 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | II | Bicycle Lane | | LA County Bicycle Master Plan 2012 | | | | | | |
| 2C | Commerce | Olympic Bl | Goodrich Bl | Simmons Av | IV | Protected Bicycle Lane | TWA, OLS | | 0.5 | 1 2 | Improvements will require the removal of parking on both sides of the street. | 70 | 7p/11/11/11cl/12/11/7p | 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | III | Bicycle Route | | Commerce Bicycle & Pedestrian Master Plan 2020 | | | | | | |
| 2D | LA County | Olympic Bl | Simmons Av | Concourse Av | IV | Protected Bicycle Lane | TWA, OLS | | 1.1 | 2 | Improvements will require the removal of parking on both sides of the street. | 70 | 7p/11/11/11cl/12/11/7p | 6b/3bu/10/11/10cl/11/10/3bu/6b |
| | | | | | II | Bicycle Lane | | LA County Bicycle Master Plan 2012 | | | | | | |
| 2E | Montebello | Olympic Bl | Concourse Av | Montebello Bl | IV | Protected Bicycle Lane | TWA, OLS | | 1.1 | 2 | Improvements will require removal of parking on one side of the street. | 70 | 7p/11/11/11cl/12/11/7p | 6b/3bu/11/11/11/11/8p/3bu/6b |
| | | | | | II | Buffered Bicycle Lane | | Montebello Bicycle Master Plan 2024 | | | | | | |
| 2F | Montebello | Olympic Bl | Montebello Bl | 4th St | IV | Protected Bicycle Lane | TWA, OLS | | 0.2 | 2 | Improvements will require removal of parking on one side of the street. | 70 | 7p/11/11/11cl/12/11/7p | 6b/3bu/11/11/11/11/8p/3bu/6b |

**Prioritized Projects**
**Non-Prioritized Projects**

## Atlantic/Whittier Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6TH SREET BICYCLE-FRIENDLY STREET** | | | | | | | | | | | | | | |
| 3 | LA County | 6th St | Woods Av | Harding Av | III | Bicycle-Friendly Street | First Last Mile Technical Team, JOH | | 0.9 | 3 | | 40 | 8p/12/12/8p | 8p/12/12/8p |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 4 | LA County | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, TWA, OLS, CAB | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile (15 total):<br>LA County: 15 (100%) | | | |
| **PROJECTS ON OTHER STREETS** | | | | | | | | | | | | | | |
| 5 | LA County | Woods Av | E 6th St | Olympic Bl | II | Bicycle Lane | First Last Mile Technical Team | | 0.8 | | Improvements will require removal of parking on one side of the street.<br><br>Note: No proposed bike facility on Atlantic Bl. Woods Av proposed as an alternative to provide access to station. | 38 | 7p/12/12/7p | 6b/12/12/8p |
| 6 | LA County | Amalia Av | Hastings St | Olympic Bl | II | Bicycle Lane | TWA | | 0.8 | | Improvements will require removal of parking on one side of the street.<br><br>Note: No proposed bike facility on Atlantic Bl. Amalia Av proposed as an alternative to provide access to station. | 38 | 7p/12/12/7p | 6b/12/12/8p |
| 7 | LA County, Commerce | Short Term Parking on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS, CAB | | | | Short term parking within the 1/2 mile falls within the following jurisdictions:<br>LA County<br>Commerce<br><br>*Note* : Includes bicycle repair stations | | | |

LEGEND
**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Commerce/Citadel Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SMITHWAY STREET PROTECTED BICYCLE LANE/TUBEWAY ST PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 1 | Commerce | Camfield Av/Flotilla St/Smithway St | Telegraph Rd | Tubeway Av | IV | Protected Bicycle Lane | TWA | | 1.0 | 1 | Improvements will require the narrowing of the travel lanes and center turn lane. Removal of parking on one side of the street. | 55 | 8p/14/11cl/14/8p | 6b/3bu/10/10cl/10/7p/3bu/6b |
| | | | | | III | Bicycle Route | | Commerce Bicycle & Pedestrian Master Plan 2020 | | | | | | |
| **FERGUSON DRIVE PROTECTED BICYCLE LANE/BICYCLE-FRIENDLY STREET** | | | | | | | | | | | | | | |
| 2A | Commerce | Ferguson Dr | Atlantic Bl | Gerhart Av | IV | Protected Bicycle Lane | First Last Mile Technical Team, CWA | | 0.6 | 1 | Improvements will require the narrowing and removal of travel lanes. | 58 | 8p/10/11/11/10/8p | 6b/3bu/8p/12/12/8p/3bu/6b |
| | | | | | II | Bicycle Lane | | Commerce Bicycle & Pedestrian Master Plan 2020 | | | | | | |
| 2B | LA County, Commerce | Ferguson Dr | Gerhart Av | Concourse Av | III | Bicycle-Friendly Street | First Last Mile Technical Team | | 1.2 | 1 2 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 38 | 7p/12/12/7p | 7p/12/12/7p |
| | | | | | III | Bicycle Route | | Commerce Bicycle & Pedestrian Master Plan 2020 | | | | | | |
| 2C | Montebello | Ferguson Dr | Concourse Av | Vail Av | III | Bicycle-Friendly Street | First Last Mile Technical Team | | 0.4 | 2 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 38 | 8p/11/11/8p | 8p/11/11/8p |
| **ATLANTIC BOULEVARD SHARED-USE PATH** | | | | | | | | | | | | | | |
| 3 | Commerce | Atlantic Bl | Ferguson Dr | Telegraph Rd | I | Shared-Use Path | First Last Mile Technical Team | | 0.1 | 2 | Improvements will require modification of sidewalks through underpass to create two-way cycle track. | 180 | 17sw/21/12/12/12/14/25m/14/12/21/20sw | 17sw/21/12/12/12/14/25m/14/12/21/10b/10sw |
| | | | | | II | Bicycle Lane | | Commerce Bicycle & Pedestrian Master Plan 2020 | | | | | | |
| **TELEGRAPH ROAD SHARED-USE PATH** | | | | | | | | | | | | | | |
| 4 | Commerce | Telegraph Rd | Atlantic Bl | Camfield Rd | I | Shared-Use Path | First Last Mile Technical Team | | 0.1 | 1 2 | Improvements will require removal of center buffer to create two-way cycle track. | 82 | 13/13/11bu/3m/12/12/10/10 | 10b/3bu/12/12/3m/12/12/10/10 |
| | | | | | II | Bicycle Lane | | Commerce Bicycle & Pedestrian Master Plan 2020 | | | | | | |

**Prioritized Projects**
**Non-Prioritized Projects**

## Commerce/Citadel Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 5 | Commerce | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | OLS, First Last Mile Technical Team | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile (1 total):<br>City of Commerce: 1 (100%)<br><br>Intersection improvements also needed for the six way intersection outside of the 1/2 mile at Atlantic Bl, Ferguson Dr, Goodrich Bl, Telegraph Rd, and Triggs St. | | | |
| **PROJECTS ON OTHER STREETS** | | | | | | | | | | | | | | |
| 6 | Commerce | Goodrich Bl | Olympic Bl | Ferguson Dr | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.4 | | Improvements will require narrowing of travel lanes and removal of parking on one side to create two-way cycle track. | 64 | 7p/14/11/11/14/7p | 7p/11/11/11/11/3bu/10b |
| 7 | Commerce | Tubeway St | Smithway St | Corvette St | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.1 | | Improvements will require the narrowing of the travel lanes. | 58 | 8p/21/21/8p | 6b/3bu/8p/12/12/8p/3bu/6b |
| 8 | Commerce | Corvette St | Tubeway Av | Saybrook Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | | Improvements will require narrowing of travel lanes. | 60 | 8p/22/22/8p | 6b/3bu/8p/13/13/8p/3bu/6b |
| 9 | Commerce | Saybrook Av | Corvette St | Flotilla St | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | | Improvements will require narrowing of travel lanes. | 60 | 8p/22/22/8p | 6b/3bu/8p/13/13/8p/3bu/6b |
| 10 | Commerce, Montebello | Flotilla St | Saybrook Av | Vail Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.8 | | Improvements will require narrowing of travel lanes. | 60 | 8p/22/22/8p | 6b/3bu/8p/13/13/8p/3bu/6b |
| 11 | Montebello | Vail Av | Flotilla St | Olympic Bl | IV | Protected Bicycle Lane | First Last Mike Technical Team | | 0.4 | | Improvements will require narrowing of travel lanes. | 44 | 8p/14/14/8p | 6b/3bu/13/13/3bu/6b |
| 12 | LA County, Commerce | Short Term Parking on streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team | | | | Short term parking within the 1/2 mile falls within the following jurisdictions:<br>LA County<br>Commerce<br><br>*Note* : Includes bicycle repair stations | | | |

LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Greenwood Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **GREENWOOD AVENUE BICYCLE LANE/PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 1 | Montebello | Greenwood Av | Cleveland Av | Carmelita Av | II | Bicycle Lane | First Last Mile Technical Team | | 0.8 | 2 | Improvements require removal of parking on both sides of the street. Coordination needed with SGVCOG since the proposed bicycle lane will traverse the Union Pacific Railroad (UPRR) project. | 56 | 7p/10/11/11/10/7p | 6b/11/11/11/11/6b |
| | | | Carmelita Av | Oakwood St | IV | Protected Bicycle Lane | First Last Mile Technical Team, OLS | Montebello Bicycle Master Plan 2024 | 0.9 | 1 | Requires lane reduction or parking removal. May also include narrowing of travel lanes and removal of TWLTL. | 60-78 | 7p/12/11/11/12/7p to 8p/14/12/10cl/12/14/8p | 6b/3bu/10/11/11/10/3bu/6b to 6b/3bu/8p/11/11/11/11/8p/3bu/6b |
| **WASHINGTON BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 2A | Montebello | Washington Bl | Vail Av | Bluff Rd | IV | Protected Bicycle Lane | OLS | Montebello Bicycle Master Plan 2024 | 0.9 | 1 2 | Requires lane removal on each travel direction. | 84 | 11/11/12/16cl/12/11/11 | 6b/3bu/11/11/11cl/11/11/3bu/6b |
| 2B | Pico Rivera | Washington Bl | Bluff Rd | Paramount Bl | IV | Protected Bicycle Lane | First Last Mile Team | | 0.4 | 2 | Improvements require removal of one travel lane in each direction. Will require additional analysis and coordination to connect bike lane over bridge to Rio Hondo Bike Path. | 82 | 11/11/11/16m/11/11/11 | 6b/3bu/12/12/16m/12/12/3bu/6b |
| **BEACH STREET BICYCLE-FRIENDLY STREET** | | | | | | | | | | | | | | |
| 3A | Montebello | Beach St | Vail Av | Maple Av | II | Bicycle Lane | First Last Mile Technical Team, JOH | Montebello Bicycle Master Plan 2024 | 0.2 | 3 | Improvements require removal of parking lane on both sides.<br><br>Note: Alternative to Washington Blvd post LRT. | 38 | 7p/12/12/7p | 6b/12/12/6b |
| 3B | Montebello | Beach St | Maple Av | Bluff Rd | III | Bicycle-Friendly Street | First Last Mile Team, JOH | | 0.8 | 3 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.<br><br>*Note:* Alternative to Washington Blvd post LRT. | 38 | 7p/12/12/7p | 7p/12/12/7p |
| | | | | | III | Bicycle Route | | Montebello Bicycle Master Plan 2024 | | | | | | |
| **DATE STREET BICYCLE-FREINDLY STREET** | | | | | | | | | | | | | | |
| 4A | Montebello | Date St | Vail Av | Greenwood Av | III | Bicycle-Friendly Street | First Last Mile Technical Team, TWA, CWA, JOH | | 0.4 | 3 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.<br><br>*Note* : Alternative to Washington Blvd post LRT. | 38 | 7p/12/12/7p | 7p/12/12/7p |
| 4B | Montebello | Date St | Greenwood Av | Bluff Rd | III | Bicycle-Friendly Street | First Last Mile Team, JOH | | 0.4 | 3 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use.<br><br>*Note* : Alternative to Washington Blvd post LRT. | 38 | 7p/12/12/7p | 7p/12/12/7p |
| | | | | | III | Bicycle Route | | Montebello Bicycle Master Plan 2024 | | | | | | |

☐ **Prioritized Projects**
☐ **Non-Prioritized Projects**

## Greenwood Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MAPLE AVENUE BICYCLE-FRIENDLY STREET** | | | | | | | | | | | | | | |
| 5 | Montebello | Maple Av | Lincoln Av | Washington Bl | III | Bicycle-Friendly Street | First Last Mile Technical Team, JOH | Montebello Bicycle Master Plan 2024 | 0.8 | 3 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 40 | 8p/12/12/8p | 8p/12/12/8p |
| | | | Washington Bl | Date St | III | Bicycle-Friendly Street | First Last Mile Technical Team, JOH | | 0.3 | 3 | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 40 | 8p/12/12/8p | 8p/12/12/8p |
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 6 | Montebello | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile<br>(7 total):<br>Montebello: 7 | | | |
| 7 | Montebello | Short Term Parking on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS, JOH | | | 3 | Linear miles priority wheel projects within the 1/2 mile<br>(3.9 miles total):<br>Montebello: 3.9 miles (100%)<br><br>*Note* : Includes bicycle repair stations | | | |
| **PROJECTS ON OTHER STREETS** | | | | | | | | | | | | | | |
| 8 | Montebello | Montebello Bl | Beach St | Date St | III | Bicycle-Friendly Street | First Last Mile Technical Team | Montebello Bicycle Master Plan 2024 | 0.6 | | Requires additional traffic calming infrastructure beyond existing paint for safe bikeway use. | 40 | 7p/12/12/7p | 7p/12/12/7p |

LEGEND
**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Rosemead Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WASHINGTON BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 1A | Pico Rivera | Washington Bl | Paramount Bl | City Limit (San Gabriel River) | IV | Protected Bicycle Lane | First Last Mile Technical Team, TWA, OLS, CAB | | 1.5 | 1 2 | Improvements require narrowing or removal of travel lanes to accommodate bike facilities.<br><br>Will require additional analysis and coordination to connect bike lane over bridge to San Gabriel River Mid Trail. | 48-75 | 12/12/12/12 to 10/11/11/11cl/11/11/10 | 6b/3bu/15/15/3bu/6b to 6b/3bu/12/11/11cl/11/12/3bu/6b |
| **ROSEMEAD BOULEVARD SHARED-USE PATH/BICYCLE LANE** | | | | | | | | | | | | | | |
| 2A | Pico Rivera | Rosemead Bl | Gallatin Rd | Washington Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team, TWA, OLS, CAB | Metro Active Transportation Strategic Plan 2023 | 2.6 | 1 2 | Improvements will require the narrowing of travel lanes and median fencing. May require additional analysis and coordination to due to Rosemead Blvd (CA 19) being a state route. | 84 | 20/13/6m/10cl/13/22 | 6b/3bu/11/13/6m/10cl/13/13/3bu/6b |
| | | | | | II | Bicycle Lane | | Pico Rivera Urban Greening Plan 2018 | | | | | | |
| 2B | Pico Rivera | Rosemead Bl | Washington Bl | Rex Rd | I | Shared-Use Path | OLS | | 0.5 | 1 | Improvements will require the narrowing of travel lanes and median fencing. May require additional analysis and coordination to due to Rosemead Blvd (CA 19) being a state route. | 84 | 20/13/6m/10cl/13/22 | 6b/3bu/11/13/6m/10cl/13/13/3bu/6b |
| | | | | | II | Bicycle Lane | | Pico Rivera Urban Greening Plan 2018 | | | | | | |
| **PARAMOUNT BOULEVARD SHARED-USE PATH/PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 3A | Pico Rivera | Paramount Bl | Mines Av | Washington Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team, CAB | | 0.8 | 1 2 | Improvements will require narrowing of travel lanes and TWLTL. | 72 | 20/11/12cl/11/18 | 6b/3bu/11/11/10cl/11/11/3bu/6b |
| | | | | | II | Bicycle Lane | | Pico Rivera Urban Greening Plan 2018 | | | | | | |
| 3B | Pico Rivera | Paramount Bl | Washington Bl | Rex Rd | I | Shared-Use Path | First Last Mile Technical Team, OLS | | 0.5 | 1 2 | Improvements will require narrowing of travel lanes. | 92 | 12/12/12/12LTL/11m/12/21 | 12/12/12/12LTL/4m/12/12/4bu/12b |
| | | | | | II | Bicycle Lane | | Pico Rivera Urban Greening Plan 2018 | | | | | | |
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 4 | Pico Rivera | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS, TWA, CAB | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile<br>(7 total):<br>Pico Rivera: 7 (100%) | | | |
| **WHEEL PROJECTS ON OTHER STREETS** | | | | | | | | | | | | | | |
| 5 | Pico Rivera | Short Term Parking on Streets with FLM Priority Wheel Projects | | | | | OLS, CWA | | | | Short term parking within the 1/2 mile falls within the following jurisdictions:<br>Pico Rivera<br><br>*Note* : Includes bicycle repair stations | | | |

LEGEND
**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Norwalk Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Project/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WASHINGTON BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 1A | LA County | Washington Bl | County Limit (San Gabriel River) | Norwalk Bl | IV | Protected Bicycle Lane | TWA, OLS, CWA | | 0.5 | 1 | Improvements will require the narrowing and removal of travel lanes.<br><br>Will require additional analysis and coordination for segment Washington/I-605 undercrossing. | 76 | 12/10/11/10cl/11/10/12 | 6b/3bu/12/11/12cl/11/12/3bu/6b |
| 1B | Santa Fe Springs | Washington Bl | Norwalk Bl | Duchess Dr | IV | Protected Bicycle Lane | TWA, OLS, CWA | | 0.2 | 1 | Improvements will require the narrowing and removal of travel lanes. | 76 | 12/10/11/10cl/11/10/12 | 6b/3bu/12/11/12cl/11/12/3bu/6b |
| 1C | LA County, Santa Fe Springs, Whittier | Washington Bl | Duchess Dr | Crowndale Av | IV | Protected Bicycle Lane | TWA, OLS, CWA | | 1.1 | 1 | Improvements will require the narrowing and removal of travel lanes. | 76 | 12/10/11/10cl/11/10/12 | 6b/3bu/12/11/12cl/11/12/3bu/6b |
| **NORWALK BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 2A | Whittier | Norwalk Bl | Beverly Bl | Whittier Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team, TWA, CWA | | 0.8 | 2 | Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width. | 75-80 | 8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p | 6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b |
| | | | | | II | Bicycle Lane | | City of Whittier Bicycle Routes Map 2023 | | | | | | |
| 2B | LA County | Norwalk Bl | Bexley Dr | Rockne Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.9 | 1 2 | Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width. | 75-80 | 8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p | 6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b |
| 2C | LA County, Santa Fe Springs | Norwalk Bl | Rockne Av | Washington Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | 1 | Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width. | 75-80 | 8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p | 6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b |
| 2D | Santa Fe Springs | Norwalk Bl | Washington Bl | Boer Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | 1 | Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width. | 75-80 | 8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p | 6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b |
| 2E | LA County | Norwalk Bl | Boer Av | Perkins Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.7 | 1 2 | Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width. | 75-80 | 8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p | 6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b |
| 2F | Santa Fe Springs | Norwalk Bl | Perkins Av | Los Nietos Rd | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | 2 | Improvements will require removal of parking on both sides of the street or one side of the street, depending on roadway width. | 75-80 | 8p/12/12/11cl/12/12/8p to 8p/14/12/11cl/12/14/8p | 6b/3bu/11/12/11cl/12/11/3bu/6b to 6b/3bu/8p/11/11/10cl/11/11/3bu/6b |

Prioritized Projects
Non-Prioritized Projects

## Norwalk Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Project/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BROADWAY AVENUE PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 3A | LA County | Broadway Av | Whittier Bl | Washington Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 1.2 | 1 2 | Improvements will require removal of one travel lane in each direction.<br><br>Parking on both sides of the street will remain with a loss in the total number of existing parking spaces. | 55 | 7p/10/11/10/10/7p | 6b/3bu/7p/12/11/7p/3bu/6b |
| 3B | LA County, Santa Fe Springs | Broadway Av | Washington Bl | Norwalk Bl | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.2 | 1 | Improvements will require removal of one travel lane in each direction.<br><br>Parking on both sides of the street will remain with a loss in the total number of existing parking spaces. | 55 | 7p/10/11/10/10/7p | 6b/3bu/7p/12/11/7p/3bu/6b |
| **PIONEER BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 4A | LA County | Pioneer Bl | Saragosa St | Slauson Av | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.8 | 1 | Improvements will require removal of one travel lane in each direction. | 55 | 7p/10/11/10/10/7p | 6b/3bu/7p/12/11/7p/3bu/6b |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| 4B | Santa Fe Springs | Pioneer Bl | Slauson Av | Los Nietos Rd | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.4 | 2 | Improvements will require removal of one travel lane in each direction. | 55 | 7p/10/11/10/10/7p | 6b/3bu/7p/12/11/7p/3bu/6b |
| | | | | | III | Bicycle Route | | LA County Bicycle Master Plan 2012 | | | | | | |
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 5 | LA County, Santa Fe Springs | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS, CAB | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile<br>(9 total):<br>LA County: 7 (78%)<br>Santa Fe Springs: 2 (22%)<br><br>Additional intersection design analysis needed for the intersection at Norwalk Bl and Broadway Av. | | | |
| **WHEEL PROJECTS ON OTHER STREETS** | | | | | | | | | | | | | | |
| 6 | LA County, Santa Fe Springs | Short Term Parking on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS | | | | Short term parking within the 1/2 mile falls within the following jurisdictions:<br>LA County<br>Santa Fe Springs<br><br>*Note* : Includes bicycle repair stations | | | |

LEGEND
**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

## Lambert Station Wheel Projects

| Project ID | Jurisdiction | Location | From | To | Class | Improvement | Project Origin | Local Plan/Project | Length (Miles) | Priority Method | Notes | Roadway Width (ft) | Existing Lane Striping (ft) Looking North or West | Illustrative Lane Striping (ft) Looking North or West |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WASHINGTON BOULEVARD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 1A | Whittier | Washington Bl | Crowndale Av | Whittier Bl | IV | Protected Bicycle Lane | TWA, OLS, CWA | | 0.6 | 1 | Improvements will require narrowing of travel lanes to accommodate bike facilities. | 76-85 | 21/12/13cl/12/18 to 10bu/13/13/10cl/4m/13/10/12 | 12b/4bu/12/12/12cl/12/12 to 12b/4bu/10/10/11cl/4m/11/11/12 |
| **SANTA FE SPRINGS ROAD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 2A | Whittier | Santa Fe Springs Rd | Washington Bl | Slauson Av | IV | Protected Bicycle Lane | TWA, CWA | | 0.8 | 1 | Improvements will require lane reconfiguration to accommodate Class IV facility. | 84 | 8p/6b/11/10/14m/10/11/6b/8p | 6b/3bu/7p/11/10/10m/10/11/7p/3bu/6b |
| 2B | Santa Fe Springs | Santa Fe Springs Rd | Slauson Av | Los Nietos Rd | IV | Protected Bicycle Lane | First Last Mile Technical Team | | 0.9 | 2 | Improvements will require lane reconfiguration to accommodate Class IV facility. | 84 | 8p/6b/11/10/14m/10/11/6b/8p | 6b/3bu/7p/11/10/10m/10/11/7p/3bu/6b |
| | | | | | III | Bicycle Route | | Santa Fe Springs Active Transportation Plan 2021 | | | | | | |
| **LAMBERT ROAD PROTECTED BICYCLE LANE** | | | | | | | | | | | | | | |
| 3 | Whittier | Lambert Rd | Washington Bl | Greenleaf Av | IV | Protected Bicycle Lane | First Last Mile Technical Team, TWA, CWA | | 0.6 | 1 | Improvements will require narrowing of travel lanes and removal of TWLTL. Recommend lowering posted speed limit. | 64 | 15/12/10cl/12/15 | 6b/3bu/11/12/12/11/3bu/6b |
| **NON-LINEAR WHEEL PROJECTS** | | | | | | | | | | | | | | |
| 4 | Whittier | Bicycle-Friendly Intersections on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS, CAB | | | 1 | Signalized intersections on streets with priority wheel projects within the 1/2 mile (7 total):<br>Whittier: 7 (100%)<br><br>Additional intersection design analysis needed for the 5-way intersection at Washington Bl, Whittier Bl, Santa Fe Springs Rd, and Pickering Av intersection. | | | |
| 5 | Whittier, Santa Fe Springs | Short Term Parking on Streets with FLM Priority Wheel Projects | | | | | First Last Mile Technical Team, OLS, TWA, CWA | | | | Short term parking within the 1/2 mile falls within the following jurisdictions:<br>LA County<br>Whittier<br><br>*Note* : Includes bicycle repair stations | | | |

LEGEND

**TWA** = Technical Walk Audit
**OLS** = On-Line Survey
**CWA** = Community Walk Audit
**CAB** = Community Activity Boards
**JOH** = Jurisdictional Workshop/Office Hours

**Prioritized Projects**
**Non-Prioritized Projects**

# Atlantic Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

- Metro E Line Station + Entrance
- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Atlantic/Whittier Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

Bicycle-Friendly Intersection

Metro

# Commerce/Citadel Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Metrolink Tracks
- City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

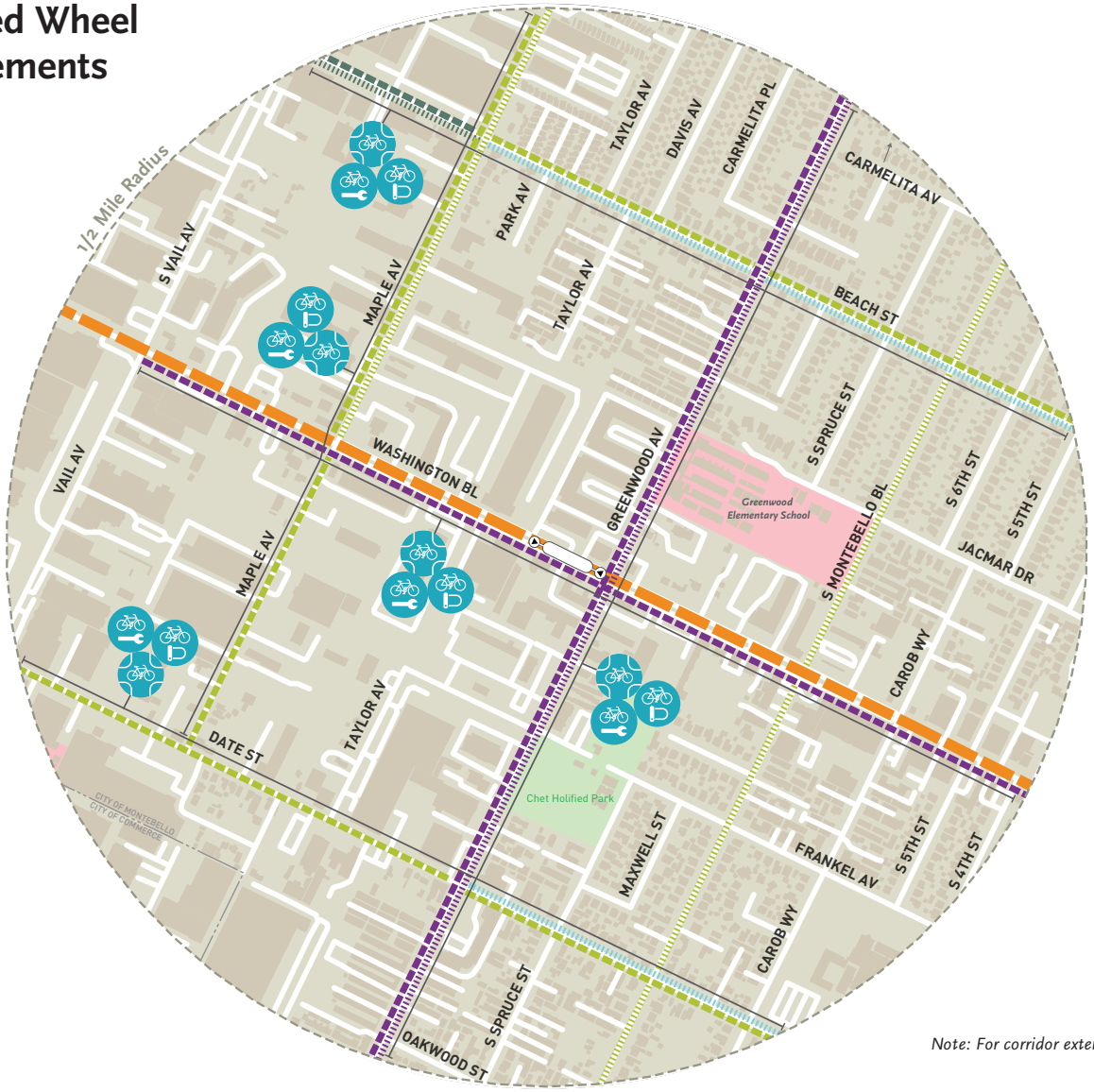
Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Greenwood Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

- Bicycle-Friendly Intersection
- Bicycle Repair Station
- Short Term Bicycle Parking

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Rosemead Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

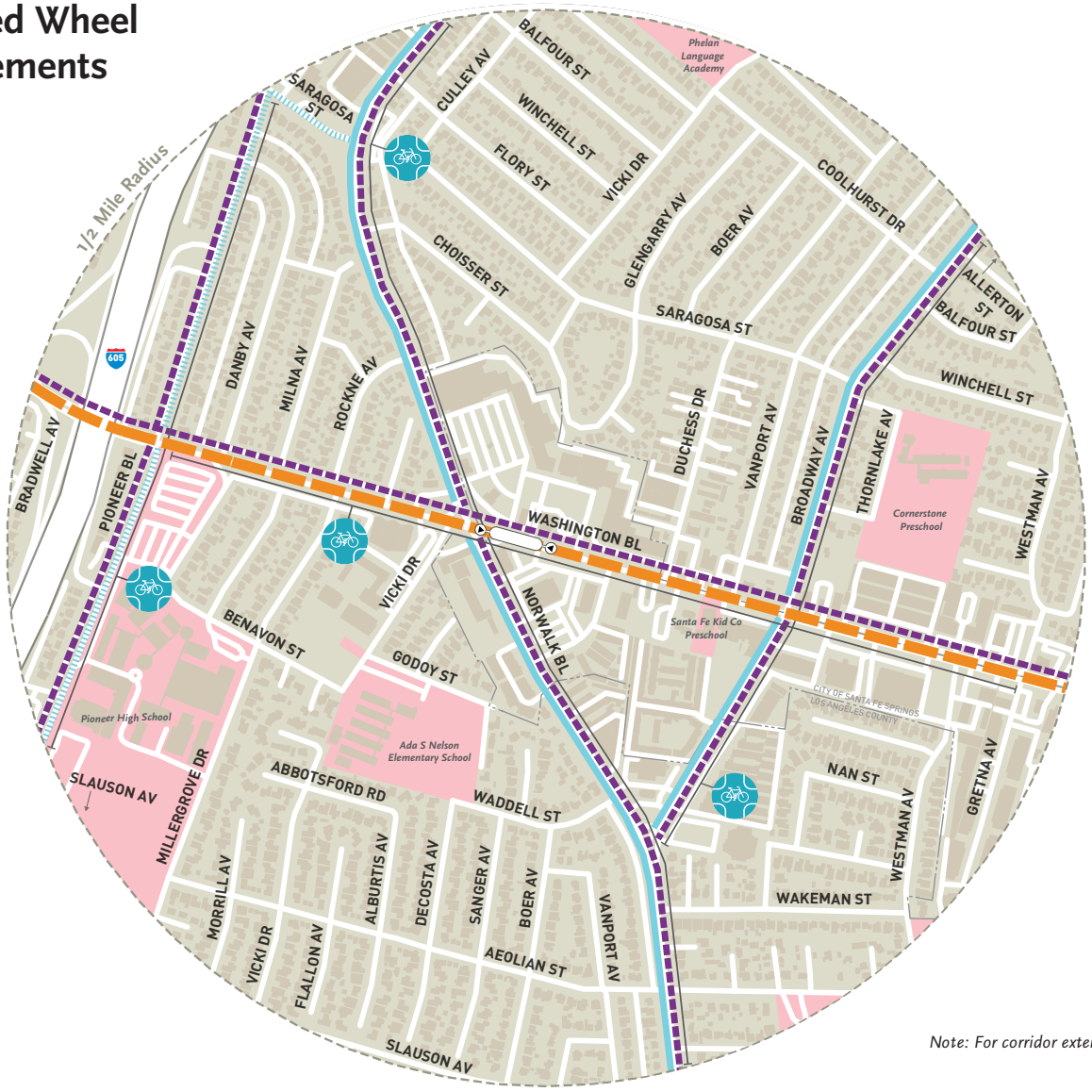
Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Norwalk Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Lambert Station

## Proposed Wheel Improvements




*Note: For corridor extents see project costing*

N

Proposed Metro Station + Entrance

Proposed ESP2 Alignment

City Boundaries

| Shared-Use/Off-Street Path (Class I) | Protected Bicycle Lane (Class IV) | Bicycle Lane (Class II) | Bicycle-Friendly Street (Class III) | Bicycle Route/Sharrow (Class III) |
|---|---|---|---|---|
| Existing | Existing | Existing | Existing | Existing |
| FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed | FLM Proposed |
| On Local Plans | On Local Plans | On Local Plans | On Local Plans | On Local Plans |

Bicycle-Friendly Intersection

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

# Appendix C: Community Walk Audit Memo

# MEMORANDUM

To: Neha Chawla, Metro FLM Manager

From: Monica Villalobos
Kimley-Horn and Associates, Inc.

Date: September 20, 2024

Subject: FINAL First/Last Mile Community Walk/Wheel Audit Summary Memorandum

---

# I. Introduction

## A. Project Background

The Los Angeles County Metropolitan Transportation Authority (Metro) initiated a Draft Environmental Impact Report (Draft EIR) for the Eastside Transit Corridor Phase 2 Project (Project). The Project is a light rail transit (LRT) extension of the existing Metro E Line, which currently ends at Atlantic Station in East Los Angeles. The Project would connect Atlantic Station to Whittier in the Gateway Cities subregion of Los Angeles County. The Project would serve the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier-Los Nietos. The Project route passes through a variety of land uses including residential, commercial, industrial, parks and recreational, health and medical, and educational institutions. The route also passes through densely populated low-income areas that rely heavily on public transit. The Project aims to address mobility issues in East Los Angeles County such as lack of rail transit options, high congestion, infrastructure constraints, and poor air quality.

In February 2023, Metro initiated First/Last Mile (FLM) planning for the Project. FLM evaluates walking, biking, and rolling access to transit stations. The FLM Plan includes all seven potential stations for all EIR Project alternatives between Atlantic Station and Lambert station. In Metro's FLM Strategic Plan, "wheel", which includes bicycles, roller skates, rollerblades, kick scooters, electric golf carts, scooters, skateboards, gyroscopic devices, mobility scooters, and other new technologies. While "walk" refers to safety focused improvements in the pedestrian realm. FLM Community Walk/Wheel Audits were conducted as part of the FLM planning process for the following stations:

- Atlantic Station
- Atlantic/Whittier Station
- Commerce/Citadel Station
- Greenwood Station
- Rosemead Station

> Norwalk Station

> Lambert Station

This memorandum provides a summary of the FLM Community Walk/Wheel Audits and community responses to better understand FLM problems, solutions, general impressions, and opportunities related to pedestrian and wheel infrastructure.

Metro facilitated a series of FLM Community Walk/Wheel Audits in Spring 2024 for the Project. The FLM planning process involves technical and community input to inform proposed pedestrian and wheel projects to be implemented within the half-mile and three-mile station area.

The FLM Community Walk/Wheel Audits were facilitated by Metro and technical staff and involved participation from local residents and community-based organizations (CBOs). Community audit logistics, day of operations, and recruitment was conducted in coordination with the Metro Outreach Contractor.

In total eight community walk audits and six wheel audits were conducted with approximately 82 participants. Details of each audit are provided below.

The FLM Community Walk/Wheel Audits captured general impressions and areas of improvement for each station using two methods of data collection:

1. Community Walk/Wheel Audit Worksheet

   A comprehensive worksheet comprised of sensory and observation based questions that gathered information based off the following categories: sensory experience, sidewalks, crosswalks, trees and shade, lighting, streetscape, people and users, and personal reflections.

2. Prioritization Activity Board

   Participants were asked to rank pedestrian and wheel improvements by highest to lowest priority (1-highest, 5-lowest) using color coded stickers on a large activity board at the conclusion of each audit.

## II. FLM Community Walk/Wheel Audit Participation

The FLM Community Walk/Wheel Audits took place between February 2024 and March 2024. The FLM team conducted eight walk and six-wheel audits across six jurisdictions. Due to weather conditions, the Commerce/Citadel Station Walk/Wheel Audit took place indoors at the Citadel. The walk audit was conducted virtually using Google Maps where facilitators virtually walked the station area. Wheel audits were conducted at select locations that provided sufficient safety for bicycle riders with existing infrastructure and roadway access. The following table provides details on the FLM Community Walk/Wheel Audits conducted.

***Table 1: 2024 FLM Community Walk/Wheel Audit Participation***

| Station | Date and Time | # of Community Participants |
|---|---|---|
| Atlantic Station | Tuesday, February 13, 2024<br>10:00 am – 12:20 pm | 11 |
| Atlantic/Whitter Station | Thursday, February 15, 2024<br>3:00 pm – 5:30 pm | 14 |
| Commerce/Citadel Station* | Saturday, March 2, 2024<br>9:00 am – 11:30 am | 5 |
| Greenwood Station | Wednesday, February 21, 2024<br>10:00 am – 12:30 pm | 15 |
| Rosemead Station | Saturday, February 24, 2024<br>9:00 am – 11:30 am | 19 |
| Norwalk Station | Friday, February 23, 2024<br>10:00am – 12:30 pm | 5 |
| Lambert Station | Wednesday, February 28, 2024<br>9:00 am – 11:30 am | 5 |
| East Los Angeles Chamber of Commerce:<br>Atlantic/Whittier Station* | Friday, March 8, 2024<br>2:00 pm – 5:30 pm | 8 |

*Wheel audit not applicable.

Figure 1 shows community members and FLM team staff participating in the FLM Community Walk/Wheel Audits.

***Figure 1: 2024 FLM Community Walk/Wheel Audit Participation Photos***

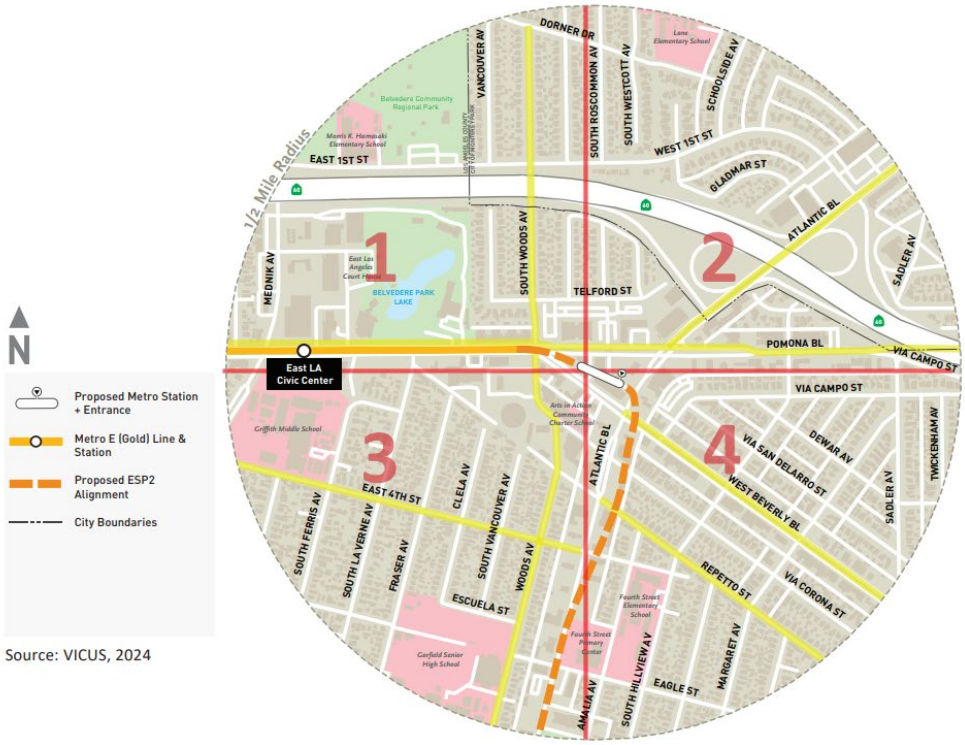


# III. FLM Community Walk/Wheel Audit Summaries by Station

## A. Walk/Wheel Audit Process

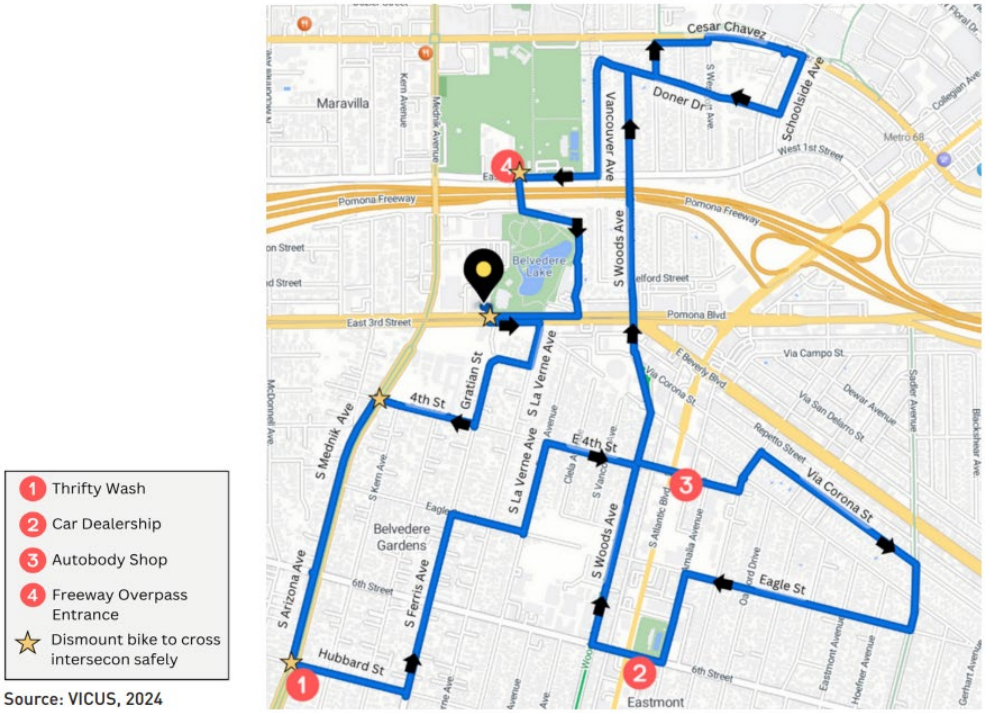
Each station area was divided into four quadrants and groups were assigned accordingly. Groups included community members, a FLM technical team facilitator, and a FLM team notetaker. Each quadrant included walking routes for participants to follow along primary and secondary pathways. Participants were able to record observations using the worksheets. Figure 2 shows an example of the quadrant map for the Atlantic Station Walk Audit, illustrating primary pathways in yellow. Appendix A includes Quadrant maps for each walk audit

***Figure 2: Eastside Transit Corridor Phase 2 – Atlantic Station Walk Audit - Example Quadrant Map***




Wheel audits were organized for six stations. Each wheel audit included community members and a FLM team bicycle captain. Bicycle routes were developed and included existing and proposed bicycle facilities within the station area. Rest stops were incorporated into the bike routes to record observations via facilitated discussions by the bicycle captain. Figure 3 shows an example of the bike route map for the Atlantic Station wheel audit.

***Figure 3: Eastside Transit Corridor Phase 2 – Atlantic Station Wheel Audit - Example Bike Route Map***




After the completion of all FLM Community Walk/Wheel Audits, community members were asked to provide feedback on the FLM Improvements Toolkit activity boards to capture pedestrian and wheel improvements for each station area (described in further detail in the Prioritization Activity Board section below). The FLM Improvements Toolkit contains a collection of 26 pedestrian and wheel projects with photos and icons.

The following section summarizes input received through worksheets and activity boards at the FLM Community Walk/Wheel Audits.

## B. Community Walk/Wheel Audit Worksheet Data

Worksheets were developed to guide the discussion during the walk audits focused on sensory experiences to observe and document challenges and areas of improvement. Participants were provided paper copies of worksheets to record observations and personal reflections. Appendix B provides an example of the FLM Community Walk/Wheel Audit Worksheet. The following section summarizes worksheet responses highlighting specific pedestrian and wheel improvements and observations identified by participants.

The responses are organized by station and relevant quadrants. Participants also had the opportunity to share personal reflections and quotes on worksheets, included in the following section. Input from the worksheets and activity boards was analyzed and used to inform pedestrian and wheel project recommendations as part of the FLM planning process. A summary of input received from the FLM Community Walk/Wheel Audits is provided in Table 2 below.

***Table 2: Summary of Community Walk/Wheel Audit Worksheet Data by Station***

| **Atlantic Station** | |
|---|---|
| **Q1** | **Q2** |
| Implement Short Term Bicycle Parking<br>Improve Landscaping and Shade<br>Implement High Visibility Crosswalk<br>Improve Bicycle Friendly Intersection (Woods Ave)<br>Lack of New or Improved Sidewalk | Improve Pedestrian & Cyclist Lighting (Pomona Blvd, Cesar Chavez Ave, Eastern Ave, Underpass)<br>Lacking High Visibility Crosswalk<br>Lack of ADA accessible sidewalks<br>Implement New or Improved Sidewalk (Balfour St/Rosemead Blvd)<br>Improve Landscape and Shade<br>Implement Shade Structure |
| **Q3** | **Q4** |
| Implement Traffic Calming (Via Corona, Woods Ave)<br>Improve Landscape and Shade<br>Implement Pedestrian & Cyclist Lighting | Implement Traffic Calming (Woods Ave, Repetto St)<br>Implement Bus Stop Improvement |
| **Atlantic/Whittier Station** | |
| **Q1** | **Q2** |
| Introduce New or Improved Sidewalk (Woods Ave, Union Pacific Ave, Vancouver Ave)<br>Introduce Curb Ramp Extensions (Woods Ave/Eagle St/6th St)<br>Improve High Visibility Crosswalk (Olympic Blvd, Woods Ave)<br>Improve Landscape and Shade (Woods Ave)<br>Improve Bus Stops (Woods Ave)<br>Improve Roundabout Improvement (Woods Ave)<br>Introduce New or Improved Sidewalk<br>Implement Traffic Calming (Woods Ave, Eagle St)<br>Improve Curb Extension (Woods Ave, 6th St)<br>Implement Wayfinding Signage (S Woods Ave) | Improve Landscape and Shade (Amalia Ave)<br>Implement New or Improved Sidewalk (Amalia Ave)<br>Implement Curb Ramp<br>Implement Pedestrian & Cyclist Lighting (Amalia Ave)<br>Lack of High Visibility Crosswalk (Amalia Ave/6th St) |
| **Q3** | **Q4** |
| Implement Shade Structure<br>Introduce Bus Stop Improvements<br>Implement Wayfinding Signage<br>Implement Signalized Crossing (Union Pacific Ave/Woods Ave) | Implement Wayfinding Signage (Amalia Ave/Whittier Blvd)<br>Lack of Pedestrian & Cyclist Lighting (Amalia Ave/Whittier Blvd)<br>Lack of High Visibility Crosswalk (Amalia Ave/Whittier Blvd) |

| Atlantic/Whittier Station | |
|---|---|
| **Q3** | **Q4** |
| Implement Seating (Atlantic Blvd/Olympic Blvd)<br>Implement New or Improved Sidewalk (Woods Ave)<br>Bus Stop Improvement (Olympic Blvd, Vancouver Ave)<br>Improve Traffic Calming (Woods Ave/Vienna)<br>Implement High Visibility Crosswalk (Woods Ave/Union Pacific Ave /Olympic Blvd) | Improve Landscape and Shade (Amalia Ave/Whittier Blvd)<br>Implement Wheel Facility (Vermont Ave/Atlantic Blvd)<br>Lack of Street Furniture (Vermont Ave/Atlantic Blvd) |
| **Commerce/Citadel Station** | |
| **Q1** | **Q2** |
| Improve New or Improved Sidewalk (Telegraph Rd, Smithway St)<br>Implement a TOD<br>Implement Wheel Facility (Telegraph Rd, Eastern Ave, Park)<br>Implement Landscape and Shade (Telegraph Rd)<br>Implement High Visibility Crosswalk (Eastern Ave/Telegraph Rd) | Implement New or Improved Sidewalk (Mixmaster)<br>Introduce Wheel Facility (Mixmaster, Whittier Blvd)<br>Increase Wayfinding Signage (Mixmaster)<br>Implement Pedestrian & Cyclist Lighting (Mixmaster) |
| **Q3** | **Q4** |
| Improve Signalized Crossing (Triggs St) | Implement Landscape and Shade<br>Lack of Sidewalks (Tubeway Ave, Smithway St)<br>Introduce Wheel Facility (Eastern Ave to Park, Smithway St/Tubeway Ave)<br>Implement Traffic Calming (Eastern Ave)<br>Extend Sidewalk (Eastern Ave/Smithway St and Tubeway Ave)<br>Implement Pedestrian & Cyclist Lighting (Smithway St/Tubeway Ave)<br>Improve Signalized Crossing (Smithway St) |
| **Greenwood Station** | |
| **Q1** | **Q2** |
| Implement Wheel Facility (Maple Ave/Beach St)<br>Implement New or Improved Sidewalk (Washington Blvd)<br>Implement Traffic Calming | |

| Greenwood Station | |
|---|---|
| **Q3** | **Q4** |
| Improve Wheel Facility | Implement New or Improved Sidewalk (Greenwood Ave)<br>Implement Wheel Facility<br>Implement Landscape and Shade |
| **Rosemead Station** | |
| **Q1** | **Q2** |
| Implement Wheel Facility<br>Implement Landscape and Shade<br>Improve High Visibility Crosswalk | Improve Signalized Crossing<br>Lack of Sidewalk ADA accessibility<br>Lack of Pedestrian & Cyclist Lighting<br>Implement Wayfinding Signage<br>Lack of High Visibility Crosswalk (Balfour St/ Rosemead<br>Blvd Blvd) |
| **Q3** | **Q4** |
| Implement Pedestrian & Cyclist Lighting (Olympic Blvd)<br>Lack of Shaded Structures (Olympic Blvd)<br>Implement Landscape and Shade (Olympic Blvd) | Implement Signalized Crossing (Repetto St) 4-way stop |
| **Norwalk Station** | |
| **Q1** | **Q2** |
| Introduce Street Furniture (Norwalk Blvd)<br>Implement Bus Stop Improvements (Norwalk Blvd)<br>Improve High Visibility Crosswalk (Saragosa St/Washington Blvd)<br>Implement Signalized Crossing (Saragosa St/Washington Blvd) | Implement Curb Ramp (Dutchess Dr)<br>Introduce New or Improved Sidewalk (Dutchess Dr)<br>Implement Signalized Crossing (Broadway Ave)<br>Implement Traffic Calming (Washington Blvd) |
| **Q3** | **Q4** |
| Improve Narrow Curb Ramps (Norwalk Blvd/Washington Blvd)<br>Introduce New or Improved Sidewalk (Vicki Dr) | Implement Wheel Facility<br>Implement Signalized Crossing<br>Implement Landscape and Shade |
| **Lambert Station** | |
| **Q1** | **Q2** |
| Implement Landscaping and Shade<br>Lack of Shade Structure<br>Implement High Visibility Crosswalk | Implement Pedestrian & Cyclist Lighting (Washington Blvd) |
| **Q3** | **Q4** |
| Improve Shade Structure (Nogal Ave/McGee Sr)<br>Lack of Seating (Nogal Ave/McGee Sr) | Implement Traffic Calming (Washington Blvd)<br>Introduce New or Improved Sidewalk<br>Improve Shade Structure |

## C. Personal Reflections

In addition to the analysis of each station area, participants provided input through personal reflections, recorded on the worksheets. The following quotes were provided by participants, characterizing the sensory experience while conducting the FLM Community Walk/Wheel Audits.

- *"The more landscaping for shade, the better. Trees also are a habitat for birds."*
- *"There is a great deal of land here dedicated to parking of private vehicles - street parking, surface parking, parking meters, and more. Streets are so car dominated that even … bicycles must share the sidewalk with pedestrians."*
- *"We need beautification!"*
- *"Shade is important. I sunburn easily. Shade is vital. An occasional water fountain would be nice. Ground level for pets also."*
- *"More trees for shade is better than shade structures."*
- *"Cleaning is good, [there are] some amazing views of [the] mountain [and there is] not much smell of smog. People walking or dog walking, [so they need a] Plaza at Washington/Rosemead, or [a] kiosk with bathroom, water, chairs [and] art."*
- *"A few years ago, people didn't use to have access to transit in Norwalk, so they couldn't leave the area. But it is better now with the buses and a lot more people use transit."*
- *"A frontage row helps me feel safer walking."*
- *"All cities of LA County, Santa Fe Springs, Whittier, [and] LA County unincorporated -- need to talk about trees (replace/plant), signaled stop signs, arts, bus stops, crossing/disable/sound def - blind, walkways, wider space on sidewalks."*
- *"I would love to see public art. Murals from [a] local artist."*
- *"Protected bike lanes would encourage me to cycle to the station."*

## D. Prioritization Activity Board Data

To capture final impressions regarding the station area, Prioritization Activity Boards with the FLM Toolkit were made available following each walk/wheel audit to provide feedback on pedestrian and wheel improvements. Using numbered and color-coded stickers, participants ranked walk/wheel improvements by highest to lowest priority (1-highest (red), 5-lowest (magenta)). Data was collected and summarized in a database counting stickers and scoring improvements. Information collected from the Prioritization Activity Boards was analyzed to inform recommendations for pedestrian and wheel improvements as part of the FLM planning process.

The following includes the top five ranked pedestrian and wheel improvements identified on the Prioritization Activity Board by station and their total score. Figure 4 shows participants utilizing the Prioritization Activity Boards.

***Figure 4: 2024 FLM Community Walk/Wheel Audit Prioritization Activity Board Participation***





**<u>Top Ranked Pedestrian and Wheel Improvements</u>**

**Atlantic Station**

Top ranked pedestrian improvements for the Atlantic Station include:

1. High Visibility Crosswalk (29)
2. Street Lighting (24)
3. Bus Stop Improvements (23)
4. Landscape and Shade (22)
5. Traffic Calming (20)

Top ranked wheel improvements for the Atlantic Station include:

1. Protected Bicycle Lane Class IV (29)
2. Bicycle Lane Class II (15)
3. Bicycle-Friendly Intersection (4)
4. Bicycle Friendly Streets Class III and Short-Term Bicycle Parking (3)
5. Shared-Use/Off Street Path Class I (2)

**Atlantic/Whittier Station**

Top ranked pedestrian improvements for the Atlantic/Whittier Station include:

1. High Visibility Crosswalk (38)
2. Street Lighting (22)
3. New or Improved Sidewalk (19)
4. Bus Stop Improvements (16)
5. Shade Structure (14)

Top ranked wheel improvements for the Atlantic/Whittier Station include:

1. Protected Bicycle Lane Class IV (15)
2. Shared-Use/Off Street Path Class I (6)
3. Bicycle Lane Class II and Bicycle Friendly Intersection (5)
4. Short Term Bicycle Parking (3)
5. Bicycle Friendly Streets Class III and Bicycle Repair Station (1)

**Commerce/Citadel**
Top ranked pedestrian improvements for the Commerce/Citadel Station include:

1. New or Improved Sidewalk (17)
2. Bus Stop Improvements (13)
3. Opportunity Improvements (12)
4. Landscape, Shade, and Pedestrian and Bike Lighting (8)
5. Street Lighting (6)

**Greenwood Station**
Top ranked pedestrian improvements for the Greenwood Station include:

1. New or Improved Sidewalk (17)
2. Opportunity Improvement (12)
3. Bus Stop Improvements (11)
4. Landscape, Shade, and Pedestrian and Bike Lighting (8)
5. Street Lighting (6)

Top ranked wheel improvements for the Greenwood Station include:

1. Bicycle Lane Class II (11)
2. Protected Bicycle Lane Class IV (2)

*Participants only voted on two improvements listed above.

**Rosemead Station**
Top ranked pedestrian improvements for the Rosemead Station include:

1. High Visibility Crosswalk (18)
2. New or Improved Sidewalk (14)
3. Street Lighting and Curb Extension (12)
4. Roundabout (10)
5. Shade Structure (8)

Top ranked wheel improvements for the Rosemead Station include:

1. Protect Bicycle Lane Class IV (20)
2. Short Term Bicycle Parking (10)
3. Bicycle Lane Class II (8)
4. Bicycle Repair Station (6)
5. Bicycle Friendly Streets Class III (5)

**Norwalk Station**
Top ranked pedestrian improvements for the Norwalk Station include:

1. Signalized Crossing (17)
2. High Visibility Crosswalk (12)
3. Curb Ramps, Street Lighting, and Pedestrian and Bike Lighting (10)
4. New or Improved Sidewalk (9)
5. Landscape and Shade (7)

Top ranked wheel improvements for the Norwalk Station include:

1. Bicycle Lane Class II and Bicycle Friendly Intersection (4)
2. Protected Bicycle Lane Class IV (3)

*Participants only voted on two improvements listed above.

**Lambert**
Top ranked pedestrian improvements for the Lambert Station include:

1. High Visibility Crosswalk (41)
2. New or Improved Sidewalk (35)
3. Landscape and Shade (33)
4. Curb Extension (32)
5. Pedestrian and Bike Lighting (20)

Top ranked wheel improvements for the Lambert Station include:

1. Protected Bicycle Lane Class IV (19)
2. Bicycle Lane Class II (17)
3. Bicycle-Friendly Intersection (11)
4. Bicycle Friendly Streets Class III (6)
5. Short Term Bicycle Parking (4)

**East Los Angeles (ELA) Chamber – Atlantic Station**
Top ranked pedestrian improvements for the ELA Chamber audit include:

1. New or Improved Sidewalk (13)
2. Opportunity Improvement (12)
3. Street Lighting (10)
4. High Visibility Crosswalk (6)
5. Signalized Crossing (5)

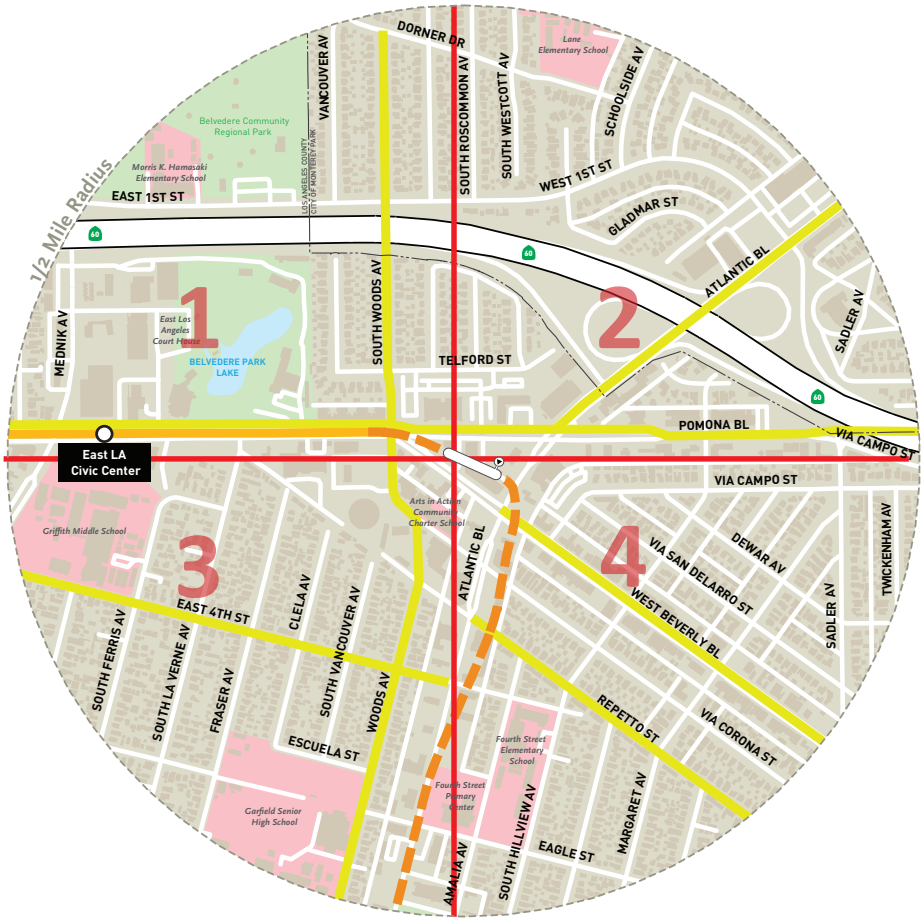
## IV. Conclusion

The Eastside Transit Corridor Phase 2 FLM planning process provided an informative, fun and interactive way to engage local community members in the planning of FLM improvements. The input collected from worksheets and activity boards will inform recommendations for pedestrian and wheel improvements within each of the station areas. Utilizing the worksheets, participants were able to express personal concerns regarding necessary improvements and share sensory experiences recording sights, smells, and experiences. As one participant explained, the audits provided insights into the FLM planning process and opportunities to further engage residents in the process, *"Thank you for having this event, I look forward to seeing what happens next. Would love to be a part of it."*. The audits and activity boards provided the technical team with valuable local knowledge and insights that will inform the pedestrian and wheel recommendations that will be documented in the final FLM plan.

**Appendix A**

Walk Audit Quadrant Maps

# Walk Audit - Atlantic Station



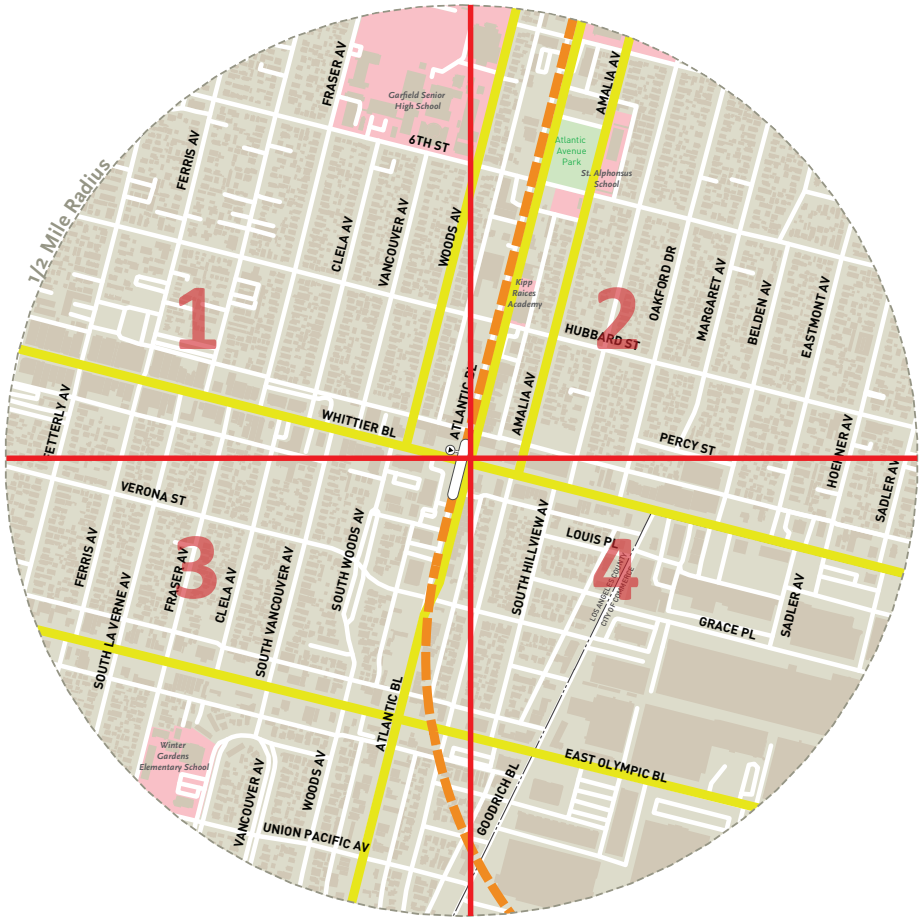

N

- Proposed Metro Station + Entrance
- Metro E (Gold) Line & Station
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Pomona Blvd (West of the station)<br>B) S. Woods Ave (North of the station) | **Group #2:**<br>A) Pomona Blvd (East of the station)<br>B) Atlantic Blvd |
| **Group #3:**<br>A) E. 4th St<br>B) S. Woods Ave (South of the station) | **Group #4:**<br>A) Beverly Blvd<br>B) Repetto St (South of the station) |

# Walk Audit - Atlantic/Whittier Station



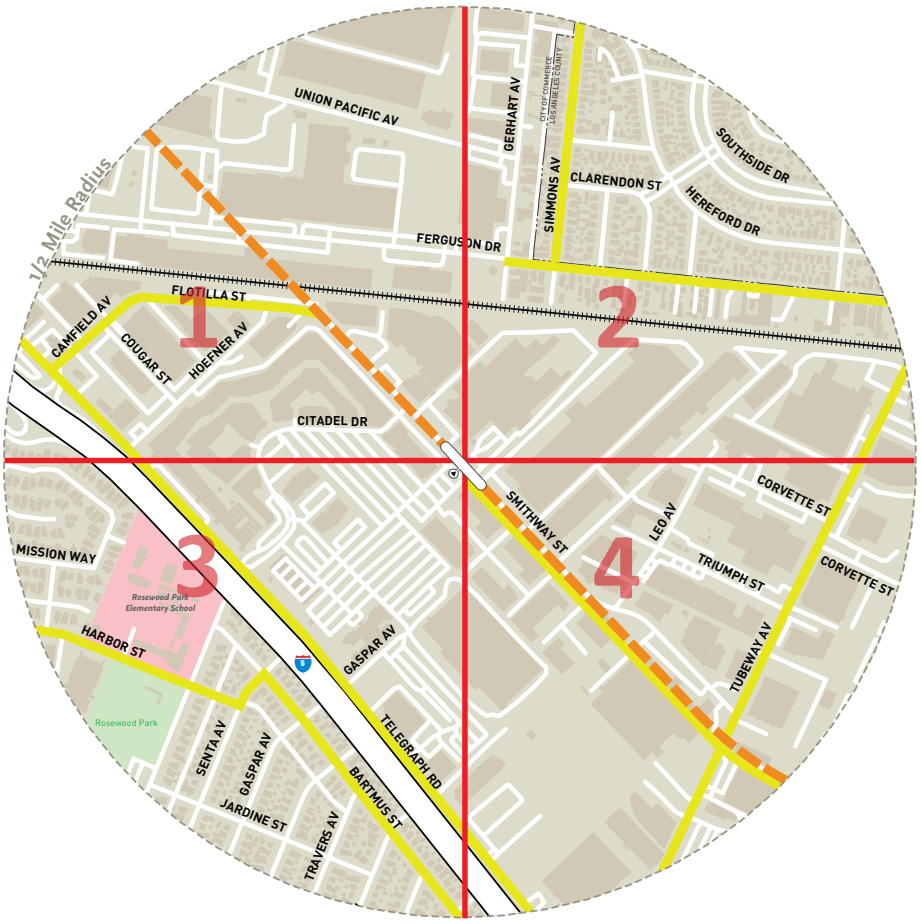

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Whittier Blvd (West of the station)<br>B) S. Woods Ave | **Group #2:**<br>A) Atlantic Blvd (North of the station)<br>B) Amalia Ave |
| **Group #3:**<br>A) Olympic Blvd (West of Atlantic Blvd)<br>B) Atlantic Blvd (South of the station) | **Group #4:**<br>A) Olympic Blvd (East of Atlantic Blvd)<br>B) Whittier Blvd (East of the station) |

# Walk Audit - Commerce/Citadel Station



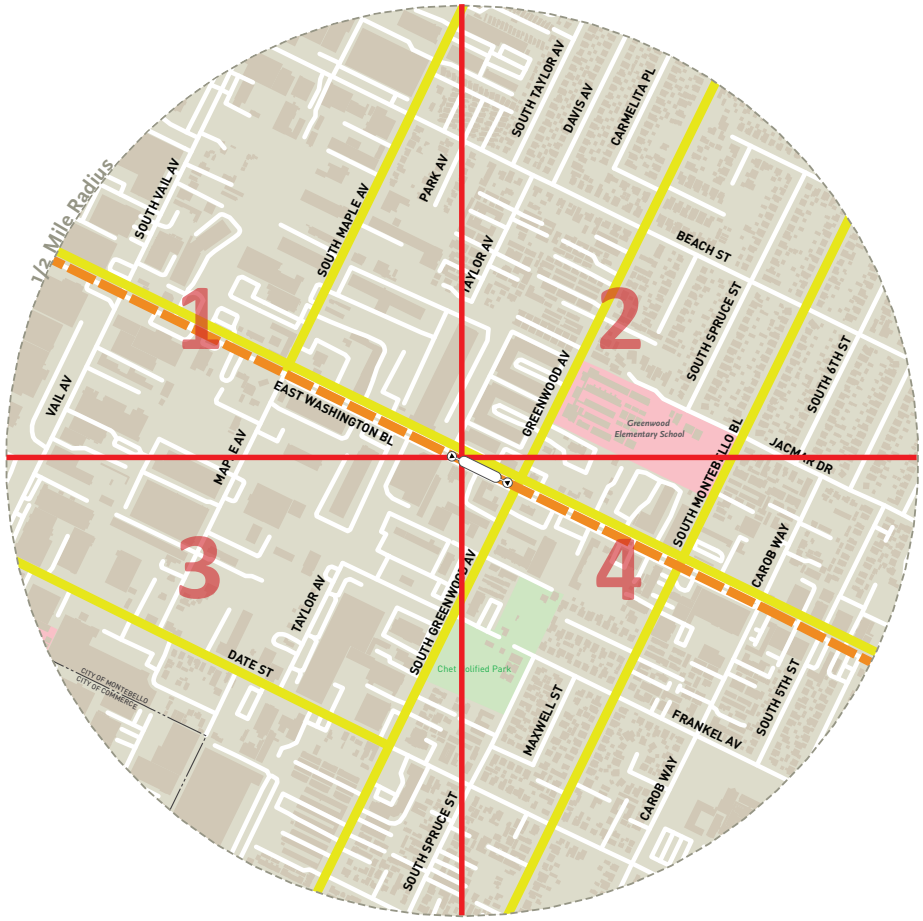

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- Metrolink
- City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Telegraph Rd<br>B) Flotilla St | **Group #2:**<br>A) Ferguson Dr<br>B) Simmons Ave |
| **Group #3:**<br>A) Harbor St<br>B) Bartmus St | **Group #4:**<br>A) Smithway St (East of the station)<br>B) Tubeway Ave |

# Walk Audit - Greenwood Station



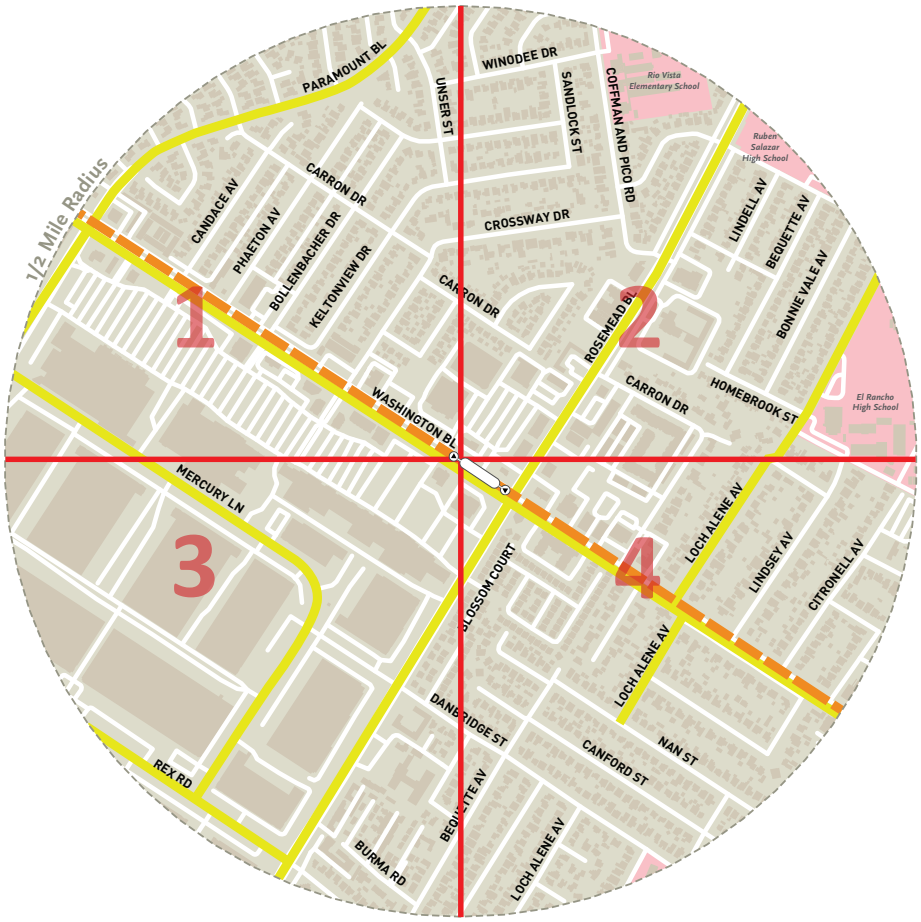

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Washington Blvd (West of the station)<br>B) Maple Ave (North of Washington Blvd) | **Group #2:**<br>A) Greenwood Ave (North of the station)<br>B) Montebello Blvd (North of Washington Blvd) |
| **Group #3:**<br>A) Greenwood Ave (South of the station)<br>B) Date St (West of Greenwood Ave) | **Group #4:**<br>A) Washington Blvd (East of the station)<br>B) Montebello Blvd (South of Washington Blvd) |

# Walk Audit - Rosemead Station



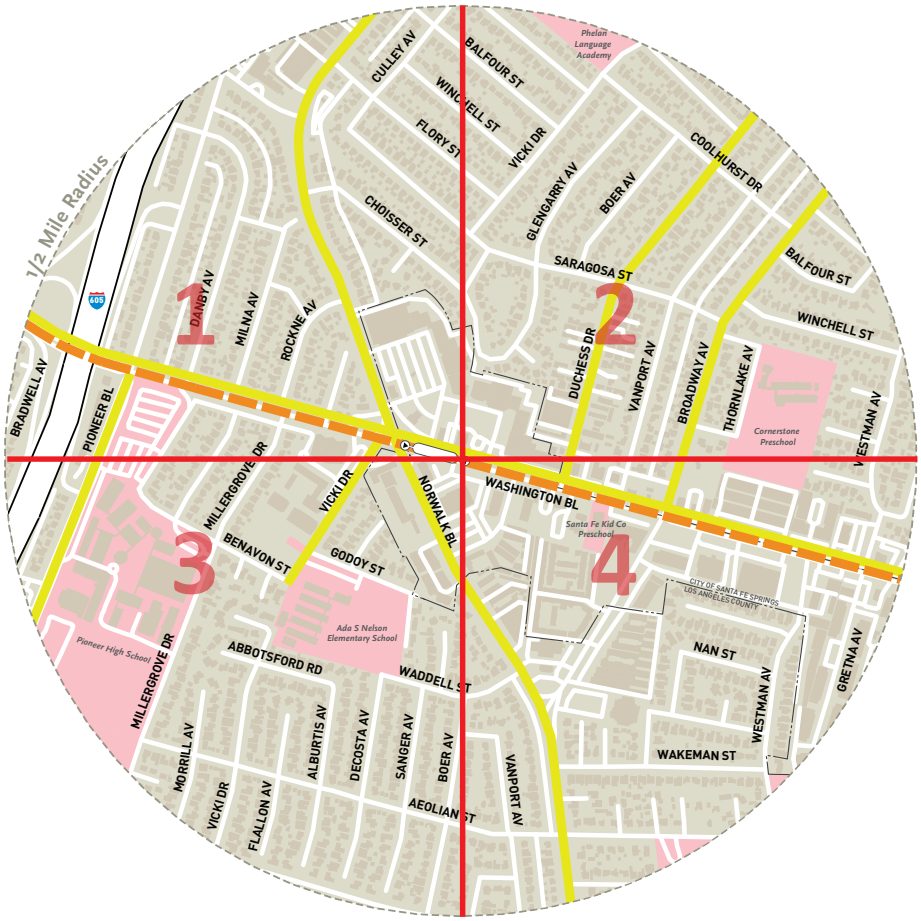

N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Washington Blvd (West of the station)<br>B) Paramount Blvd | **Group #2:**<br>A) Rosemead Blvd (North of the station)<br>B) Loch Alene Ave (North of Washington Blvd) |
| **Group #3:**<br>A) Rosemead Blvd (South of the station)<br>B) Mercury Ln and Rex Rd | **Group #4:**<br>A) Washington Blvd (East of the station)<br>B) Loch Alene Ave (South of Washington Blvd) |

# Walk Audit - Norwalk Station




N

Proposed Metro Station + Entrance

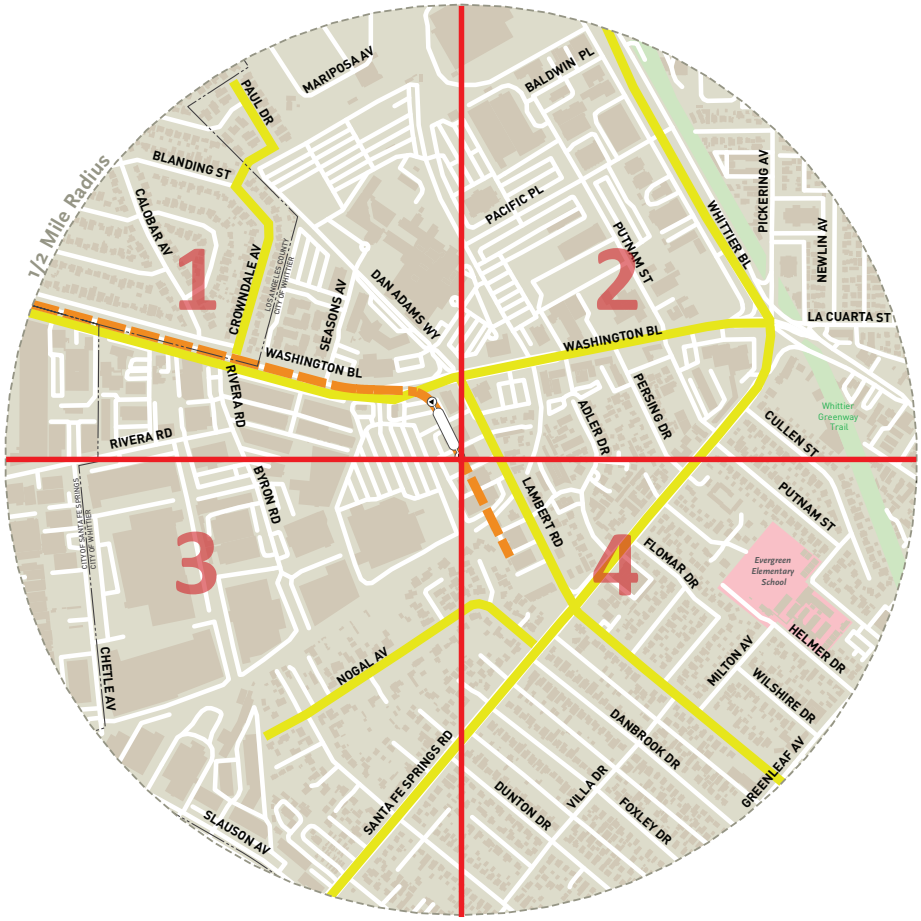
Proposed ESP2 Alignment

City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Norwalk Blvd (North of the station)<br>B) Washington Blvd (West of the station) | **Group #2:**<br>A) Broadway Ave<br>B) Duchess Dr |
| **Group #3:**<br>A) Pioneer Blvd<br>B) Vicki Dr | **Group #4:**<br>A) Norwalk Blvd (South of the station)<br>B) Washington Blvd (East of the station) |

# Walk Audit - Lambert Station




N

- Proposed Metro Station + Entrance
- Proposed ESP2 Alignment
- City Boundaries

Source: VICUS, 2024

| Streets Assignment in Quadrant Groups | |
|---|---|
| **Group #1:**<br>A) Washington Blvd (West of the station)<br>B) Crowndale Ave to Paul Dr | **Group #2:**<br>A) Washington Blvd (East of the station)<br>B) Whittier Blvd |
| **Group #3:**<br>A) Santa Fe Springs Rd (South of Lambert Rd)<br>B) Nogal Ave | **Group #4:**<br>A) Lambert Rd<br>B) Santa Fe Springs Rd (North of Lambert Rd) |

**Appendix B**

FLM Community Walk/Wheel Audit Worksheet




# FLM Community Walk Audit

Name: _____

Text Photos to: _____

Group: 1 2 3 4

## Section 1: Sensory Experience

As you walk along this route, take note of your surroundings, and pay attention to how they make you feel.

Describe your sensory experience. What do you see, hear, smell?

See:_____

Hear:_____

Smell:_____

What are 3 adjectives to **describe your surroundings**?

1. _____
2. _____
3. _____

What are 3 adjectives you would use to **describe how you feel** as you travel along this route?

1. _____
2. _____
3. _____

Do you feel **safe** walking here?

☐Yes ☐No ☐ Neutral

_____

_____

_____

## Section 2: Sidewalks

Are there sidewalks **throughout your route** to access the station?

☐Yes ☐No ☐ Only Parts

Describe how you would make the streets in this area **safer for pedestrians and bicyclists.**

_____

_____

_____

_____

_____

_____

## Section 3: Crosswalks

Do you feel **safe** crossing the street?

☐Yes ☐No ☐ Neutral

_____

_____

_____

_____

Was there **enough time** to cross the street?

☐Yes ☐No ☐ Neutral

Put yourself in the shoes of someone using a **wheelchair** or a senior with **limited mobility**. Do you have enough time to cross the street?

☐Yes ☐No ☐ Neutral

Metro




## Section 4: Trees and Shade

Are there **enough street trees** along the route?

☐Yes ☐No ☐ Only Parts

Do the trees provide **enough shade** on a hot day?

☐Yes ☐No ☐ Only Parts

How do **heat and shade** impact how people get around this area?

_____
_____
_____
_____

## Section 5: Lighting

Think about what it would feel like **walking here at night.** Is there **enough lighting to feel safe** walking here?

☐Yes ☐No ☐ Only Parts

What would help you feel safer while walking, biking, or rolling to the transit station area during the day and night?

_____
_____
_____
_____
_____

## Section 6: Streetscape

Think about the various **amenities** you see when walking. Take photos!

What types of **street furniture** are needed in this area?

☐Trash Cans ☐Lighting
☐Benches ☐Bike Rack
☐Picnic Tables ☐Street Trees
☐Shade Structures ☐Planters

Can you **comfortably** hang out, walk, and occupy the space **while waiting for transit**?

☐Yes ☐No ☐ Only Parts

Think about **social places** and interactions. Are there any places to rest/chill?

_____
_____
_____
_____
_____
_____

Do you see any **public art**? What is your favorite mural/space in the area? Take photos!

_____
_____
_____
_____
_____

Metro




## Section 7: People and Users

Think about how this area is used (residential, commercial, industrial etc.). Think about **ages, abilities, and users** (parents pushing strollers, wheelchair users, bicyclists, skateboarders, families, children etc.). If you don't see anyone, think of potential users.

**Who is using the sidewalks**? Who is crossing the streets?

_____
_____
_____
_____

What **modes of transportation** do most people use on the streets and sidewalks in this area? (**walking, biking, rolling etc**.)

_____
_____
_____
_____

What would **help people** in this area have better **access** to the new station?

_____
_____
_____
_____
_____
_____
_____

## Section 8: Personal Reflections

What are your personal experiences with street safety in this area? What **stories** have people shared with you?

_____
_____
_____
_____
_____
_____
_____

Can you share a time when the streets in this area felt like a place of gathering and celebrating **community culture**?

_____
_____
_____
_____
_____
_____
_____

What are some places **you recommend** people explore along this route? Describe what is special and unique about those places.

_____
_____
_____
_____
_____
_____
_____

Metro




**Additional Comments**

Feel free to share anything we did not cover in the worksheets.

Metro

# First/Last Mile (FLM) Outreach Summary Report

September 2024

*Prepared for:*

Metro

*Prepared by:*

arellano associates

# Table of Contents

**1.0 INTRODUCTION ..... 3**

**2.0 FLM CBO PARTNERSHIP ..... 5**

**3.0 ENGAGEMENT SUMMARY ..... 8**

**4.0 TECHNICAL WALK AUDITS ..... 8**

**5.0 COMMUNICATION TOOLS ..... 9**

5.1 Website ..... 9

5.2 Virtual Interactive Tool (StoryMap) ..... 9

5.3 Helpline ..... 9

**6.0 KEY STAKEHOLDER ACTIVITIES ..... 9**

6.1 FLM Partnership Briefing ..... 9

6.2 Virtual Infrastructure Tour ..... 10

**7.0 PUBLIC ENGAGEMENT ..... 10**

7.1 Community Walk/Wheel Audits ..... 10

7.2 Event Booths & Pop-up Information Tables ..... 12

**8.0 COMMUNITY INPUT ..... 13**

8.1 FLM Survey ..... 13

8.2 Improvements Activity Board ..... 13

**9.0 NOTIFICATION SUMMARY ..... 13**

**10.0 KEY NOTIFICATION TACTICS ..... 14**

10.1 Door-to-Door Notice Distribution ..... 14

10.2 Eblasts ..... 14

10.3 Multimedia Messaging Service (MMS) ..... 15

10.4 Facebook and NextDoor Posts ..... 16

10.5 Extended Outreach ..... 16

10.5.1 Toolkit ..... 16

10.5.2 Earned Media ..... 16

**11.0 NEXT STEPS ..... 16**

# Tables

TABLE 1. FLM CBO PARTNERS OUTREACH SUPPORT..... 5
TABLE 2. ENGAGEMENT SUMMARY (SEPTEMBER 20, 2023 TO APRIL 5, 2024)..... 6
TABLE 3. SUMMARY OF COMMUNITY WALK AND WHEEL AUDITS..... 11
TABLE 4. POP-UP INFORMATION BOOTHS (JANUARY 27, 2024 TO MARCH 16, 2024) ..... 12
TABLE 5. SUMMARY OF PUBLIC NOTIFICATION CAMPAIGNS (AUGUST 15, 2023 TO APRIL 5, 2024)..... 14
TABLE 6. EBLAST DISTRIBUTION..... 15
TABLE 7. MMS DISTRIBUTION..... 15

# Appendices

**Appendix A. Notification**

- Printed Notices
  - Community Walk/Wheel Audits
  - FLM Survey
- Media Coverage

**Appendix B. Technical Walk Audits**

- Itinerary-Quadrant Map

**Appendix C. Virtual Infrastructure Tour**

- Presentation

**Appendix D. Community Walk/Wheel Audits**

- Presentation

**Appendix E. FLM Survey**

- Results

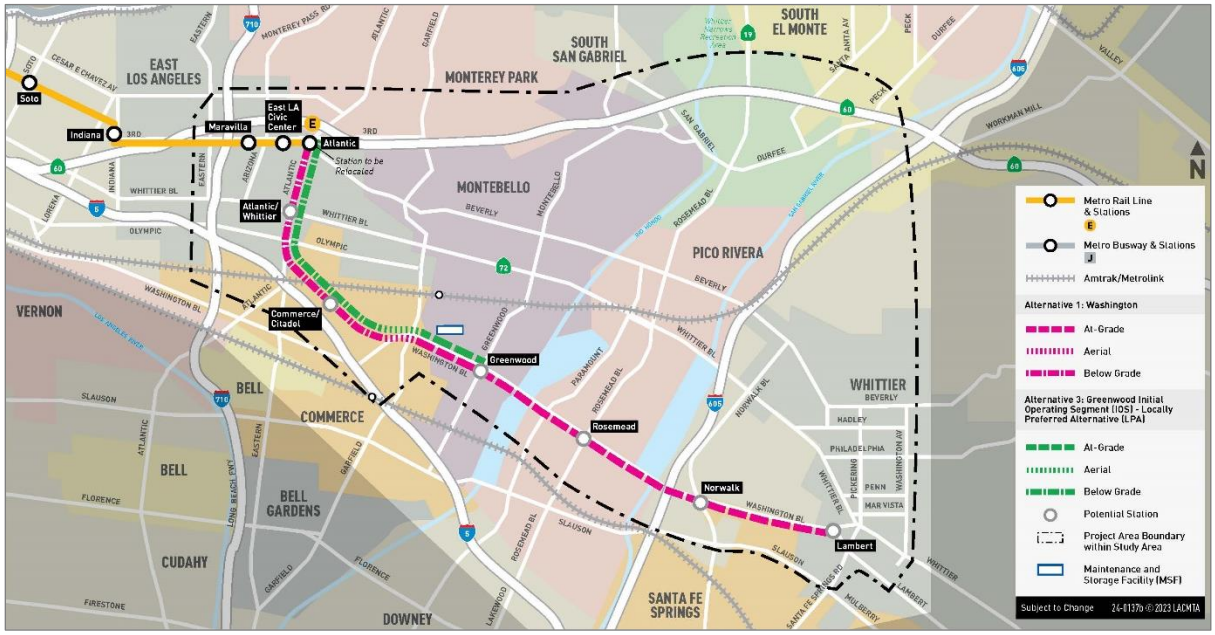
**Appendix F. Improvements Activity Board**

- Results

# 1.0 INTRODUCTION

Metro is evaluating an extension of the E Line further east from its current terminus at Pomona Bl/Atlantic Bl in East Los Angeles. The Eastside Transit Corridor Phase 2 Project (Project) is currently in the environmental review process. On Thursday, May 23, 2024, the Metro Board of Directors (Board) approved the certification of the Final Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The Board's approval finalizes the EIR for the two-phased project that will extend the E Line further east from its current terminus at Atlantic/Pomona in East Los Angeles to Greenwood Station in Montebello via the Initial Operating Segment (IOS) and Maintenance and Storage Facility (MSF) in Montebello, with construction to start in 2029, as programmed under Measure M (2016). Once fully completed, the project will increase mobility options for the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.

FIGURE 1. PROJECT IOS MAP




Metro is focused on improving the entire transit experience from door to door and partners with local communities and stakeholders to develop a set of community-supported improvements along the key pathways to Metro stations and bus stops. Metro uses a flexible, data-driven and community-oriented approach to prepare plans that respond to the unique conditions of each station area and strengthen connections to nearby destinations, transit hubs and streets.

Given that most trips begin or end on foot, it is critical to have safe and accessible streets and sidewalks that allow people to connect to transit easily. The first and last part of the journey where riders walk, bike or roll to or from their nearest transit station or bus stop is called the “first/last mile connection.” In 2016, the Metro Board passed a groundbreaking motion to integrate first/last mile (FLM) improvements as part of all new rail and bus rapid transit projects. The project team focused on pedestrian improvements within a half-mile radius, and wheel improvements within three (3) miles around each of the proposed stations for the FLM program.

Metro launched FLM efforts for the Project in September 2023 and partnered with three (3) Community-Based Organizations (CBOs) to support the outreach effort. The FLM program kicked off activities in September 2023 with seven (7) technical walk audits, followed by a Partnership briefing and Virtual Tour in January 2024. These efforts led to the launch of the public engagement program in February 2024.

## 2.0 FLM CBO PARTNERSHIP

Metro partnered with three (3) CBOs who were compensated to support FLM Planning for the project. During the FLM CBO meetings, the CBOs provided valuable input to help direct the engagement approach and strategy for the communities surrounding the station areas. These discussions included identifying questions to include in community input materials and surveys. Follow-up meetings were conducted to provide updates and receive feedback from the CBO partners on the recommended

materials, maps and invitations. The CBO partners employed different engagement strategies to support the FLM Planning process. Strength-Based Community Change (SBCC) and People for Mobility Justice (PMJ) participated in the technical walk audits. SBCC and PMJ also helped to promote and participate in the community walk/bike audits and pop-up events, and provided supplemental outreach support to the project team. As part of their engagement strategy, Public Matters partnered with five (5) community groups in East LA to develop five (5) community-led video tours. The table below highlights the efforts the CBO partners supported throughout the program. Metro also engaged the support of North Star Alliances (NSA) to support the administration and communication with the CBO Partners.

TABLE 1. FLM CBO PARTNERS OUTREACH SUPPORT

| CBO Name | Service Area | Outreach Services Provided | Outreach Details |
|---|---|---|---|
| SBCC Strength-Based Community Change (SBCC) | East Los Angeles, Commerce, Montebello, Pico Rivera, Whitter, Santa Fe Springs | Social media posting, eblasts, phone calls, MMS, participation in pop-up events and walk/walk audits, and flyer distribution | > Participated in one (1) technical walk audit and one (1) community walk/wheel audit<br>> Participated in five (5) pop-up events<br>> Distributed over 800 community walk/wheel audit and FLM Survey flyers |
| People for Mobility Justice (PMJ) | East Los Angeles, Commerce, Montebello, Pico Rivera, Whitter, Santa Fe Springs | Social media posting, eblasts, and participation in pop-up events and walk/wheel audits. | > Participated in four (4) technical walk audits and five (5) community walk/wheel audits<br>> Participated in four (4) pop-up events |
| Public Matters | East Los Angeles | Social media posting and development of community-led video tours | > Developed five (5) community-led video tours |

## 3.0 ENGAGEMENT SUMMARY

The following table highlights all the engagement activities and total number of engagements for each activity.

TABLE 2. ENGAGEMENT SUMMARY (SEPTEMBER 20, 2023 TO APRIL 5, 2024)

| Activity/Date | Station Focus | Total Invited | Total Engaged |
|---|---|---|---|
| **Technical Walk Audits (September – October 2023)** | | | |
| **Technical Walk Audit #1**<br>Wed., September 20, 2023<br>9:00 – 11:30am | Atlantic Station | 100+, total* | 3 |
| **Technical Walk Audit #2**<br>Wed., September 27, 2023<br>9:00 – 11:30am | Atlantic/Whittier Station | | 4 |
| **Technical Walk Audit #3**<br>Sat., September 30, 2023<br>10:00am – 12:30pm | Commerce/Citadel Station | | 4 |
| **Technical Walk Audit #4**<br>Mon., October 2, 2023<br>2:00 – 4:30pm | Greenwood Station | | 6 |
| **Technical Walk Audit #5**<br>Wed., October 4, 2023<br>9:00 – 11:30am | Rosemead Station | | 2 |
| **Technical Walk Audit #6**<br>Wed., October 11, 2023<br>9:00 – 11:30am | Lambert Station | | 4 |
| **Technical Walk Audit #7**<br>Wed., October 18, 2023<br>2:00 – 4:30pm | Norwalk Station | | 3 |
| **FLM CBO Meetings** | | | |
| **FLM CBO Charter Kick-off Meeting**<br>Wed., September 13, 2023<br>9:30am – 12:00pm | Project alignment | 5 | 4 |
| **FLM CBO Meeting #1**<br>Thurs., October 26, 2023<br>11:30am – 1:00pm | | | 3 |
| **FLM CBO Meeting #2**<br>Tues., November 14, 2023<br>2:00 – 3:30pm | | | 5 |
| **FLM CBO Meeting #3**<br>Tues., December 5, 2023<br>1:00 – 2:30pm | | | 4 |
| **FLM CBO Meeting #4**<br>Mon., March 25, 2024<br>2– 3pm | | | 4 |
| **Key Stakeholder Activities** | | | |
| **FLM Partnership Briefing**<br>Sat., January 20, 2024<br>10am – 12pm | Project alignment | 137 | 29 |

| Activity/Date | Station Focus | Total Invited | Total Engaged |
|---|---|---|---|
| **Virtual Infrastructure Tour**<br>Tues., January 23, 2024<br>10:00 – 11:30am | Project alignment | 150 | 89 |
| **Public Engagement** | | | |
| **Community Walk/Bike Audit #1**<br>Tue., Feb. 13, 2024<br>10:00am – 12:30pm | Atlantic Station | 14,000 | 11 |
| **Community Walk/Bike Audit #2**<br>Thu., Feb. 15, 2024<br>3:00 – 5:30pm | Atlantic/Whittier Station | | 14 |
| **Community Walk/Bike Audit #3**<br>Fri., Feb. 23, 2024<br>10:00am – 12:30pm | Norwalk Station | | 5 |
| **Community Walk/Bike Audit #4**<br>Sat., Feb. 24, 2024<br>10:00am – 12:30pm | Rosemead Station | | 15 |
| **Community Walk/Bike Audit #5**<br>Wed., Feb. 28, 2024<br>9:00 – 11:30am | Lambert Station | | 19 |
| **Community Walk/Bike Audit #6**<br>Sat., March 9, 2024<br>10:00am – 12:30pm | Greenwood Station | | 5 |
| **Community Walk Audit #1****<br>Sat., March 23, 2024<br>9:00 – 11:30am | Commerce/Citadel Station | | 5 |
| **Community Walk Audit #2: East Los Angeles Chamber of Commerce**<br>*(Organization-focused audit)*<br>Fri., March 8, 2024<br>2:00 – 5:30pm | Atlantic/Whittier Station | 25 | 8 |
| **FLM Pop-up #1**<br>Sat., Jan. 27, 2024<br>12:00 – 4:30pm | Commerce/Citadel Station | | 100 |
| **FLM Pop-up #2**<br>Sat., Feb. 3, 2024<br>8:00am – 12:30pm | Atlantic Station | | 85 |
| **FLM Pop-up #3**<br>Thu., Feb. 8, 2024<br>12:00 – 3:00pm | Greenwood Station | | 40 |
| **FLM Pop-up #4**<br>Sat., Feb. 10, 2024<br>9am – 12pm | Rosemead Station | | 30 |

| Activity/Date | Station Focus | Total Invited | Total Engaged |
|---|---|---|---|
| **FLM Pop-up #5**<br>Tue., March 5, 2024<br>12:00 – 3pm | Norwalk Station | | 40 |
| **FLM Pop-up #6**<br>Thu., March 7, 2024<br>12:00 – 3:30pm | Lambert Station | | 50 |
| **FLM Pop-up #7**<br>Sat., March 16, 2024<br>10am – 2pm | Atlantic/Whittier Station | | 30 |
| **FLM Survey** | Project alignment | 14,000 | 186 |
| **TOTAL ENGAGEMENT** | | **28,500** | **809** |

**Over 100 city/county staff and elected officials were invited to participate in total.*

***There was rain during the audit; it was transformed into a virtual tour for those who came in person.*

## 4.0 TECHNICAL WALK AUDITS

Prior to the public engagement, the project team hosted seven (7) technical walk audits with several agencies, including the corridor cities, the County of LA and elected officials. The purpose of the technical walk audits was to assess local FLM challenges and opportunities within the half-mile area of the future stations. Metro created and distributed the invitation via email, while the FLM technical consultants, Kimley-Horn* (KH), led the identification of meeting locations for the audits. Over 100 city and county staff and elected officials were invited to participate in the walk audits.

While Metro led the notification efforts as stated above, Arellano Associates (AA) led the logistics for each audit, including printing materials, assembly and distribution of materials, and providing refreshments. During each technical walk audit, attendees were able to sign-in and sign a liability waiver. To collect input throughout the walk audits, the Metro team developed an interactive digital application to capture real-time comments from attendees to pinpoint specific locations. The KH team led the development of the walk audit materials, including site-specific itineraries, quadrant maps and station plans that were shared with participants for each walk audit. A copy of the presentation for the technical walk audits is available in Appendix B.

**The organization formerly known as VICUS integrated with Kimley-Horn in 2024.*





# 5.0 COMMUNICATION TOOLS

A variety of project communication resources were used during the FLM public engagement phase. The purpose of the communication resources was to provide updates to stakeholders, which included elected officials, agencies, CBOs, businesses and community members. Several resources were updated frequently to ensure engagement opportunities were up to date.

## 5.1 Website

The project website *(metro.net/eastsidephase2)* was updated to announce the community walk/wheel audits and FLM survey. For the community walk/wheel audits, the audit dates were listed, along with the link to RSVP. For the FLM survey, the survey link was included to facilitate access.

## 5.2 Virtual Interactive Tool (StoryMap)

AA updated the online interactive StoryMap (*metro.net/eastside2022*) during the community walk/wheel audits and FLM survey. The tool serves as an online multi-media platform that compiles a variety of project resources to visually display and share project details. The platform allows users to click through the various topics while displaying images and interactive maps of the project corridor. This site served as the main information hub during the FLM public engagement phase and included general FLM information, links to RSVP for the walk/wheel audits, access to the FLM survey, and details about the community pop-ups.

## 5.3 Helpline

Throughout the public engagement phase, AA updated and monitored the project helpline and responded to any incoming inquiries. The English and Spanish helpline greetings shared the latest updates regarding the project status, community walk/wheel audits, and the FLM survey. There were several stakeholders who requested to RSVP for the community walk/wheel audits via the project helpline.

# 6.0 KEY STAKEHOLDER ACTIVITIES

As noted previously, the project team hosted several stakeholder engagement opportunities during the FLM campaign. While most sessions were focused on engaging the general public, some sessions focused on city and agency staff, and elected officials specifically. Each session was designed to capture FLM feedback from specific stakeholder groups.

## 6.1 FLM Partnership and Key Stakeholder Briefing

The project hosted an FLM Partnership and Key Stakeholder Briefing on January 20, 2024 and invited 137 elected officials, city staff, and CBOs across the project corridor. The briefing was held at Chet Holifield Park Community Center in the City of Montebello. The goal of the session was to provide an opportunity for all corridor elected offices, city and county staff and key stakeholders to come together and show a consensus of support for this important project that will be able to connect communities to Metro's rail system.

Metro Board member and LA County Supervisor, Hilda L. Solis, led the planning of the program, in coordination with Metro's Community Relations. The briefing offered opening remarks from local representatives, a presentation from the project team, a Q&A portion, and a photo opportunity. A total of 29 participants joined the session.

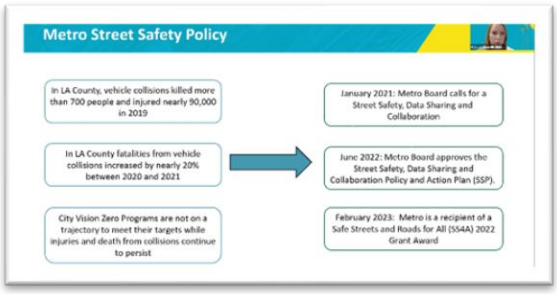





## 6.2 Virtual Infrastructure Tour

The project team hosted a Virtual FLM Infrastructure Tour for city staff and elected officials along the Eastside Transit Corridor Phase 2 and Southeast Gateway Line corridors on January 23, 2024. The meeting was hosted via Zoom. 150 city staff and elected officials were invited to the session. The goal of the session was to showcase the potential infrastructure that could be included in an FLM Plan and the opportunity to have a dialogue with other local agency staff to discuss lessons learned from implementation. The session was co-facilitated by staff from the City of Long Beach, who provided first-hand stories and insights into infrastructure funding strategies, lessons learned, and project benefits. A total of 89 participants joined the session.




# 7.0 PUBLIC ENGAGEMENT

## 7.1 Community Walk and Wheel Audits

The project team hosted six (6) community walk/wheel audits and two (2) community walk audits with stakeholders along the project corridor. Similar to the technical walk audits, the purpose of the walk/wheel audits was to assess local FLM challenges and opportunities within the 0.5-mile pedestrian radius of the future stations and within the three (3)-mile bicycle radius. Approximately 14,000

individuals were invited to the sessions, including city and county staff, elected officials, CBOs, businesses and community members. The KH and AA teams, in collaboration with Metro, lead the development of all audit materials, including site-specific itineraries, walk quadrant maps, and station plans. In addition to hosting a community walk/wheel or community walk audit for each of the seven (7) future stations, the project team hosted a community walk audit for the East Los Angeles Chamber of Commerce that focused on the future Atlantic/Whitter Station. The audits also featured interactive activity boards and participant worksheets to capture additional community recommendations on pedestrian and wheel improvements after concluding the audit portion of the session. A copy of the presentation for the community walk/wheel audits is available in Appendix D.

TABLE 3. SUMMARY OF COMMUNITY WALK AND WHEEL AUDITS (FEBRUARY 13, 2024 TO MARCH 8, 2024)

| # | Location/Station Focus | Date and Time | Spanish Interpretation |
|---|---|---|---|
| **Community Walk/Wheel Audits** | | | |
| 1. | Atlantic Station | Tue., February 13, 2024<br>10:00am – 12:30pm | Yes |
| 2. | Atlantic/Whittier Station | Thu., February 15, 2024<br>3:00 – 5:30pm | Yes |
| 3. | Norwalk Station | Fri., February 23, 2024<br>10:00am – 12:30pm | No |
| 4. | Rosemead Station | Sat., February 24, 2024<br>10:00am – 12:30pm | No |
| 5. | Lambert Station | Wed., February 28, 2024<br>9:00am – 11:30am | No |
| 6. | Greenwood Station | Sat., March 9, 2024<br>10:00am – 12:30pm | Yes |
| **Community Walk Audits** | | | |
| 1. | Commerce/Citadel Station | Sat., March 23, 2024<br>9:00am – 11:30am | Yes |
| 2. | East Los Angeles Chamber of Commerce: Atlantic/Whittier Station | Fri., March 8, 2024<br>2:00pm – 5:30pm | No |





## 7.2 Event Booths & Pop-up Information Tables

The outreach team participated in several community events along the corridor to promote the community walk/wheel audits and FLM survey. One (1) pop-up was hosted near each of the seven (7) future stations. The informational booths featured the same interactive activity boards used during the walk/wheel audits to capture community recommendations on pedestrian and wheel improvements. Later pop-ups also featured laptops for community members to complete the FLM survey. To incentivize participation through the activity boards, the project team raffled an electric scooter to one (1) randomly selected respondent.

TABLE 4. POP-UP INFORMATION BOOTHS (JANUARY 27, 2024 TO MARCH 16, 2024)

| # | Event Name | Date/Time | Location |
|---|---|---|---|
| 1. | FLM Pop-up #1: Commerce/Citadel Station | Sat., January 27, 2024 12:00pm – 4:30pm | Citadel Outlets (100 Citadel Dr, Commerce, CA 90040) |
| 2. | FLM Pop-up #2: Atlantic Station | Sat., February 3, 2024 8:00am – 12:30pm | East LA Farmers Market (4801 E 3rd St, Los Angeles, CA 90022) |
| 3. | FLM Pop-up #3: Greenwood Station | Thu., February 8, 2024 12:00pm – 3:00pm | Greenwood Elementary School (900 S Greenwood Av, Montebello, CA 90640) |
| 4. | FLM Pop-up #4: Rosemead Station | Sat., February 10, 2024 9:00am – 12:00pm | Smith Park (6016 Rosemead Bl, Pico Rivera, CA 90660) |
| 5. | FLM Pop-up #5: Norwalk Station | Tue., March 5, 2024 12:00pm – 3:00pm | Ada D. Nelson Elementary School (8140 Vicki Dr, Whittier, CA 90606) |
| 6. | FLM Pop-up #6: Lambert Station | Thu., March 7, 2024 12:00pm – 3:30pm | Evergreen Elementary School (12915 Helmer Dr, Whittier, CA 90602) |
| 7. | FLM Pop-up #7: Atlantic/Whittier Station | Sat., March 16, 2024 10:00am – 2:00pm | Olvera Music (5110 Whittier Bl, East Los Angeles, CA 90022) |





# 8.0 COMMUNITY INPUT

## 8.1 FLM Survey

A digital FLM survey was created to capture walk/wheel challenges and opportunities within the 0.5-mile pedestrian area of the future stations and within the 3-mile wheel zone for bicycles. AA hosted the survey on the ArcGIS Survey123 platform and featured general demographic and FLM improvement questions. The survey was launched on March 4, 2024. Users were invited to drop pins on an interactive map to identify and highlight specific pedestrian and wheel improvements. Users were able to drop pins at specific geographic locations and elaborate on the types of improvements to be considered. The platform also allowed users to add custom lines along the map to represent different types of bike lanes to be considered. To incentivize participation, the project team raffled a $100 gift card to one (1) randomly selected respondent. In total, there were 186 survey respondents with over 1,000 improvement recommendations made for communities across the project corridor. FLM Survey results are available in Appendix E.

## 8.2 Improvements Activity Board

During the community walk/wheel audits and pop-up events, the project team used improvement activity boards to capture public input. Participants were each given a total of five (5) dot stickers to identify their top priority improvement recommendations. A total of 26 pedestrian and wheel recommendation types were available to select from. The results of the improvement activity boards were used to assist in the identification FLM projects. Improvement Activity Board results are available in Appendix F.

# 9.0 NOTIFICATION SUMMARY

AA developed a notification plan for each set of activities with a variety of notification methods to reach key stakeholders and the public and to encourage participation. Complete details of the full notification campaign are shown in Section 10 of this report.

*TABLE 5. SUMMARY OF PUBLIC NOTIFICATION CAMPAIGNS (AUGUST 15, 2023 TO APRIL 5, 2024)*

| No. | Notification Tactic | Technical Walk Audits (Sept. 20 to Oct. 18, 2023) | FLM Partnership Briefing (Jan. 20, 2024) | Community Walk/ Wheel Audits (Feb. 13 to Mar. 23, 2024) | FLM Survey (Mar. 4 to Apr. 5, 2024) |
|---|---|---|---|---|---|
| 1. | Door-to-Door Flyers | | | ☑ | ☑ |
| 2. | Public Counter Drop-offs | | | ☑ | ☑ |
| 3. | Emails/Eblasts | ☑ | ☑ | ☑ | ☑ |
| 4. | Outreach Toolkit | | | ☑ | ☑ |
| 5. | MMS Texts | | | ☑ | ☑ |
| 6. | Website updates | | | ☑ | ☑ |
| 7. | StoryMap updates | | | ☑ | ☑ |
| 8. | Facebook Posts | | | | ☑ |
| 9. | NextDoor Posts | | | | ☑ |
| 10. | Helpline (Project/Outreach Updates) | | | ☑ | ☑ |
| 11. | Reminder Phone Calls | ☑ | ☑ | | |
| 12. | Pop-up Events | | | ☑ | ☑ |

# 10.0 KEY NOTIFICATION TACTICS

## 10.1 Door-to-Door Notice Distribution

During the community walk/wheel audit and FLM survey campaigns, notices were physically distributed, door-to-door, to properties within a 0.5 mile radius of the seven (7) future stations. A total of 14,000 flyers were distributed during each of the two (2) campaigns. The distribution vendor confirmed distribution to apartment complexes, single-family homes, and multi-unit properties. No issues were encountered when delivering to these communities.

## 10.2 Eblasts

AA distributed a series of emails to project stakeholders to share the information regarding the community walk/wheel audits and FLM survey. The eblasts for the community walk/wheel audits featured a list of upcoming audits and a link to RSVP. The FLM survey eblasts featured a direct link to participate in the survey.

TABLE 6. EBLAST DISTRIBUTION

| No. | Campaign | Date | Eblast | Sent | Opens |
|---|---|---|---|---|---|
| 1. | Community Walk/Wheel Audits | February 1, 2024 | Community Walk/Wheel Audit Announcement | 2,239 | 770 (34%) |
| 2. | Community Walk/Wheel Audits | February 7, 2024 | Community Walk/Wheel Audit Reminder #1 | 2,187 | 738 (34%) |
| 3. | Community Walk/Wheel Audits | February 16, 2024 | Monthly E-Newsletter | 2,254 | 862 (38%) |
| 4. | Community Walk/Wheel Audits | February 20, 2024 | Community Walk/Wheel Audit Reminder #2 | 2,180 | 720 (33%) |
| 5. | Community Walk/Wheel Audits | February 23, 2024 | Geotechnical Work Alert | 2,030 | 745 (37%) |
| 6. | Community Walk/Wheel Audits | March 1, 2024 | Community Walk/Wheel Audit Reminder #3 | 2,034 | 716 (35%) |
| 7. | FLM Survey | March 4, 2024 | FLM Survey | 2,389 | 756 (36%) |
| 8. | FLM Survey | March 11, 2024 | FLM Survey Reminder #1 | 2,333 | 1,049 (45%) |
| 9. | Community Walk/Wheel Audits and FLM Survey | March 14, 2024 | Community Walk/Wheel Audit and FLM Survey Reminder | 2,016 | 953 (47%) |
| 10. | FLM Survey | April 4, 2024 | FLM Survey Reminder #2 | 1,999 | 675 (34%) |

## 10.3 Multimedia Messaging Service (MMS)

AA developed and distributed informational text messages with community walk/wheel audit and FLM Survey links and images to stakeholders. Messages were only sent to stakeholders who had opted-in to receive mobile text messages. See the table below for information on distribution efforts.

TABLE 7. MMS DISTRIBUTION

| No. | Campaign | Date | MMS Message Subject | Sent |
|---|---|---|---|---|
| 1. | Community Walk/Wheel Audits | February 5, 2024 | Community Walk/Wheel Audit Announcement | 80 |
| 2. | Community Walk/Wheel Audits | February 9, 2024 | Community Walk/Wheel Audit Reminder #1 | 80 |
| 3. | Community Walk/Wheel Audits | February 20, 2024 | Community Walk/Wheel Audit Reminder #2 | 83 |
| 4. | Community Walk/Wheel Audits | March 1, 2024 | Community Walk/Wheel Audit Reminder #3 | 81 |
| 5. | FLM Survey | March 13, 2024 | FLM Survey | 81 |
| 6. | FLM Survey | March 22, 2024 | FLM Survey Reminder #1 | 80 |
| 7. | FLM Survey | March 29, 2024 | FLM Survey Reminder #2 | 81 |

| No. | Campaign | Date | MMS Message Subject | Sent |
|---|---|---|---|---|
| 8. | FLM Survey | April 4, 2024 | FLM Survey Reminder #3 | 79 |

## 10.4 Facebook and NextDoor Posts

Facebook and NextDoor posts were utilized to promote the FLM Survey on April 5, 2024. The posts included general information regarding the survey and a direct link for access. Metro posted on several Facebook regional group pages and included communities along the project corridor on NextDoor.

## 10.5 Extended Outreach

AA conducted supplemental outreach to public agencies, community groups, libraries, community centers, faith-based organizations, and chambers of commerce by delivering flyers for community access. Both the community walk/wheel audit and FLM Survey campaigns each included flyer drop-offs at 42 sites along the project corridor with over 1,400 flyers distributed.

### 10.5.1 Toolkits

The outreach team developed and distributed electronic toolkits to promote the community walk/wheel audit and FLM Survey campaigns. For each of the two (2) campaigns, the electronic toolkit was distributed to 134 stakeholders. The toolkits contained copy-and-paste information as well as resource links that could be shared via eblasts, newsletters, social media posts, and websites to increase event participation.

### 10.5.2 Earned Media

After Metro released information regarding the community walk/wheel audits and FLM Survey, several CBOs and cities published their own social media posts to highlight the efforts. Cities and organizations included the cities of Commerce and Pico Rivera, and the non-profit organization SBCC. See Appendix A for a collection of earned media identified by the outreach team.

# 11.0 NEXT STEPS

The community engagement phase for FLM concluded on April 5, 2024 with the closing of the FLM survey. The project team analyzed the data captured during the public engagement phase to assist in the development of FLM Pathway Maps and Project Lists. FLM Pathway Maps highlight station locations, primary pathways, secondary pathways, cut-through pathways, and corridor/spot projects, while the Project Lists include improvement project IDs, types, locations, limits, prioritization methods, details, sidewalk widths, project origins, existing plans, and jurisdictions. The project team plans to formally present the FLM Plan to the Board in October 2024 for certification consideration.

Metro

# Board Report

**File #:**2016-0442, **File Type:**Motion / Motion Response

Agenda Number:14.1

**PLANNING AND PROGRAMMING COMMITTEE**
**MAY 18, 2016**

**Motion by:**

**Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian**

May 18, 2016

**Item 14, File ID 2016-0108; First-Last Mile**

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

**MOTION by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian** that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;

B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:

1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;

2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;

3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;

4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;

5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;

6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects starting with the Purple Line Extension

Section 2 project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and

C. Report on all the above during the November 2016 MTA Board cycle.




# Eastside Transit Corridor Phase 2 First/Last Mile Plan

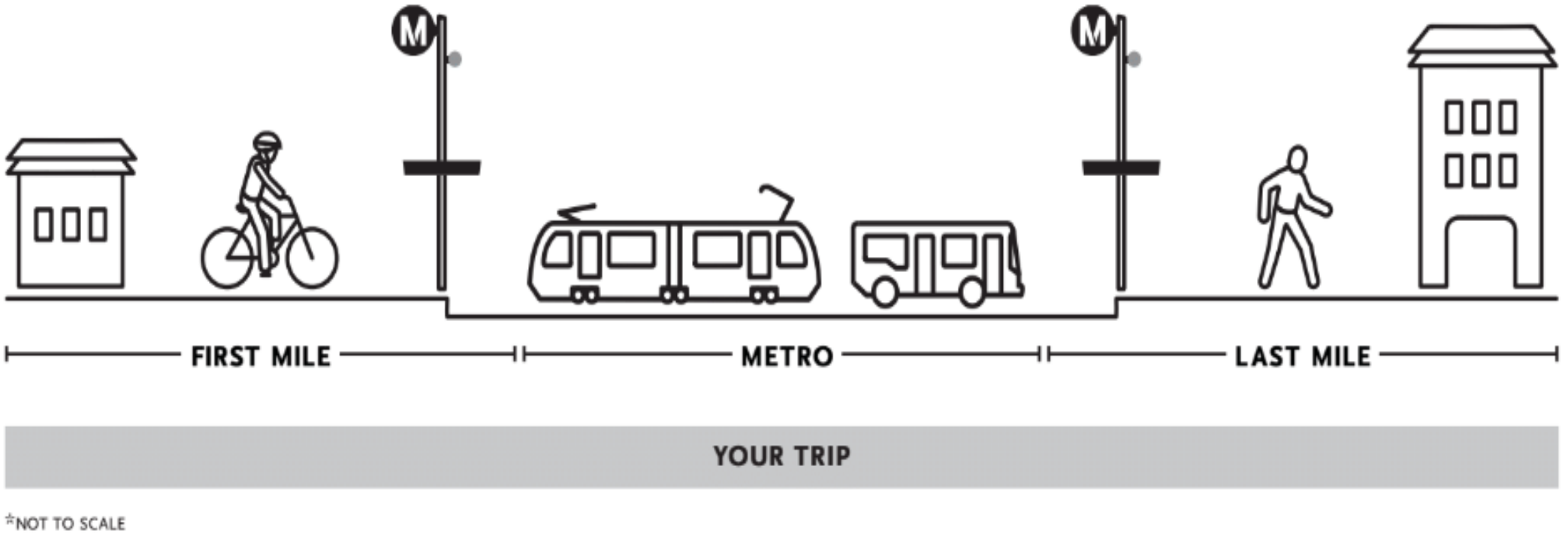
Metro

OCTOBER 2024

FILE# 2024-0156

# Staff Recommendation

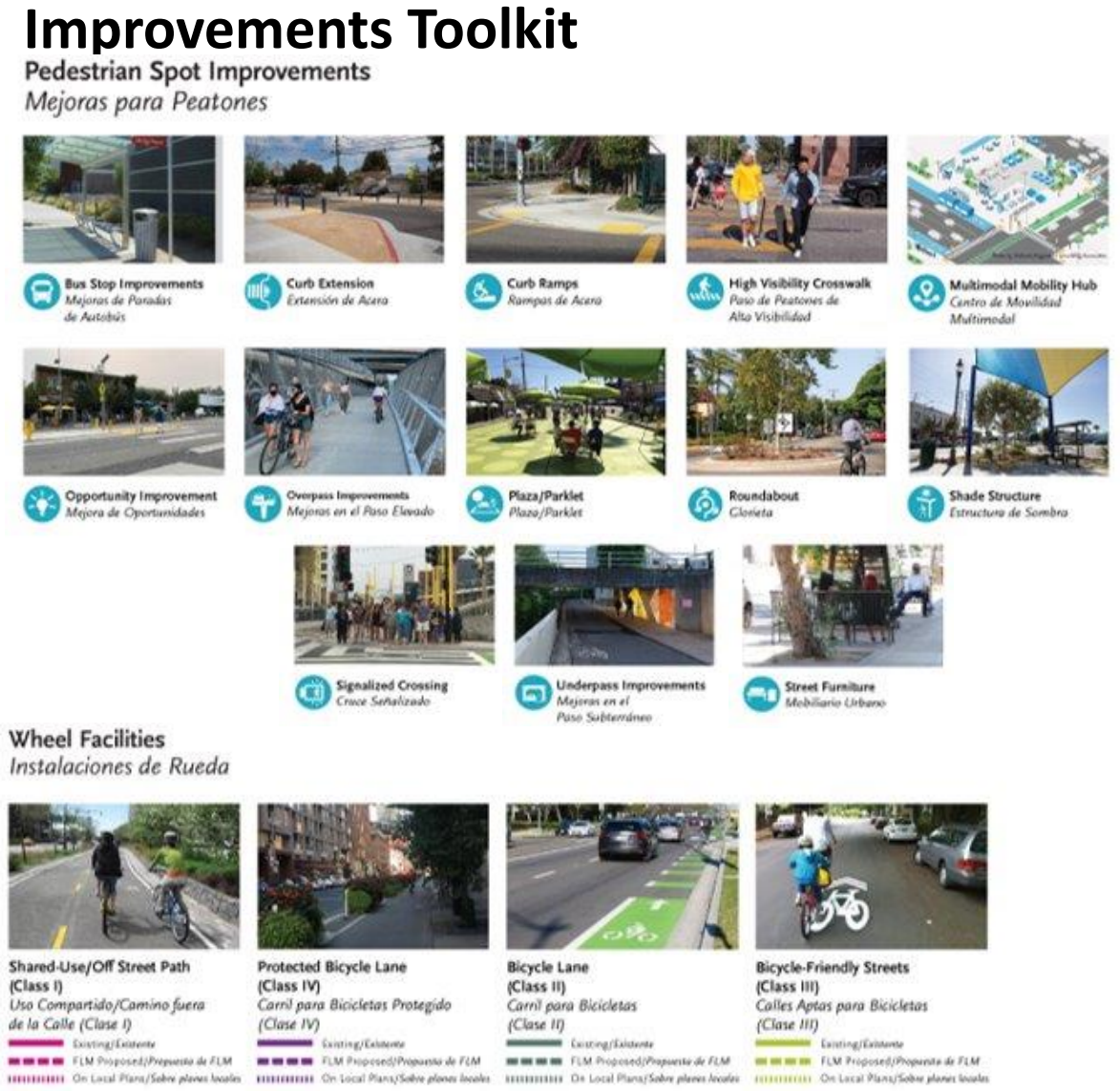
ADOPT the First/Last Mile Plan for the Eastside Transit Corridor Phase 2 Project



# FLM Planning

**Process:**

- Existing Conditions Analysis
- Technical Walk Audits
- Pathway Network Development
- Community Engagement
- Data Analysis and Project Development
- Project Lists and Prioritization
- Draft First/Last Mile Plan
- Final First/Last Mile Plan



# Discussion

The Plan includes detailed findings for each of the seven Eastside Transit Corridor Phase 2 stations.

> In total, **273** pedestrian projects were identified, with **202** pedestrian projects prioritized, averaging **29** priority pedestrian projects per station.

> For wheel/bicycle projects, a total of **116** projects were identified, with **66** prioritized, averaging **9** priority wheel/bicycle projects per station.

The number of projects proposed for each station area differs due to distinct land uses and street grids.

# Equity- Community Engagement

**The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets – pedestrians and bicyclists.**

> 7 station walk audits with cities, County, CBOs, and consultants

> 8 community walk/wheel audits

> 7 community pop-ups at local destinations within the half-mile

> FLM online survey

> FLM partnership briefing


















# Equity – CBO Partnerships

**People for Mobility Justice**

**SBCC**

**Public Matters**
















# Next Steps

> Following the FLM Plan adoption, staff anticipates commencing post-plan activities with cities that choose to advance FLM priority projects toward design and construction. This includes entering into cooperative agreements with cities to advance priority projects eligible for 3% contribution and supporting multi-jurisdictional coordination as needed.

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

**File #:** 2024-0377, **File Type:** Project **Agenda Number:** 14.

**PLANNING AND PROGRAMMING COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA);

B. AUTHORIZING a 65%, or $2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease;

C. FINDING that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and

D. DECLARING the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 *et seq*, based on the qualifying factors and criteria described herein.

## ISSUE

Since 2018, staff and the Developer have collaborated under a Board-authorized Exclusive Negotiation Agreement and Planning Document (ENA) to conduct community outreach, refine the Project design, negotiate key terms and conditions for a JDA and Ground Lease, and study relevant CEQA issues. In order to advance the project into construction, staff recommends that the Board

authorize the CEO to execute a JDA and Ground Lease according to the negotiated terms and conditions presented in Attachment A; approve a $2,200,000 (65%) discount on fair market value of the site; adopt environmental findings consistent with CEQA; and make determinations with respect to SLA.

## BACKGROUND

Following a competitive solicitation process and Board approval, on March 15, 2018, an ENA was executed with the Developer for the Site. The ENA has allowed staff and the Developer to explore the feasibility of the proposed Project; conduct additional, project-specific community outreach; study relevant CEQA issues; and negotiate the key terms and conditions of the JDA and Ground Lease that will ultimately provide for the Project's construction and operation on the Site.

On December 3, 2020, the Board passed Motion 12.1 by Directors Solis and Dupont-Walker to ensure preservation of culture at Mariachi Plaza by developing a cultural preservation strategy for Mariachi Plaza, and to work with the Developer on strategies to meet the housing needs of the immediate neighborhood, especially people exploring homelessness (Attachment C).

In June 2021, the Board approved an update to the Joint Development Policy which allows flexibility to discount ground lease rent commensurate with the community benefits. However, under the Joint Development Policy in place at the time of the 2018 ENA, a discount that exceeds 30% of the FMV required Board authorization.

### The Project and the Site

The Site is comprised of approximately 33,025 square feet on two separate Metro-owned properties separated by North Vicente Fernández Street running north-south, and street frontage along Pennsylvania Avenue running east-west. Parcel A contains approximately 27,025 square feet and "Parcel B" containing approximately 6,000 square feet (depicted in Attachment D). The Metro E Line Mariachi Plaza Station is adjacent to the south of the Site. This Site was originally purchased for the laydown and staging of the construction of the Metro E Line's Eastside Extension and is no longer needed for this purpose.

The Project contemplates 59 affordable rental apartments, with one unrestricted property manager's apartment, approximately 4,500 square feet of community space, 42 residential parking spaces, and a total of 55 bicycle parking stalls. The project will also provide 5,888 square feet of open space. A site plan and renderings for the Project are identified in Attachment D. The affordable rental apartments are made up of studio, one-, two-, and three-bedroom units with affordability levels ranging from 30% of area median income (AMI) to 60% of AMI for Los Angeles County. The Developer's initial proposal called for a maximum income limit of 50% of AMI. However, after further analysis it was determined that a broader range of affordability levels would ensure access to all available capital sources, as well as the financial feasibility of the project.

The community space will be located steps away from Mariachi Plaza facing 1st Street and a community garden will be located on the entirety of Parcel B on the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights. The spaces are envisioned as an amenity for

the residents, mariachi musicians and the greater neighborhood.

Execution of the JDA will provide the required documentation needed to apply for other funding sources, namely federal and state tax credits from the California Tax Credit Allocation Committee (TCAC). The anticipated total amount of equity that will be generated from the sale of the tax credits is approximately $33,500,000 and represents 70% of total development cost.

Community Engagement

In 2018, the Developer initiated community outreach. This outreach consisted of 22 community meetings including outreach to the Mariachi community, quarterly stakeholder meetings, door-knocking within a 0.25 miles radius of the site and hosting Affordable Housing 101 workshops which have included updates on the Project.

Three of the meetings mentioned above occurred between July 2018 through February 2022 and were with the Boyle Heights Design Review Advisory Committee (DRAC), created by Metro in 2016. The Developer provided a project update with design review and received feedback that informed changes in the design. The most recent of these meetings concluded with the approval of the schematic design by the DRAC, which enabled the Developer to submit its entitlements package to the City of Los Angeles for consideration.

In March 2022 the Developer provided a Project update to the Boyle Heights Neighborhood Council Planning and Land Use Committee (PLUC). At this meeting, the Developer gave an overview of the Project, received input on community needs and concerns, and obtained feedback on proposed design elements. In October 2024, the Developer provided an update on the Project to the Boyle Heights Neighborhood Council and held a community meeting on October 2, 2024, to present a project update and a workshop on applying for affordable housing.

Outreach efforts will continue throughout the term of the JDA to keep the community informed of the Project's progress leading to the execution of the Ground Lease and eventual start of construction.

**DISCUSSION**

JDA and Ground Lease Terms

The terms of the JDA are focused on the Developer bringing the Project through full financing and construction readiness. Specifically, the JDA:

- Provides a Term of 18 months with an option to extend up to two additional 12-month periods.
- Requires a Holding Rent of $2,500/month during the JDA term.
- Provides Metro with the right to review and approve the design of the Project as it progresses to completion.
- Recovers Metro's transaction-related and other support costs, including the cost of in-house staff time (except for Joint Development staff) and fees related to consultants and other third parties (except for in-house and outside legal counsel with respect to negotiation and

preparation of the JDA and Ground Lease); and

- Sets forth the conditions for execution of the Ground Lease including that project financing, governmental approvals, payment and performance bonds, and the completion guarantee are in place.

The unsubordinated Ground Lease will be executed once the conditions set forth in the JDA are met. Key terms of the Ground Lease include:

- A term of 75 years.
- Restrictions to ensure continued affordability for the full term of the Ground Lease including rent levels in compliance with Surplus Land Act Section 54221(f)(1)(F).
- Metro's receipt of a one-time capitalized rent payment of $1,200,000 upon execution of the Ground Lease.
- Metro's receipt of 33% of all net refinancing proceeds and a 33% share of all net sales proceeds less accumulated Ground Lease payments not to exceed the FMV of the land.

The Ground Lease will provide language allowing the occupancy and rent restrictions to be modified to meet the debt service requirements of the Project so long as the rents stay affordable and units are available to tenants whose incomes are no greater than 80% of AMI, adjusted for household size. In no event shall the maximum affordable rent level be higher than 20 percent below the median market rents for the neighborhood in which the Site is located.

This would only be implemented in extreme cases to ensure the residual receipts loan(s) provided to the Project are fully paid with a zero balance at the end of the Project Term. This scenario would not be allowed to be contemplated until the end of the 15-year tax credit compliance period and only after Metro's independent review of the Project financials to confirm the need to create more revenue.

Attachment A provides a summary of key terms and conditions for the JDA and Ground Lease.

Ground Lease Rent Discount

Affordable housing development relies on multiple sources of funding such as tax credits, housing vouchers, bank debt, and investor equity to provide the capital necessary for development. Land costs, particularly when the site is owned by a public agency, may be discounted to reduce total development cost, and make the project economically feasible. The discounted land then becomes one of the sources of development capital. The amount of discount required depends on the overall project feasibility. Relative to this transaction, staff proposes a one-time prepaid ground rent of $1,200,000, which is approximately a 65% discount from the Fair Market Value (FMV) rent of $3,400,000.

Given the challenging economic environment, limited subsidies available, and the provision of 59 affordable units targeting extremely low, very low and low-income residents, staff recommends

approving this discount, which is equivalent to contributing approximately $36,667 per unit to the Project. With a total development cost of $47.9 million, Metro's land discount of $2,200,000 represents 5.60% of the project's total capital sources. Over the course of the 75-year Lease, Metro's cost to ensure affordability represents a cost of $489 per unit, per year. The completed Project will benefit qualified low-income residents in need of housing, increase ridership near transit and further activate the public plaza and station.

Summary Analysis of Financial Terms

On April 15, 2024, staff received a third-party consultant report describing the financial feasibility of the Project, the proposed discount to the ground lease payment and the overall financial offer to Metro. The summary findings are as follows:

- The November 2023 appraisal concluded that Metro's fair market value/leased fee interest in the subject property is valued at $3.4 million.
- The Project design is sound, and the total development costs in the Developer-provided underwriting analysis are reasonable and supportable given current market construction cost data.
- The operating proforma is based on reasonable assumptions about rents, vacancies, and operating expenses.
- The Developer's proposed financing plan includes a mix of tax credit equity, Developer equity, assumed grants, and a conventional permanent loan. Upon reviewing the proforma and the proposed sources and uses and conducting an independent residual land value analysis, discounting the Metro land to $1,200,000 is necessary to ensure Project feasibility.

Mariachi Cultural Center

The Developer provided Metro staff with a Cultural Preservation Plan with the objective to identify a strategy to preserve the culture of mariachi musicians who utilize the adjacent Mariachi Plaza and to increase opportunities for low-income mariachis in housing, employment, and related services. The Plan has informed the Mariachi Cultural Center (MCC).

The MCC will be located in a portion of the Project's first floor community space adjacent to Mariachi Plaza facing 1st Street. Through the MCC, the Developer will (a) support mariachis and mariachi culture; (b) ensure that the proposed MCC contributes to the preservation and cultural significance of Mariachi Plaza, including the ability of mariachis to perform and seek employment at this location; and (c) collaborate with stakeholders to ensure the launch, funding and continued operation of the proposed MCC. Prior to the end of construction, the Developer will release a Request For Proposal (RFP) seeking qualified organizations to manage and maintain programming activities in support of the creation and long-term management of the MCC. The successful applicant will contract with the Developer to provide day-to-day management of the MCC and serve as a key link between the mariachis, ELACC, the residents of the Project, and the community at-large.

The Ground Lease will include provisions to maintain the interests and cultural significance of the mariachis. For example, if the MCC is not operational for more than three consecutive months, the Developer shall be responsible for the maintenance, management and programming of the MCC until such time the Developer finds a new operator through an open and competitive process, i.e. RFP. During the Term of the Ground Lease, if it is determined the MCC is no longer a feasible activity, Metro will request the Developer to recommend an alternative community use for the space, which Metro will review and approve at is sole and absolute discretion.

Community Garden

A Community Garden is the designated programming for Parcel B. During the JDA phase, the Developer would conduct face-to-face meetings, surveys, and focus group sessions to ensure the spaces will be programmed and well-managed to fit current and future community needs. The Developer will maintain the Community Garden and keep it free from litter, weeds, debris and other visual blight. The garden shall be secured during hours of non-use and used solely to grow fruits and vegetables and to provide community education and related horticultural activities. If the Community Garden is not used or maintained as described or an alternative use approved by Metro is not in place, a monthly rent of Parcel B shall be assessed at the fair market value rental rate. In addition, fair market rent will be assessed if construction on Parcel B is not completed within 12 months following the close of construction on Parcel A.

Local Housing

In response to the community's desire to have the Project meet the housing needs of mariachis and local community residents, the Developer, in consultation and coordination with Metro, will implement the inclusion of a local preference to the general affordable units, to the extent feasible and permissible under relevant state and federal laws. This includes, but is not limited to, the Local Tenant Preferences to Prevent Displacement Act, California Government Code 7061 et seq. Before execution of the Ground Lease, the Developer will submit a Local Preference Plan for Metro's approval. If feasible and legally permissible, the parties shall incorporate the appropriate local preference requirements into the Ground Lease.

Notably, the Los Angeles City Council recently passed a motion which requests the Los Angeles Housing Department to work with the applicable Federal and State agencies to prepare a local preference policy for subsidized affordable housing units for tenant selection and leasing. This is notable since the Site is located in the City of Los Angeles.

Federal Transit Administration Review

The Site was acquired in 1999 using grant funding from the Federal Transit Administration (FTA). Metro has submitted the terms of the JDA and Ground Lease to FTA through their Joint Development Review process to ensure that FTA is aware of the proposed Term Sheet and has no objections to the overall deal structure, including the proposed rental discount for affordable housing. Execution of the JDA is subject to receipt of FTA concurrence.

CEQA Actions

Staff has reviewed the environmental studies and reports set forth in Attachment B which demonstrates the Project qualifies for a categorical exemption under Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (Class 32 - In-Fill Development Projects) of the CEQA Guidelines. None of the exceptions to the In-Fill exemption found in CEQA Guidelines Section 15300.2 apply to the Project.

The Project qualifies for the Class 32 exemption because of qualifying factors including: (a) the Project is consistent with the project site's RD1.5-1 RIO-CUGU (Restricted Density Multiple Dwelling Zone-Height District No. 1-River Implementation Overlay District-Clean Up Green Up: Boyle Heights) Zone designation and all applicable zoning regulations, as well as with the General Plan land use designation of Low Medium II Residential and all applicable general plan policies; (b) the Project site is less than five acres and within the municipal limits of the City of Los Angeles; (c) the Project is located in an urban area with no value as habitat for endangered, rare, or threatened species; (d) approval of the Project would not result in any significant effects relating to traffic, noise, or air or water quality; and (e) the Project can be adequately served by all required utilities and public services. Further details can be found in Attachment B, CEQA Exemption Summary of Details.

In acting as the governing body of a responsible agency for the Project, the Board's consideration of the documentation in Attachment B, and the Board's independent finding that the Project meets all criteria of the In-Fill Development categorical exemption and that the Project will not cause a significant impact on the environment, will satisfy the Board's CEQA responsibilities for the Project. Subject to and consistent with said findings, it is recommended that the Board authorize staff to file an appropriate Notice of Exemption with the Los Angeles County Registrar-Recorder/County Clerk and the State Clearinghouse of the Governor's Office of Planning and Research.

Surplus Land Act

It has been determined the Project Site, as presented, qualifies for Board declaration of the Site as exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Sections 54221(f)(1)(F) of the SLA. This determination has been made based on qualifying factors and criteria including the following:

1. The surplus land was put out to open and competitive bid by Metro, and all entities pursuant to Government Code Section 54222(a) were invited to participate in the competitive bid process.
2. The Project Site will restrict 100 percent of the residential units to persons and families of low or moderate income, with at least 75 percent of the residential units restricted to lower income households, as defined in Health and Safety Code Section 50079.5, with an affordable rent as defined in Health and Safety Code Sections 50052.5 or 50053.
3. In no event will the maximum affordable rent level be higher than 20 percent below the median market rents for the neighborhood in which the Site is located.
4. Once completed, rental housing in the Project will be subject to an affordability covenant recorded against the land for a term of 75 years, which is longer than the minimum threshold of at least 55 years set forth in the SLA.

Upon the Board's declaration that the Site is exempt surplus land, Metro staff would then ensure completion of all related actions as required by Government Code Section 54221 *et seq*., including but not limited to, providing appropriate notice to the California Department of Housing and Community Development (HCD) of the Board's declaration of the Site as exempt surplus land.

## DETERMINATION OF SAFETY IMPACT

Approval of this item would improve safety and security conditions immediately around the Mariachi Plaza station by replacing the vacant fenced lot with a 24-hour presence of new residents and community organizations that will have eyes on the plaza. The Developer will pay for Construction Management staff to oversee the construction of the Project to ensure that it does not adversely impact Metro property or the continued safety of staff, contractors and the public. Project oversight will be conducted via existing Metro processes: the Developer will submit Construction Work Plans, Track Allocation Requests, and all other required documentation for review and approval by Metro staff. All safety measures and associated requirements to be met by the Developer and its construction contractor will be identified in the JDA and subsequent Ground Lease.

## FINANCIAL IMPACT

Taking into account the land discount, which is consistent with the Board-adopted Joint Development Policy, financial compensation under the JDA and the Ground Lease is fair and reasonable as determined in the third-party financial feasibility study dated April 15, 2024.

### Impact to Budget

Funding for activities related to the Project are included in the FY25 Budget under Project Code 401300 (Joint Development 10K Homes), Cost Center 2210. Furthermore, Metro staff, legal, and consultant costs (excluding JD staff and in-house counsel time, which are covered by the program budgets) would be recovered from the Developer via a nonrefundable fee of $45,000. No Metro funds are used to entitle and construct the Project.

## EQUITY PLATFORM

The proposed development at the Mariachi Plaza adjacent site is representative of Metro's Joint Development Policy goal to deliver as many homes as possible, as quickly as possible, for those who need it most. The proposed action will allow Metro to work with the Developer to secure financing, conduct additional outreach and obtain permits for 59 units of affordable housing, 4,566 square feet of community space, a community garden, enhanced public infrastructure, jobs and other transit-supportive amenities. The Project is one of several recent housing developments that Metro's Joint Development program has worked to authorize and/or complete in order to assist in addressing the local affordable housing crisis.

The completed Project will benefit qualified low-income residents in need of housing, as well as qualified households with disabilities who will be awarded one of the Americans with Disabilities Act (ADA) accessible units. The Project is located within an Equity Focused Community and offers housing for individuals earning 30% to 60% of LA County AMI, which are appropriate levels of

affordability accessible to the local Boyle Heights community. These income-restricted units will benefit Metro's ridership base by offering housing accessible to the majority of the 83% of Metro riders who reported household incomes under $50,000 in the 2022 Customer Experience Survey. By offering affordable housing adjacent to the Mariachi Plaza E line station and the Metro 106 bus line, the project will enhance access to these modes of transportation and encourage transit use among the Project's residents. The Project will also benefit adjacent community members who may use the community space and community garden. The community space will be programmed to fit the needs of the local community, mariachis and Project residents.

Once completed, the 59 units of affordable housing will be protected by a long-term affordability restriction that will serve to address historical concerns regarding gentrification and economic dislocation expressed by residents and Community Based Organizations (CBOs) in Boyle Heights. Metro has been committed to working with community partners, collaborating with them for over eight years to design a unique tailored project that is responsive to this community's needs. This includes working with the Developer to implement the inclusion of a local preference policy for the general affordable units, to the extent feasible and permissible under relevant state and federal laws, which has never been implemented on past Metro developments.

Staff will evaluate and explore if implementing a local preference may serve as a model for future affordable housing projects on Metro sites. Further, the Project will offer a Mariachi Cultural Center to support mariachi musician and assist in preserving mariachi art and culture for the community at large at the historically significant Mariachi Plaza which is adjacent to the Project.

Since 2018, the Developer and Metro staff have conducted extensive outreach events to incorporate community input from the Boyle Heights Design Review Advisory Committee, Boyle Heights Neighborhood Council, CBOs, residents, and the business community. The Developer continues to actively engage with and be responsive to all of these stakeholders through a coordinated community outreach process that involves multiple public engagement opportunities. The Developer will continue building on the years of prior community outreach established for the Project in the upcoming JDA period. As in previous Joint Development outreach efforts, engagement will be conducted in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Enhance communities and lives through mobility and access to opportunity, Initiative 3.2: Metro will leverage transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made

## ALTERNATIVES CONSIDERED

The Board could choose not to authorize execution of the JDA and Ground Lease. Staff is not recommending this option because the proposed Project is the product of competitive solicitation and several years of extensive community engagement and is consistent with the goals of Metro's Joint Development Policy. Further, the terms of the proposed JDA and Ground Lease are fair and reasonable. Electing not to authorize execution of the JDA and Ground Lease would unnecessarily delay development of the Site and jeopardize- the build-out of 60, in-demand housing units, 59 of

which are covenanted to extremely low-, very low-, and low-income households.

## NEXT STEPS

Upon approval of the recommended actions and necessary approval by FTA, staff would work to complete and execute the JDA file the Notice of CEQA Exemption with the County Clerk and State Clearinghouse and provide notice to the State HCD if the Board's exempt surplus land declaration. Staff and the Developer will work to satisfy the conditions under the JDA necessary to finalize the Ground Lease in preparation for the construction of the Project. The JDA, Ground Lease and related documents will be executed thereafter in substantial accordance with the terms and conditions set forth in Attachment A. In particular, the Developer will diligently attempt to secure all financing necessary for construction of the Project and staff and the Developer will work to advance the final design and construction documents to completion.

## ATTACHMENTS

Attachment A - Summary of Key Terms and Conditions
Attachment B - CEQA Studies and Reports
Attachment C - Motion 12.1
Attachment D - Site Plan and Renderings

Prepared by: Olivia Segura, Senior Manager, Countywide Planning & Development, (213) 547-4203
Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356
Wells Lawson, Deputy Executive Officer, Transit Oriented Communities, (213) 547-4204
Nicholas Saponara, Executive Officer, Transit Oriented Communities, (213) 922-4313
Holly Rockwell, Senior Executive Officer, Countywide Planning & Development, (213) 547-4325

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920

Stephanie N. Wiggins
Chief Executive Officer

# ATTACHMENT A

**SUMMARY OF KEY TERMS AND CONDITIONS**
**OF**
**JOINT DEVELOPMENT AGREEMENT AND GROUND LEASE**
**FOR**
**THE MARIACHI PLAZA - LUCHA REYES APARTMENTS JOINT DEVELOPMENT SITE**
**(DATED: _____, 2024)**

*This non-binding Summary of Key Terms and Conditions ("**Term Sheet**") outlines the proposed key terms and conditions of a development transaction by and between the Los Angeles County Metropolitan Transportation Authority ("**LACMTA**") and Developer (defined below) with respect to certain real property described in this Term Sheet. LACMTA and Developer previously entered into that certain Exclusive Negotiation Agreement and Planning Document dated March 15, 2018, as amended ("**ENA**"). LACMTA and Developer now intend to negotiate, based on this Term Sheet, a set of legally-binding agreements to carry out the development transaction, which agreements will include (a) a joint development agreement between LACMTA and Developer ("**JDA**"), (b) a ground lease between LACMTA and Developer or an affiliate of Developer ("**Ground Lease**"), and (c) such other agreements as are necessary or convenient to carry out the intent of the terms outlined in this Term Sheet.*

## GENERAL DESCRIPTION

**1.1 DEVELOPER:** East Los Angeles Community Corporation (ELACC) ("**Developer**"), a California nonprofit public benefit corporation.

**1.2 DEVELOPMENT SITE:** LACMTA is the fee owner of approximately 1.46 acres of real property located at the northeast corner of E. 1st Street and Vicente Fernández Street adjacent to Pennsylvania Avenue, in the City of Los Angeles and the County of Los Angeles, as depicted in Exhibit A ("**LACMTA Property**"). An approximately 0.70-acre (i.e., approximately 30,765-square-foot) portion within the LACMTA Property is currently improved with a public plaza and station entrance commonly known as the Mariachi Plaza E Line Station ("**Station**"), which improvements are part of the "**Public Transit Facilities**". The LACMTA Property also contains two separate parcels bifurcated by North Vicente Fernández Street running north-south thereby creating two sub-areas for development. The area west of the street will be referred to as "Parcel A" containing approximately 27,025 square feet and the area east of the street will be referred to as "Parcel B" containing approximately 6,000 square feet. Combined, "Parcel A" and "Parcel B" are approximately 33,025 square feet (i.e., approximately 0.76 acres) and are collectively referred to as the. Premises ("**Premises**").

**1.3 PROPOSED PROJECT:** Lucha Reyes, the proposed development project ("**Project**") will be constructed on the Premises by Developer at Developer's sole cost and expense in accordance with the plans and specifications generally known as the Joint Development Agreement Package ("**JDA Package**"),August 9, 2024, as detailed and referenced in Exhibit B ("**JDA Package Plans**"), as such JDA Package Plans logically evolves and is modified and revised as set forth herein. The Project is currently anticipated to include, without limitation, fifty-nine (59) affordable rental apartments restricted to households earning no more than 60% of the LA County Area Median Income, and one (1) unrestricted property manager's apartment, 4,556-square-foot community room, a residential lobby, additional community space (learning center, recreation room), and a manager's office. The site plan and renderings for the currently proposed Project are attached in Exhibit C. Although Developer will endeavor to secure financing for Project as described in this Term Sheet, certain aspects of the Project, including affordability levels of the rental apartments, may be modified if required by the funding sources ultimately secured.

**1.4 PHASED DEVELOPMENT:** The Project will be constructed in a single phase.

## GENERAL CONDITIONS

**2.1 DEDICATIONS:** LACMTA will not provide any dedications for the Lucha Reyes project.

**2.2 FEDERAL TRANSIT ADMINISTRATION, STATE AND LOCAL FUNDING SOURCE APPROVAL:** The parcels comprising the Premises were acquired by LACMTA using both Federal Transit Administration ("**FTA**") funds and local funds. Therefore, the construction and operation of the Project, and the Ground Lease transaction, Dedications and other development-related matters contemplated in this Term Sheet are subject to: (a) applicable FTA, State, and bond holder approval/concurrence, and (b) LACMTA confirmation that such actions will not violate any bond funding related requirements or restrictions imposed on LACMTA or the LACMTA Property, (collectively, the "**Funding Approvals**"). Prior to execution of the JDA or Ground Lease, LACMTA shall have received approval of the terms and conditions set forth herein and in the Ground Lease by the appropriate funding agency(ies) that participated in LACMTA's original acquisition of the Premises.

**2.3 DEVELOPMENT ENTITLEMENTS AND OTHER LEGAL REQUIREMENTS:** Intentionally Omitted

**2.4 AS-IS CONDITION:** Developer acknowledges and agrees that it shall accept the Premises "as is," solely in reliance upon Developer's own investigation, inspection, and research, and that no representations or warranties of any kind whatsoever, express or implied, have been made by LACMTA. Any information provided or disclosure made by LACMTA to Developer shall not constitute a representation or warranty regarding the condition or title to the Premises. Furthermore, Developer shall assume the cost and expense for the removal of any contaminated materials, toxic or hazardous substances, and asbestos on the Premises.

**2.5 SITE REMEDIATION:** Developer shall perform any required remediation or abatement deemed necessary in accordance with environmental and soils studies to be performed, if any.

**KEY JOINT DEVELOPMENT AGREEMENT ("JDA") TERMS:**

**3.1 JDA - GENERALLY:** After (i) the LACMTA Board has approved and Developer has accepted this Term Sheet, (ii) Developer has met all CEQA requirements for the Project (as further described below in the Closing Conditions), and (iii) the LACMTA Board has made the requisite findings as a responsible agency pursuant to the CEQA requirements for the Project, then LACMTA and Developer will enter into a Joint Development Agreement ("**JDA**") containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board. The JDA will address matters between Developer and LACMTA regarding the Project and the Premises during the JDA Term (defined in Section 3.3).

**3.2 ESCROW:** Within fifteen (15) days after the JDA Effective Date (as defined in Section 3.3), Developer and LACMTA shall enter into an escrow ("**Escrow**") with an escrow company mutually agreed upon by Developer and LACMTA ("**Escrow Holder**") for the Ground Lease transaction contemplated in the JDA.

**3.3 JDA TERM:** The JDA shall be effective upon execution by LACMTA and Developer (the "**JDA Effective Date**") and will expire on the date that is eighteen (18) months thereafter (the "**JDA Initial Term**" and, as may be extended pursuant to this Section 3.3, the "**JDA**

**Term**"). Notwithstanding the foregoing, provided that Developer is working in good faith to meet the Closing Conditions (as defined below) but is unable to satisfy all of the Closing Conditions due to a delay beyond the control of Developer, then upon receipt of a written request by Developer, LACMTA may, in its sole and absolute discretion, elect to extend the Initial Term for up to two consecutive twelve-month periods. During the JDA Term, LACMTA and Developer shall endeavor to close Escrow (the "**Closing**"), subject to satisfaction or waiver of certain conditions precedent to execution of the Ground Lease, as set forth in the JDA (the "**Closing Conditions**"). Notwithstanding the forgoing, LACMTA shall have the right to terminate the JDA for defaults that will be detailed in the JDA, subject to applicable notice and cure periods.

**3.4 JDA CONSIDERATION/ HOLDING RENT:** As consideration for the rights granted to Developer during the JDA Term, commencing with the JDA Effective Date, and continuing throughout the JDA Term, Developer shall pay to LACMTA, in advance on a monthly basis, in immediately available funds, nonrefundable holding rent in the amount of $2,500 (the "**Holding Rent**"). The Holding Rent is based on 1/12$^{th}$ of 0.91% of $3,310,000, which is the appraised fair market value of the fee simple value of the Premise (as determined in that certain appraisal dated November 17, 2023, performed by CBRE). The Holding Rent shall be nonrefundable but shall be applied at Closing as a credit to the Capitalized Rent due under the Ground Lease, in the event the Ground Lease is executed by the parties.

**3.5 CONDITIONS TO CLOSING:** The Closing Conditions will require, among other things:

(a) Developer has provided LACMTA assurances that Developer has the legal capacity to develop the Project through delivery of organizational documents and other proof reasonably requested by LACMTA;

(b) Developer has delivered to LACMTA evidence and assurances demonstrating that Developer has the financial resources in place to design, construct and operate the Project, including financing, and that such resources are fully committed without reservation to the reasonable satisfaction of LACMTA;

(c) All necessary CEQA Review for the Project has occurred and all related CEQA approvals, findings, determinations, and certifications have been made by the applicable governmental authorities, and all applicable statutes of limitation have run without a lawsuit having been timely filed (but if so filed, then final adjudication or dismissal with prejudice of such lawsuit has occurred, upholding the approvals, findings, determinations, and certifications).

(d) Developer has applied for and received all governmental approvals necessary (including all LACMTA and City of Los Angeles approvals and entitlements) for the development, construction, and operation of the Project);

(e) LACMTA has approved the final (100%) construction plans for the Project and any other design or technical documents necessary for the construction of the Project (the "**Approved Construction Documents**");

(f) Developer has received a "ready to issue" letter from the City of Los Angeles for all building permits necessary for the construction of the Project in accordance with the Approved Construction Documents and any changes to the Approved Construction Documents that appear in the "ready to issue" plans for the Project will be subject to LACMTA review and approval in accordance with LACMTA's design review rights under the JDA;

(g) Developer has executed and delivered all Closing Documents to Escrow;

(h) Developer has provided LACMTA with Payment and Performance Bonds and a Completion Guaranty from East Los Angeles Community Corporation guaranteeing and securing completion of the Project, each in a form satisfactory to LACMTA;

(i) All Funding Approvals have been received and adequate documentation has been submitted to LACMTA;

(j) LACMTA has approved (with or without conditions) Developer's construction work plan;

(k) Developer has completed a Local Preference Implementation Plan, and LACMTA has determined at its sole and absolute discretion whether or not to incorporate local preference provisions into the Ground Lease.

**3.6 DESIGN REVIEW/SEQUENCE:**

During the JDA Term and the Construction Period (defined below) under the Ground Lease, LACMTA shall have the right to review and approve the design of the Project, including: any design elements of the Project that affect (a) the operations of LACMTA, (b) LACMTA's exercise of its Retained Rights (defined below), and (c) public health and safety (collectively, the "**LACMTA Development-Related Concerns**"). LACMTA's approval of Project plans that **are not** related to LACMTA Development-Related Concerns will be at LACMTA's reasonable discretion, except to the extent that the design of the Project depicted, described and specified on such plans does not represent a logical evolution of the design depicted, described and specified on plans approved by LACMTA at the preceding level of design development (a "**Logical Evolution**"). Approval of Project's plans that **are** related to LACMTA Development-Related Concerns or **are not** a Logical Evolution will be at LACMTA's sole and absolute discretion. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in the *Retained Rights* subsection of the *Ground Lease – Other Terms and Conditions* section of this Term Sheet). LACMTA and Developer agree to work together in good faith to resolve any issues that may arise over design matters.

Except as otherwise approved in writing by LACMTA, Developer shall not proceed with preparation of the Project's Final Construction Documents until it has received LACMTA's written approval of the Project's Design Development Drawings and Schematic Design Drawings.

**3.7 JDA/GROUND LEASE CLOSING:**

The Closing will occur when Developer and LACMTA have entered into the Ground Lease and other transaction documents necessary to complete the Closing as contemplated in the JDA

(the "**Closing Documents**") after the Closing Conditions have been satisfied or waived by the applicable party. The JDA will contemplate a single Closing. At Closing, LACMTA will lease the Premises (defined in Section 4.4) to Developer, subject to the Retained Rights (defined below), in exchange for the payment of the Capitalized Rent and initial Fee to be paid under the Ground Lease. The Closing Documents, including, without limitation, the Ground Lease, will be executed by the parties as is necessary to properly effectuate the Closing.

**3.8 TRANSFERS, ASSIGNMENT AND SUBLETTING:** Except as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the JDA or any portion thereof.

**KEY GROUND LEASE TERMS:**

**4.1 GROUND LESSEE:** East Los Angeles Community Corporation (ELACC) ("**Ground Lessee**"), a California nonprofit public benefit corporation, or its assignee as may be approved by LACMTA in its sole and absolute discretion.

**4.2 GROUND LEASE – GENERALLY:** At Closing, LACMTA, as ground lessor, and Ground Lessee, as ground lessee, will enter into a ground lease (the "**Ground Lease**"), which will provide for the construction and operation of the Project on the Premises (defined below). The Ground Lease will contain terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board.

On or before the Closing, both LACMTA and the Ground Lessee will have the opportunity to place Parcel B into a separate ground lease or similar agreement ("Parcel B Agreement"). This will occur to the extent it mutually benefits both parties and provides flexibility with the operations and programming of Parcel B and the financing or refinancing of the Project. The terms and conditions of the Parcel B Agreement binding LACMTA and the Ground Lessee to Parcel B will be subordinate to the Ground Lease contemplated for the Project and will in no way encumber or take precedence over Parcel A.

**4.3 UNSUBORDINATED**

**GROUND LEASE:** Neither LACMTA's interest in the LACMTA Property nor its rights under the Ground Lease (including the FTA's interest as a provider of funds for the Site's initial acquisition) nor LACMTA's Satisfactory Continuing Control Requirement (as defined in the *Retained Rights* subsection of the *Ground Lease – Other Terms and Conditions* section of this Term Sheet) shall be subordinated to any interest that Ground Lessee or its lenders or investors will have in the Premises.

**4.4 GROUND LEASE PREMISES:** Consistent with the definitions in and provisions of this Term Sheet, the term "Premises" as may be used or referenced in the Ground Lease shall not be construed of interpreted to include any dedications ("**Dedications**").

**4.5 GROUND LEASE TERM:** The Ground Lease shall commence on the date of the Closing in accordance with the terms of the JDA (such date being the "**Commencement Date"**). The term of the Ground Lease will be seventy-five (75) years (the "**Ground Lease Term**"), expiring on the day prior to that anniversary of the Commencement Date, which Ground Lease Term may be adjusted by LACMTA to be longer or shorter than seventy-five (75) years based on lender and investor underwriting requirements, in LACMTA's reasonable discretion.

**4.6 LEASE RIDER:** LACMTA will reasonably cooperate with Ground Lessee to reach an agreement on the form of any separate rider(s) to the Ground Lease ("**Lease Rider(s)**"), as may be required of the Ground Lessee by public agencies which provide awards of tax credits or other financing to the Ground Lessee for the Project. Said public agencies which might require Lease Riders include, but would not be limited to, the California Tax Credit Allocation Committee ("**CTCAC**") or the California Department of Housing and Community Development ("**HCD**").

**4.7 ESTOPPELS:** LACMTA will reasonably cooperate with lenders and investors to execute Ground Lease estoppels on LACMTA's standard estoppel form. Ground Lessee will reasonably cooperate with LACMTA to execute any such Ground Lease estoppels on LACMTA's standard estoppel form.

**5.1 NET LEASE:** All rent to be paid under the Ground Lease shall be absolutely net to LACMTA, without offset, deduction or withholding. Ground Lessee shall be responsible for all capital costs and operating expenses attributable to the development, construction, operation, and maintenance of the Project, including all taxes and assessments levied upon the Project or any interest in the Ground Lease. Ground Lessee is aware that the Premises are also subject to possessory interest taxes, which shall be paid by Ground Lessee.

**5.2 CAPITALIZED RENT:** Upon execution of the Ground Lease, Ground Lessee shall pay LACMTA a capitalized rent payment (the "**Capitalized Rent**") of $1,200,000 for the entire Ground Lease Term, which has been determined to be the residual value of the $3,400,000 appraised fair market value of the leasehold interest of the Premises (for a 75-year lease), as determined by CBRE and set forth in that certain appraisal dated November 17, 2023 (the "**Appraised FMV**"). All Holding Rent received by LACMTA under the JDA shall be applied as a credit to the Capitalized Rent due under the Ground Lease upon execution of the Ground Lease by the parties.

**5.3 PERCENTAGE RENT:** Intentionally Omitted. (no commercial uses)

**5.4 SALE/REFINANCING PROCEEDS:** Ground Lessee shall pay LACMTA an amount equal to: (a) 33% of all Refinancing Net Proceeds received by Ground Lessee for the refinancing of the Project, where "**Refinancing Net Proceeds**" shall mean the gross principal amount of the refinancing, less (i) the amount of any then-existing debt consummated pursuant to a financing event approved by LACMTA or permitted by the terms of the Ground Lease and secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lessee's leasehold interest under the Ground Lease, that is paid from the refinancing proceeds and for which any lien is reconveyed or released, (ii) amounts for repairs or capital improvements to the Project to be made within twenty-four (24) months after the closing date of the refinancing, and (iii) the following transaction costs and expenses paid by Ground Lessee to any non-affiliate of Ground Lessee in connection with the consummation of any such refinancing, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions and attorneys' fees; and (b) upon the consummation of any sale of the Project to an unaffiliated third party (a "**Sale**"), Ground Lessee

shall pay LACMTA, an amount equal to 33% of all Sale Net Proceeds received by Ground Lessee for the Sale of the Project, where **"Sale Net Proceeds"** means with respect to each Sale, the total consideration less (i) the amount of any then-existing debt consummated pursuant to a financing event approved by LACMTA or permitted by the terms of the Ground Lease and secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lessee's leasehold interest under the Ground Lease that is satisfied out of such total consideration, and (ii) the following transaction costs and expenses paid by Ground Lessee to any non-affiliate of Ground Lessee in connection with the consummation of the sale, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions, and attorneys' fees. Notwithstanding the foregoing, the total amount of Refinancing Net Proceeds and/or Sale Net Proceeds to be paid by Developer to LACMTA shall not exceed the Appraised FMV less the Capitalized Rent paid by Developer upon the execution of the Ground Lease.

**GROUND LEASE – OTHER TERMS AND CONDITIONS**

**6.1 DESIGN REVIEW**: Developer shall not make any changes to the Approved Construction Documents without the prior consent of LACMTA. During the Construction Period, LACMTA will have design review rights with respect to any changes to the Approved Construction Documents desired by Ground Lessee as set forth in the *Design Review/Sequence* subsection of the *Key Joint Development Agreement ("**JDA**") Terms* section of this Term Sheet. Approval of such changes that represent Logical Evolutions of the design and are not related to LACMTA Development-Related Concerns will be at LACMTA's reasonable discretion. Approval of such changes that are related to LACMTA Development-Related Concerns or are not a Logical Evolution of the design will be at LACMTA's sole and absolute discretion. LACMTA will retain the same design approval rights for any substantive Project changes or improvements later sought by Ground Lessee at any time during the Ground Lease Term. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in the Retained Rights subsection of the Ground Lease – Other Terms and Conditions section of this Term Sheet). Notwithstanding the foregoing, LACMTA and the Developer will work in good faith to process all requests leading to completion of

the Approved Construction Documents, any changes to the Approved Construction Documents during the Construction Period as well as during the Ground Lease Term.

**6.2 CONSTRUCTION COMPLETION:** The Ground Lease will require commencement of construction within 30 days after the Commencement Date. The Project's construction period ("**Construction Period**") will commence on the Commencement Date and terminate upon the earlier of (1) substantial completion of construction of the Project improvements as described in the Ground Lease, which shall be evidenced by a temporary certificate of occupancy for substantially all of the Project improvements described in the Ground Lease or (2) twenty-four (24) months after the Commencement Date.

**6.3 MAINTENANCE AND OPERATIONS:** During the Ground Lease Term, Ground Lessee shall maintain and operate all portions of the Project and the Premises at its sole cost and expense pursuant to maintenance and operations standards that shall be mutually agreed between the parties and set forth in the Ground Lease.

**6.4 DEMOLITION/DEMOLITION SECURITY:** If required by LACMTA, Developer shall, at Developer's sole cost and expense, (a) demolish and remove the Project and any improvements then located on the Premises (or such portion thereof as indicated by LACMTA in writing), exclusive of any LACMTA improvements and/or transportation-related amenities and facilities then located on the Premises, (b) return the Premises to LACMTA in its otherwise original condition (the "**Demolition**") at the expiration or earlier termination of the Ground Lease and (c) provide reasonable assurances to LACMTA near the end of the Ground Lease Term that the Demolition shall be completed.

**6.5 FINANCING AND ENCUMBRANCES**: Subject to LACMTA's reasonable approval, Ground Lessee may encumber its leasehold estate with mortgages, deeds of trust or other financing instruments; provided, however, in no event shall LACMTA's Satisfactory Continuing Control Requirement (as defined in the *Retained Rights* subsection of the *Ground Lease – Other Terms and Conditions* section of this Term Sheet), LACMTA's fee title interest, or rent payable to LACMTA under the Ground Lease, be subordinated or subject to Ground Lessee's

financing or other claims or liens (except as set forth below for certain affordable housing and other covenants). Such encumbrances and financings shall be subject to LACMTA's reasonable approval, except with respect to certain "permitted financing events" meeting specific criteria to be set forth in the Ground Lease, which shall not require LACMTA's approval. Said "permitted financing events" in the Ground Lease may include (i) such financing as is required to convert from construction to permanent financing and (ii) such financing as is required to maintain the financial feasibility of the project in the event of the loss or reduction of any subsidies provided for the operation of the project.

**6.6 COVENANTS:** Ground Lessee shall encumber its leasehold estate with affordable housing and other covenants reasonably required by Ground Lessee's affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits, which covenants shall be subject to LACMTA's review and reasonable approval. LACMTA will reasonably consider the encumbrance of its fee title interest with certain restrictive covenants if required by Ground Lessee's affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits; provided that Ground Lessee agrees to perform all obligations under said covenants during the Ground Lease Term and to indemnify LACMTA for all claims and losses resulting from Ground Lessee's failure to do the same. Notwithstanding the affordability requirements placed on the property by affordable housing funding sources, LACMTA shall require that all units designated as affordable at the time of the Ground Lease execution remain so for the duration of the Ground Lease Term in accordance with the terms and conditions set forth in the most restrictive affordable housing covenants and/or restrictions in place at time of Ground Lease execution except that the Ground Lease will provide language allowing the occupancy and rent restrictions to float up to a level that is high enough to meet the residual analysis (otherwise known as the true debt test) required for low income housing tax credits based on LACMTA commissioned independent financial review. In no event shall tenant income levels exceed 80% of area median income ("AMI"), adjusted for household size, and in no event shall the maximum affordable rent level be higher than 20 percent below the median market rents for the neighborhood in which the LACMTA Property is located.

Additionally, pursuant to Section 54221(F)(1) of the Surplus Land Act (Government Code Section 54200 *et seq*.), all residential units shall be restricted to lower income households, as defined in Health and Safety Code Section 50079.5, with an affordable rent as defined in Health and Safety Code Sections 50052.5 or 50053 for a minimum of 55 years for said rental housing, and in no event shall the maximum rent level be higher than 20 percent below the median market rents for the neighborhood in which the site is located. Ground Lessee shall encumber its leasehold estate with said affordable housing covenants as required by Section 54221(F)(1) of the Surplus Land Act.

**6.7 FEDERAL CIVIL RIGHTS COVENANTS:** Ground Lessee shall comply with all applicable Federal nondiscrimination requirements, including applicable sections of Title 49 of the Code of Federal Regulations.

**6.8 TRANSFERS, ASSIGNMENT, AND SUBLETTING:** Except for limited permitted exceptions to be set forth in the Ground Lease, Ground Lessee shall not transfer, assign, or sublet (except for the typical subleasing of the apartments and retail space within the Project) its rights or obligations under the Ground Lease, or beneficial interests in Ground Lessee (each, a "**Transfer**"):

a. Prior to completion of construction of the Project; and

b. After completion of construction of the Project, other than in accordance with reasonable transfer criteria to be set forth in the Ground Lease, including, without limitation, criteria regarding (a) applicable FTA approval, (b) the creditworthiness, history and experience of any proposed transferee and its affiliates, and (c) FTA and State requirements, as applicable, concerning debarment, suspension, etc. stemming from FTA and State funding related to acquisition of the LACMTA Property.

**6.9 RETAINED RIGHTS:** LACMTA shall retain from the Ground Lease and the Premises certain rights as shall be further described in detail in the Ground Lease, relating to the following: (1) the right to install, construct, inspect, operate, maintain, repair, expand and replace public transit facilities under and adjacent to the Premises as LACMTA may deem necessary, provided that such installation, construction, inspection, operation, maintenance, repair,

expansion and replacement does not interfere with the quiet use and enjoyment of the Project, its construction by Ground Lessee or its subtenants (2) the right to enter upon and inspect the Premises, with reasonable notice to Ground Lessee, and anytime during normal business hours, for purposes of conducting normal and periodic inspections of the Premises and the Project and to confirm Ground Lessee's compliance with the terms and conditions of the Ground Lease; (3) the right to install, use, repair, maintain, and replace along the perimeter of the Premises abutting the public streets, sidewalks or rights-of-way (including, without limitation, on the exterior of the Project) informational, directional and way-finding signs for the purpose of directing the public to, from and between LACMTA and other public transit options in the area; provided, however, LACMTA shall not install any such signage on the Premises or the Project without Ground Lessee's prior written approval, which shall not be unreasonably withheld, conditioned or delayed; and (4) all rights not explicitly granted to Ground Lessee in the Ground Lease (the "**Retained Rights**"). The Retained Rights shall, among other things, ensure that the LACMTA Property remains available for the transit purposes originally authorized by the FTA ("**LACMTA's Satisfactory Continuing Control Requirement**").

**6.10 SUPERSEDURE:** This Term Sheet supersedes the parties' understanding of key terms and conditions relating to the Premises, the Project or any joint development agreement or ground lease related thereto which may have existed prior to the date of this Term Sheet.

**6.11 OTHER:** Other customary provisions contained in recent LACMTA ground leases will be included in the Ground Lease, including, without limitation, provisions relating to (a) Ground Lessee's assumption of risk related to the Project's proximity to transit operations, (b) insurance, and (c) indemnity.

**6.12 TENANT MIX:** Developer will seek to address concerns of gentrification and displacement of local Boyle Heights community members, including mariachi musicians. In consultation and coordination with LACMTA, the Developer will implement the inclusion of a local preference to the general affordable units, to the extent feasible and permissible under relevant state and federal laws, including but not limited to the Local Tenant Preferences to Prevent Displacement Act, California Government Code 7061 *et seq.*

As part of the process of addressing said concerns of gentrification and displacement of mariachi musicians and other local community members, the Developer will submit to LACMTA, no fewer than 120 days prior to the anticipated Closing date, a Local Preference Implementation Plan. LACMTA will have the authority to review and approve the Plan at its sole and absolute discretion.

**6.13 MARIACHI CULTURAL CENTER**

Through the Mariachi Cultural Center, the Developer will (a) support mariachis and mariachi culture, (b) ensure that the proposed MCC contribute to the preservation and cultural significance of Mariachi Plaza, including the ability of mariachis to perform and seek employment at this location and (c) collaborate with stakeholders to ensure the launch, funding and continued operation of the proposed MCC. No later than 90 days after the execution of the JDA, the Developer will provide a detailed plan to implement the MCC.

No later than 12 months prior to the end of construction, the Developer will release an RFP seeking qualified organizations to manage and maintain programming activities in support of the creation and long-term management of the MCC. The successful applicant will contract with the Developer to provide day-to-day management of the MCC and serve as a key link between the mariachis, ELACC, the residents of the Project and the community, at large.

If the MCC is not operational for more than three consecutive months, the Developer shall be responsible for the maintenance, management and programming of the MCC until such time the Developer finds a new operator through an open and competitive process, i.e. RFP.

During the Term of the Ground Lease, if it is determined the MCC is no longer a feasible activity, Metro will request the Developer to recommend an alternative use for the space, which Metro will review and approve at is sole and absolute discretion.

**6.14 COMMUNITY GARDEN RENT:**

A Community Garden is the designated programming element for Parcel B. Developer shall maintain the Community Garden on a regular basis and keep it free from litter, weeds, debris and other visual blight. The Community Garden shall be secured during hours of non-use and used solely to grow fruits and vegetables, provide community education and related horticultural activities. If Community Garden is not used or maintained as per the above, or an alternative use approved by LACMTA at its sole discretion is

not in place, LACMTA shall assess monthly rent on Parcel B at the then fair market rental rate. In addition, fair market rent will be assessed if construction on Parcel B is not completed within 12 months following the close of construction on Parcel A.

## LACMTA TRANSACTION COSTS

**7.1 LACMTA TRANSACTION COSTS:** Developer and Ground Lessee acknowledge and agree that LACMTA will incur certain actual costs (the "**LACMTA Transaction Costs**") related to (a) the design, development, planning, and construction of the Project (including costs related to construction methods and logistics), and (b) negotiation of the terms and conditions of the transactions contemplated under the JDA and the Ground Lease. The LACMTA Transaction Costs shall include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, fees related to consultants, engineers, architects, and advisors) for financial analyses, design review (including reviewing plans and specifications for the Project), negotiations, appraisals, document preparation, services related to development, planning, engineering, construction safety, construction management, construction support, and construction logistics and inspection, and other reasonable services related to the Project and the transactions contemplated under the JDA and Ground Lease, *but shall exclude* the cost of LACMTA Joint Development staff, and LACMTA's in-house and outside legal counsel with respect to negotiation and preparation of the JDA, Ground Lease and related transaction documents.

**7.2 JDA FEE:** Developer shall provide a fee to LACMTA for LACMTA to apply to LACMTA Transaction Costs (whether accruing prior to or after the JDA Effective Date). On the JDA Effective Date, Developer shall pay LACMTA an initial fee in the amount of $45,000 (the "**JDA Initial Fee**"); provided, however, upon any extension of the JDA Term, Developer shall pay LACMTA an additional fee in the amount of $2,500, per month until the ground lease is executed, the JDA expires, or is terminated. ("**JDA Extension Fee**" and together with the Initial Fee, the "**JDA Fee**").

**7.3 GROUND LEASE DEPOSIT:** On the Commencement Date, Developer shall pay LACMTA an initial deposit in the amount of Fifty Thousand Dollars ($50,000) (the "**Ground Lease Deposit**"), which represents the LACMTA

construction management and related inspection costs that LACMTA is anticipated to incur during the Construction Period. During the Ground Lease Term, if the remaining balance of the Ground Lease Deposit falls below the amount of $10,000, then, upon receiving written notice from LACMTA, Developer or Ground Lessee (as applicable) shall replenish the Ground Lease Deposit to the initial amount of $50,000. If Developer or Ground Lessee (as applicable) fails to replenish the Ground Lease Deposit as set forth herein, LACMTA may decline to provide the services that are to be covered by the Ground Lease Deposit and/or terminate the Ground Lease. LACMTA will provide documentation of the LACMTA Transaction Costs to Ground Lessee upon Ground Lessee's written request.

**Exhibit A**
**LACMTA Property**




**LACMTA Property**

Size: 1.46 acres
Entire LACMTA property

**Public Transit Facilities / Station**

Size: 0.70 acres
Mariachi Plaza E Line Station

**Premises**

**Parcel A**
Size: 0.63 acres
Proposed Use: 59 units of affordable housing up to 4,500 square feet of community space

**Parcel B**
Size: 0.13 acres
Proposed Use: community garden

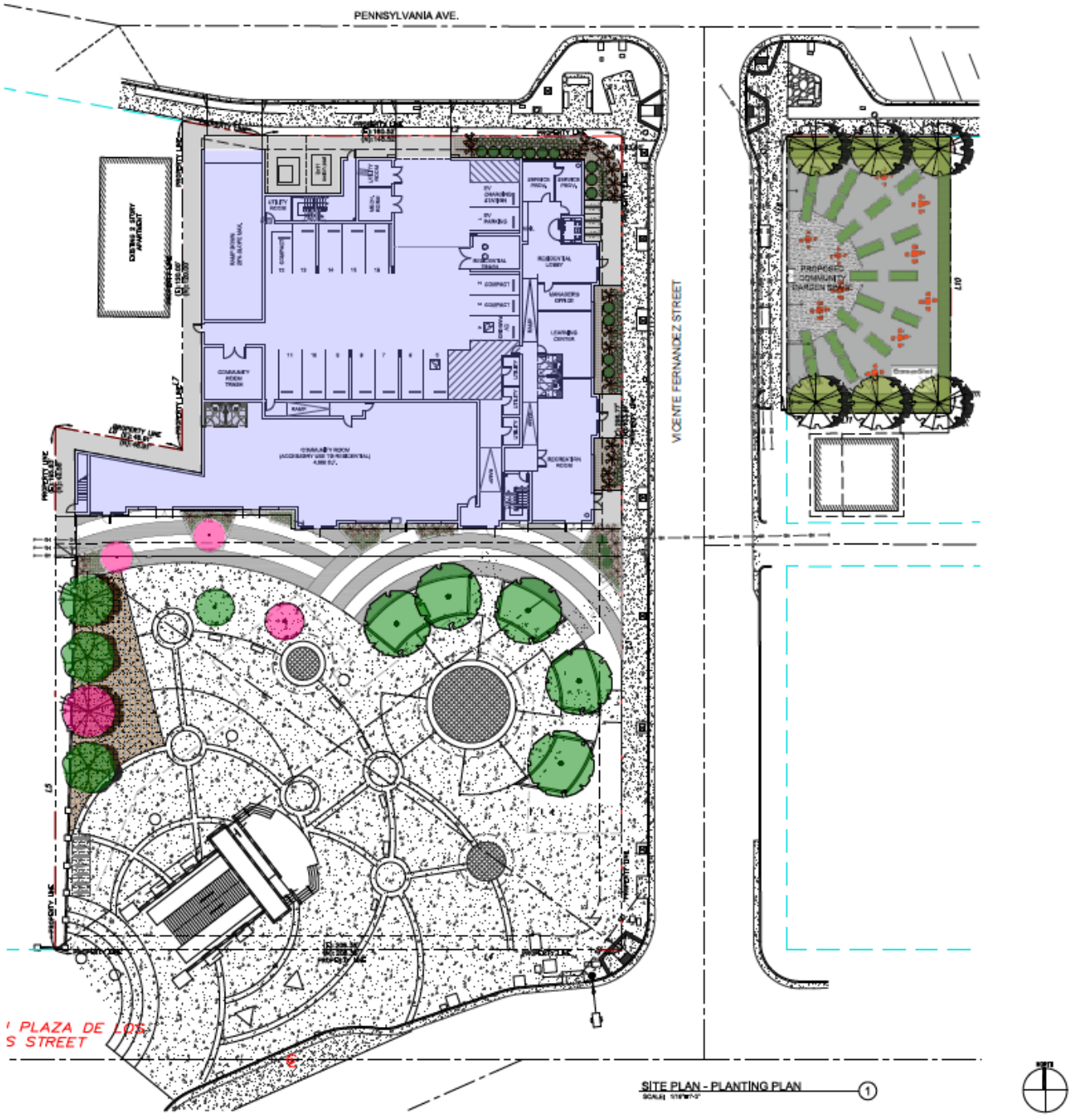
## Exhibit B

## List of Plans and Specifications Comprising the JDA Package

| Sheet No. | Sheet Title | Initial Date | Latest Revision Date |
|---|---|---|---|
| A-01 | Title Sheet, Sheet Index, Vicinity Map | 08/31/22 | 08/09/24 |
| A-01a | FAR Buildable Area Diagrams | 08/31/22 | 08/09/24 |
| A-01b | Open Space Calculation Diagrams | 08/31/22 | 08/09/24 |
| 1of2 | Alta Survey | 08/31/22 | 08/09/24 |
| 2of2 | Alta Survey | 08/31/22 | 08/09/24 |
| A-02 | Site Plan | 08/31/22 | 08/09/24 |
| A-03 | Subterranean Parking | 08/31/22 | 08/09/24 |
| A-04 | Ground Level Floor Plan | 08/31/22 | 08/09/24 |
| A-05 | Second Floor Plan | 08/31/22 | 08/09/24 |
| A-06 | Third Floor Plan | 08/31/22 | 08/09/24 |
| A-07 | Fourth Floor Plan | 08/31/22 | 08/09/24 |
| A-08 | Roof Plan | 08/31/22 | 08/09/24 |
| A-09 | Unit Plans | 08/31/22 | 08/09/24 |
| A-10 | Exterior Elevations | 08/31/22 | 08/09/24 |
| A-11 | Exterior Elevations | 08/31/22 | 08/09/24 |
| A-12 | Building Sections | 08/31/22 | 08/09/24 |
| L-1 | Site plan – Planting Pan | 08/31/22 | 08/09/24 |
| L-2 | 2nd Level – Planting Pan | 08/31/22 | 08/09/24 |
| L-3 | 4th Level – Planting Pan | 08/31/22 | 08/09/24 |
| L-4 | Planting Schedule | 08/31/22 | 08/09/24 |
| 1of2 | Rendering | 08/31/22 | 08/09/24 |
| 2of2 | Rendering | 08/31/22 | 08/09/24 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

## Exhibit C

## Site Plan and Renderings







**ATTACHMENT B**

**CEQA Studies and Reports**

https://www.dropbox.com/scl/fi/2uv3lbiamoyon090rl96m/Class-32-Exemption-Lucha-Reyes-Apt-Studies.pdf?rlkey=01is1j8cruzokq3kqolqxeara&st=2r9ett46&dl=0

Metro

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

Metro

# Board Report

**File #:** 2020-0816, **File Type:** Motion / Motion Response **Agenda Number:** 12.1.

**REGULAR BOARD MEETING**
**DECEMBER 3, 2020**

**Motion by:**

**DIRECTORS SOLIS AND DUPONT-WALKER**

Related to Item 12: Mariachi Plaza Joint Development

Cultural Preservation at Mariachi Plaza

Metro and the East Los Angeles Community Corporation (ELACC) are currently parties to an Exclusive Negotiations Agreement and Planning Document (ENA) for the development of a mixed-use, affordable housing project located in Boyle Heights adjacent to Mariachi Plaza. The current proposal includes 60 units for homeless transitional aged youth and households earning between 30% and 50% of the area median income, as well as retail space, a mariachi cultural center, and a community garden. ELACC was engaged in 2018 following an extensive outreach process led by Metro which resulted in development guidelines for the Metro-owned properties.

Since the last extension to the ENA was approved by the Metro Board of Directors in August 2020, stakeholders have raised concerns about preserving Mariachi Plaza as a performance space and ensuring that mariachis can maintain their livelihoods after construction of the project. Concerns were also raised about the maintenance and operations of Mariachi Plaza itself, part of which is located on Metro property with the remaining portion located in City of Los Angeles right-of-way. To address these concerns, Metro should prioritize cultural preservation as part of all joint development projects proposed near Mariachi Plaza, explore strategies to comprehensively manage Mariachi Plaza, and engage Boyle Heights stakeholders such as nearby business owners, property owners, tenants, and local organizations including the Mariachi Plaza Festival Foundation.

## SUBJECT: CULTURAL PRESERVATION AT MARIACHI PLAZA

## RECOMMENDATION

APPROVE Motion by Directors Solis and Dupont-Walker that the Board direct the Chief Executive Officer to report back at the May 2021 Planning and Programming Committee meeting with:

A. Recommendations to streamline the management of Mariachi Plaza as it relates to event

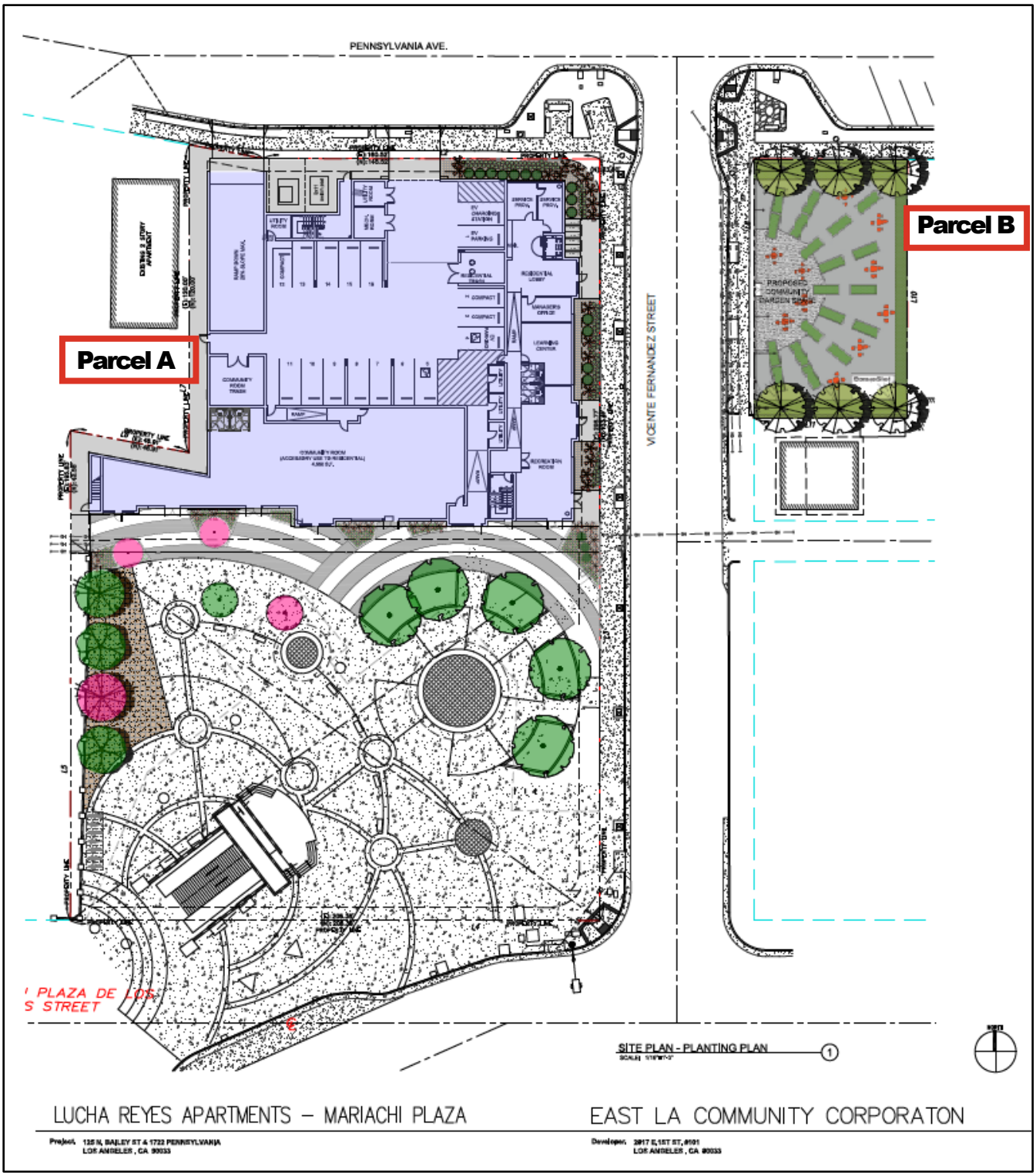
programming and maintenance. Metro should collaborate with the City of Los Angeles and Boyle Heights stakeholders to identify potential management frameworks.

B. A cultural preservation strategy for Mariachi Plaza developed in partnership with the City of Los Angeles, and local Boyle Heights stakeholders. The strategy should consider data on the use of the plaza, including the number of artists and musicians that utilize the plaza for performances, in order to ensure that the history and cultural significance of Mariachi Plaza is preserved, celebrated and uplifted.

**WE FURTHER MOVE** that the Board direct the Chief Executive Officer to collaborate with the East Los Angeles Community Corporation to explore strategies to meet the housing needs of the immediate neighborhood, especially people experiencing homelessness, and to report back at the May 2021 Planning and Programming Committee prior to execution of any further extension options.

# ATTACHMENT D

## Site Plan and Renderings




*Updated August 8, 2024*







# We're supporting thriving communities.

## MARIACHI PLAZA JOINT DEVELOPMENT

Planning & Programming Committee | October 23, 2024

Legistar File# 2024-0377

Metro

# Recommendation

**A. AUTHORIZING** the Chief Executive Officer, or designee, to execute and enter into a Joint Development Agreement (JDA), ground lease (Ground Lease), and other related documents with East Los Angeles Community Corporation (ELACC) (Developer), for the construction and operation of an affordable housing project (Project) on two separate parcels, totaling approximately 33,000 square feet, of Metro-owned property located at the corner of Pennsylvania Avenue and North Vicente Fernández Street in Boyle Heights (Site) in accordance with the Summary of Key Terms and Conditions attached hereto as Attachment A and upon receipt of concurrence by the Federal Transit Administration (FTA); and

**B. AUTHORIZING** a 65%, or $2,200,000, discount to the appraised fair market rental value of the Site under the Ground Lease; and

**C. FINDING** that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 21080(b)(9) and 21084 of the California Public Resources Code and Section 15332 (In-Fill Development Projects) of the CEQA Guidelines, consistent with the environmental studies and reports set forth in Attachment B and authorizing the Chief Executive Officer or designee to file the appropriate Notice of Exemption for the Project in accordance with said finding by the Board; and

**D. DECLARING** the Site to be exempt surplus land, pursuant to the Surplus Land Act (SLA), Government Code Section 54220 et seq, based on the qualifying factors and criteria described herein.

# Mariachi Plaza / Lucha Reyes Overview

**Developer:**

- East Los Angles Community Corporation

**Project Size:**

- 33,025± square feet (Parcel A & B)

**Units:**

- 59 affordable units (30% to 60% AMI) for families and for Transitional Aged Youth
- One (1) manager's unit

**Parking:**

- 42 residential parking spaces
- 55 bicycle parking stalls

**Public Amenities:**

- Community Garden
- 4,500 SF Community Space, inclusive of Mariachi Cultural Center




| | | |
|---|---|---|
| **LACMTA Property** | | Size: 1.46 acres<br>Entire LACMTA property |
| **Public Transit Facilities / Station** | | Size: 0.70 acres<br>Mariachi Plaza E Line Station |
| **Premises** | | **Parcel A**<br>Size: 0.63 acres<br>Proposed Use: 59 units of affordable housing up to 4,500 square feet of community space |
| | | **Parcel B**<br>Size: 0.13 acres<br>Proposed Use: community garden |

# Community Engagement

- Over 22 community outreach meetings
- Design Review Advisory Committee meetings (3) including approval of design prior to entitlement process
- Boyle Heights Neighborhood Council Planning and Land Use Committee updates (3)
- Since 2022 quarterly Affordable Housing 101 workshops which included project updates



*Lucha Reyes Site Rendering*

# Key Terms of the JDA and Ground Lease

## Key JDA Terms

- Provides a Term of 18 months with an option to extend up to an additional two, 12-month periods.
- Requires a Holding Rent of $2,500/month during the JDA term.
- Provides Metro with the right to review and approve the design of the Project as it progresses to completion.
- Recovers Metro's transaction-related and other support costs, including the cost of in-house staff time (except for Joint Development staff) and fees related to consultants and other third parties (except for in-house and outside legal counsel with respect to negotiation and preparation of the JDA and Ground Lease); and
- Sets forth the conditions for execution of the Ground Lease including that project financing, governmental approvals, payment and performance bonds, and the completion guarantee are in place.

## Key Ground Lease Terms

- A term of 75 years.
- Restriction to ensure continued affordability for the full term of the Ground Lease.
- Metro's receipt of a one-time capitalized rent payment of $1,200,000 upon execution of the Ground Lease.
- Metro's receipt of 33% of all net refinancing proceeds and a 33% share of all net sales proceeds less accumulated Ground Lease payments not to exceed the FMV of the land.

# Next Steps

## Upon Board Approval

- Staff will execute the JDA in accordance with the terms and conditions
- Developer will pursue financing
- Developer will submit design development and construction drawings for Metro review
- Developer will submit Local Preference Implementation Plan for Metro consideration
- Upon satisfying closing conditions under the JDA, the parties will execute the Ground Lease and construction of the Project will commence

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

Metro

# Board Report

**File #:** 2024-0926, **File Type:** Budget **Agenda Number:** 17.

**CONSTRUCTION COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: REGIONAL CONNECTOR PROJECT CLOSE-OUT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

INCREASE the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by $39,000,000 from $1,755,840,570 to $1,794,840,570 to fully resolve claims and complete the close out the Project.

## ISSUE

The Project is a 1.9-mile underground light rail transit subway in Downtown Los Angeles connecting the A, E, and L Lines of Metro's light rail transit system. The Project was placed into Revenue Service on June 23, 2023, after over a decade of planning, design, construction, testing, and start-up. The Board Report requests a LOP budget increase to address a series of unresolved request for changes (RFCs). This LOP budget increase encompasses a settlement of a comprehensive claim submitted by the design/build Contractor, Regional Connector Constructors (RCC), which fully resolves all outstanding changes, and closes out the Project.

## BACKGROUND

The Regional Connector FFGA (Fully Funded Grant Agreement) was originally executed in February 2014 with a budget of $1,402,932,490, a Revenue Service Date of May 29, 2021, and a maximum Federal Section 5309 New Starts Financial Contribution of $669,900,000.

As reported to the Board previously, from the outset, the Project experienced budgetary pressures due to a variety of causes. These include minimal initial contingency funding for significant project risks, insufficient funding for the professional, agency, and services, increased costs due to differing site conditions related to utility relocation, cost increases from repeated litigation-related impacts and delays, cost increases due to longer than anticipated durations for plan and permit approvals, and the resultant schedule impacts and mitigation expenses from all these factors.

By virtue of deliberate and measured budget increases authorized by the Board in November 2015 and January 2017, the Project budget was right-sized to meet the scope and risks identified. Budget and schedule performance since the January 2017 budget and schedule re-baseline action was

largely ahead of or consistent with planned values through early 2020. From there, a slight but consistent project under-performance on schedule through 2021 occurred.

## DISCUSSION

The Project included complexity due to the integration of different control system elements from the existing transit lines covering three generations of technological improvements. The near 100% tunnel alignment was constructed through one of the oldest and most congested areas in Downtown Los Angeles, specifically through the heart of the Financial and Arts Districts.

Accordingly, impediments presented themselves during the execution of the work. Among the challenges were mitigating traffic management demands, supporting and maintaining third-party power and wet utilities under downtown streets, and interfacing with Metro's operation of three busy light rail lines for access to power and controls - while minimizing impacts to revenue service.

Ultimately many of the issues described above translated into requests for contract change orders that were, due to points of disagreement, deferred for resolution until the Project was put into revenue service. This resulted in several dozen contract changes that remained unreconciled even after many months of focused negotiation between the contractor and Metro executives.

These remaining Request For Changes (RFCs) were consolidated into a claim submitted by the contractor totaling over $160 Million. The claims were all reviewed anew by Metro and RCC staff and consultants with the intent of reaching agreement between the two parties. This closing negotiation effort had run its course after 13-months of negotiations subsequent to the initiation of revenue service. With the Project heading towards a structured mediation process with a third-party mediator, the project team was able to come to a mutual agreement and the parties have consented to a total closing settlement of $55 million, a suspension of further negotiations, and a declaration that all changes are thus resolved and closed.

Due to the settlement amount, the project must increase the LOP budget to make final payment and properly close out the Project. Because the Project has existing contingency, the net increase to the LOP budget is only $39 million.

After achieving the start of revenue service in June of 2023, the project has worked to complete all open items and receiving final approvals for all work within the City of Los Angeles right of way. After completion of station construction, the project team has identified additional safety enhancements, such as bollards, with Metro SSLE (Safety, Security, and Law Enforcement) and Operations that will be included before formal close of the project. With the increase in LOP budget, the project team will be able to close out all remaining financial items with the contractor and install the remaining safety enhancements. After the completion of the last remaining construction punch list items, the contractor, RCC will have completed all work, and Metro can officially close the contract.

## DETERMINATION OF SAFETY IMPACT

This proposed action has a positive impact on safety by funding the additional safety enhancements noted above.

**FINANCIAL IMPACT**

Funds required for the LOP increase were included in the Adopted FY2024 Budget and have been accrued pending approval of this action.

Impact to Budget

The source of funds for the LOP increase is TDA Article 4. These funds are eligible for Bus and Rail Operations.

Multi-year Impact

The sources of funds for the Project are capital-eligible funds identified in the recommended Funding Plan as shown in Attachment A. With respect to the $39,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, and value engineering, and has determined these are not feasible. .

**EQUITY PLATFORM**

The Regional Connector Project provides regional benefits to transit riders, including those commuting from Equity Focus Communities by connecting the three rail lines and reducing the need for transfers. In addition, all three stations (100%) are within or adjacent to Equity Focus Communities. By providing the new three stations, workers, students, and residents from and outside of Downtown now have additional transportation options and better transit connectivity throughout the county.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal #1) to provide high-quality mobility options that enable people to spend less time traveling and #5) to provide responsive, accountable, and trustworthy governance within the Metro organization.

**ALTERNATIVES CONSIDERED**

The alternative would be to not approve the LOP Budget increase. Staff does not recommend this alternative because the project would proceed down an extended, costly, uncertain, and protracted formal dispute resolution process.

**NEXT STEPS**

Upon approval by the Board, staff will close the design/build contract. Closing-out the balance of the Project will follow.

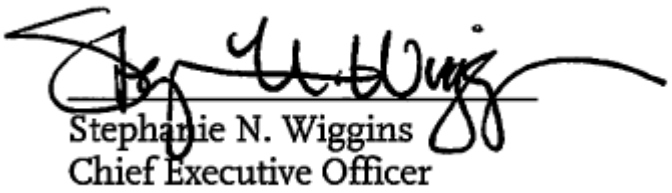
**ATTACHMENTS**

Attachment A - Funding/Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

Prepared by: Mat Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT**

**ATTACHMENT A**

**FUNDING/EXPENDITURE PLAN**

**(Dollars in Millions)**

| Capital Project 860228 | Prior | FY24 | FY25 | FY26 | Total | % of Total |
|---|---|---|---|---|---|---|
| **Uses of Funds** | | | | | | |
| Construction | 1,189.41 | 66.40 | 23.58 | 0.00 | **1,279.39** | 71.3% |
| Right-of-Way | 60.98 | 0.07 | 0.35 | 0.00 | **61.40** | 3.4% |
| Vehicles | 15.19 | 0.00 | 1.09 | 0.00 | **16.28** | 0.9% |
| Prof. Services | 387.05 | 11.59 | 10.90 | 1.75 | **411.28** | 22.9% |
| Project Contingency | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.0% |
| Subtotal Project | 1,652.62 | 78.05 | 35.91 | 1.75 | **1,768.34** | 98.5% |
| Environmental/Planning | 25.08 | 0.02 | 1.40 | 0.00 | **26.50** | 1.5% |
| **Total Project Cost** | **1,677.70** | **78.07** | **37.32** | **1.75** | **1,794.84** | **100.0%** |
| **Sources of Funds** | | | | | | |
| Federal 5309 New Starts | 669.90 | | | | 669.90 | 37.3% |
| Federal 5309 New Starts American Rescue Plan Act | 59.23 | | | | 59.23 | 3.3% |
| Federal - CMAQ | 64.00 | | | | 64.00 | 3.6% |
| Federal - STBG | 1.41 | | | | 1.41 | 0.1% |
| Federal - Other | 11.05 | | | | 11.05 | 0.6% |
| General Fund - Metro | 157.29 | 78.07 | | | 235.36 | 13.1% |
| Lease Revenues | 20.61 | | | | 20.61 | 1.1% |
| Local Agency Contribution | 41.98 | | | | 41.98 | 2.3% |
| Measure R - TIFIA Loan | 160.00 | | | | 160.00 | 8.9% |
| Transportation Development Act (TDA) - Article 4 | | | 37.32 | 1.75 | 39.07 | 2.2% |
| State Capital Project Loans - Others** | 242.19 | | | | 242.19 | 13.5% |
| State Proposition 1A HSRB | 114.87 | | | | 114.87 | 6.4% |
| State Proposition 1B PTMISEA | 135.16 | | | | 135.16 | 7.5% |
| **Total Project Funding** | **1,677.70** | **78.07** | **37.32** | **1.75** | **1,794.84** | **100.0%** |

**** Includes Repayment of Capital Project Loans (Fund 3562), Prop A/C/R Administration**

**ATTACHMENT B**

**Regional Connector Project**

**Measure R and Measure M Unified Cost Management Policy Analysis**

## Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Regional Connector Transit Corridor Project (Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board in January 2017 at $1,755,840,570. The Project is subject to the Policy analysis now due to a proposed $39,000,000 (2.22%) increase to the LOP budget. Funding for the cost increase is needed in FY 2025 and may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

## Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

1) Scope reductions;
2) New local agency funding resources;
3) Value Engineering;
4) Other cost reductions within the same transit or highway corridor;
5) Other cost reductions within the same subregion; and finally,
6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

> *"...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share."*

The Regional Connector Project does not fall within a Regional Facility Area.

Scope Reductions
The project has already been completed. Therefore, scope reductions are no longer an option. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources
Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure R funding and is allocated $160,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Regional Connector project. Since the Project is capped at $160,000,000 of Measure R, no further Measure R funds can be allocated to this project.

Additionally, this Project is not eligible for Measure M funding, as it is not identified on the Measure M sales tax ordinance Expenditure Plan.

*Local Agency Contributions*
The City of Los Angeles has contributed $41,984,000 to the Project as a 3% local agency contribution. Local cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the cost increase.

Measure R, Proposition A, and Proposition C provide “local return” funding to Los Angeles. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill Extension to Pomona did not support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

*State and Federal Funding (Discretionary)*
Metro was awarded $669.9 million in federal funding through the New Starts program for the Project. The March 2021 federal American Rescue Plan Act provided an additional $59,228,414 in New Starts grants. No additional New Starts funding is available to fund the Project cost increase.

The project is also supported by the State Capital Project Loans totaling $242.19 million, along with $114.87 million from the State High-Speed Rail bonds.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project is in the close out phase and the design/build contract scope is already completed.

Value Engineering
The project has been completed and the proposed cost increase is to fund additional costs to close out the remaining financial items with the contractor and reach a settlement. After close out, Metro will then officially close the contract with the

contractor. Therefore, value engineering is no longer an option, and we recommend moving to the next step.

Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

Since the funding for the Project LOP increase is needed for FY 2025, it would be administratively challenging to secure a technical solution and Board approval to reallocate funds from other capital projects for the Project's cost increase. Potential capital projects along the Project corridor for fund transfers include the Eastside Extension Phase 2 and the A (Gold) Line Extension to Montclair, both of which have already had their scope and funding approved by the Metro Board. While it is possible to explore cost reductions in other projects within the corridor or subregion to cover the cost increase, staff has not identified any projects that could be reduced to provide the necessary funding within the timeframe needed to fund the Project.

The City of Los Angeles also receives funding through the Call-For-Projects, the competitive grant program funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe, and this can be a funding source for other uses, subject to Board approval of the use.

As the Project is not eligible for Measure M, the Measure M transit-eligible funding program Subregional Equity Program (SEP) does not apply to the Project.

Countywide Cost Reductions and/or Other Funds

Given the nature of the Project cost increase, new grant funding sources are unlikely, and regional or countywide funding will be necessary.

Eligible countywide funding sources include Proposition A and C (allocated to the portion of the project not attributed to "new subway"), the General Fund, Transportation Development Act (TDA) funds, and Lease Revenues. The project is supported by $235,362,170 from the General Fund. The cost increases will resolve all outstanding financial items with the contractor and complete the elements that qualify for transit-related streets and highways funding.

*State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. Currently, there is limited capacity in the RIP and LPP. The RIP has been allocated to projects submitted in Metro's RTIP, and the next cycle of the LPP (nominations due November 20, 2024) is planned to be used for other purposes. In addition, the Project is not likely eligible for RIP or LPP funding as the cost increase is for the Project closing settlement and the Project has experienced multiple cost increases.

The Project is also funded by the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) through Proposition 1B, with $135,162,779 in state funding.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro's apportionments from these programs increased in the 2021 Bipartisan Infrastructure Law (i.e., Infrastructure Investment and Jobs Act), which is a five-year authorization bill. A total of $64,000,000 from CMAQ and $1,411,499 from STBG have been allocated to support the Project. Currently, projects seeking CMAQ and STBG must now be nominated by Metro and submitted to SCAG for selection approximately every two years, and the Metro Board and SCAG approvals to use CMAQ and or STBG for the Project cost increase would not be possible within the timeframe funds are needed.

**Recommendation**

Based on consideration of each of the required steps in the Policy process, and consideration of the availability and eligibility of funds by Metro budget and financial planning staff, Metro staff recommends using $39,000,000 from TDA Article 4 to fund the proposed $39,000,000 LOP budget increase. There are sufficient TDA Article 4 funds available for FY 2025. The TDA Article 4 funds are eligible for Metro transit operations.

# REGIONAL CONNECTOR PROJECT CLOSE-OUT: REQUESTED LOP INCREASE

Construction Committee

October 23, 2024

# PROJECT UPDATE

- Project successfully opened in June 2023
- Project is finalizing all work within City jurisdiction
- Next Steps:
  - Close out current Design/Build Contract
  - Safety Enhancement Construction Contract out Fall 2024



# PROJECT CLOSE-OUT

- Project has been working on closing all remaining open change orders with contractor
- Project has also been working since 2023 to settle the comprehensive claim submitted by the Contractor valued at over $160 million. A settlement has been reached which fully resolves all outstanding issues and will allow us to close out the project.
- While utilizing existing contingency, project needs additional LOP increase to fund the settlement, close out the remaining items and fully close out the contract.

# FUNDING PLAN

- Proposed funding is from State of California Transportation Development Act (TDA), Article 4 funds.
- TDA funds are eligible and available for the Project LOP increase.
- TDA funds are eligible for transit operations, but funding sources are limited as the Project may not be eligible for Prop A or C funds.

# RECOMMENDATION

**RECOMMENDATION** to INCREASE the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by $39,000,000 from $1,755,840,570 to $1,794,840,570 to fully resolve claims and complete the close out the Project.

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

**File #:** 2024-0527, **File Type:** Budget **Agenda Number:** 18.

**CONSTRUCTION COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

INCREASE the Life-of-Project (LOP) budget by $99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from $956,749,577 to $1,056,479,577 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

## ISSUE

The Division 20 Portal Widening Turnback Project was designed to reconstruct the key facilities where all revenue service trains for the B/D Lines are dispatched, serviced, and maintained through a complex 11-stage phased construction plan. The design requires extensive coordination efforts to maintain revenue service and many construction steps to successfully complete the work. While the Project has achieved over 76% of the work, each phase is like a new project and begins with removing the original work completed over 30 years ago and constructing small sections that each have high-risk underground conditions not anticipated or unknown conditions.

Although there remains risk in the remaining work, the Project has successfully re-sequenced the Project schedule to achieve “Substantial Completion” by December 31, 2025. Collaborating with the Contractor, Tutor Perini Corporation (TPC), staff have worked to address and resolve previous issues related to Project design changes, schedule delays, and other cost impacts occurring before March 1, 2024. The re-sequenced schedule adjustments will have significant benefits, including reducing the project timeline, meeting the operational requirements for the revenue service date for the Purple Line Extension Section 1, and providing additional yard storage capacity for new rolling stock deliveries.

Achieving December 31, 2025, Substantial Completion date will necessitate additional staffing. More staff will expedite the review and approval of work and add contingency funds to address any delays after March 1, 2024, resulting from design changes or Metro's operational needs that may impact the new Substantial Completion date. The Project contingency remaining is currently less than 2%. This Board Action would increase that amount to 10.4% of the Project’s budget for any future anticipated contract changes and related activities through the Project’s completion.

## BACKGROUND

The Division 20 Portal Widening Turnback Facility enables trains to operate at required headways and increases the storage capacity to support the expansion of the Purple Line Extension (D Line). As part of the Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) under Purple Line Section 1 (PLE1), the Division 20 Portal Widening Turnback Facility Project will allow trains to turn back quickly to meet the planned service levels and FTA requirements. Achievement of the reduced headways requires significant modifications to the Division 20 Yard (Yard) which includes: portal widening, power relocation, power upgrades, First Street Bridge modifications and seismic upgrades, installation of the turnback facility, storage tracks, train control, signaling systems installation, and systems integration.

The Metro B/D Line trains currently “turn-back” at Union Station, reversing direction from east to west. The current minimum headway that can be achieved at Union Station is approximately four-minute service for combined B/D Line service (or seven-and-a-half minutes on the branches), but that will become impracticable and less efficient once the Purple Line Extension begins operations, and more trains are using the same tracks. To accommodate the increases, the existing tunnel portal must be widened to accommodate additional tracks and switches that will provide for a designated turnback facility.

In addition to the turnback facility, the Purple Line 1, 2, and 3 projects will add train vehicles to the Metro Fleet that will produce a need for increased storage capacity in the Division 20 Yard. The Division 20 Portal Widening Turnback Facility Project will provide new storage tracks north and south of the First Street Bridge and add complex switching and interlocks to enable trains to move from storage onto the main line and into service through the portal.

Finally, to power the new turnback facility and add storage for train vehicles, the current power substation for the Yard will be replaced to meet the increased power requirements. Twelve different construction phases were originally planned to maintain operational requirements for revenue service while concurrently demolishing portions of the Yard and constructing the new work. With the completion of each phase, an extensive safety testing and certification process would be conducted before acceptance by Metro Operations and placing the new work into revenue service. The resequencing efforts by the Project team and Contractor will reduce the number of phases by concurrent work areas, extended hours, and weekend work.

The cost impacts of providing additional staffing to expedite the review and approval of work, as well as contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs would reduce the Project contingency to less than 2% of the current LOP budget. This Board Action requests authorization to replenish the contingency and provide sufficient funding for contract changes and base contract activities through the Project completion.

Life-of-Project Budget increases were approved by the Board at its February 2022 meeting, and again at its April 2023 meeting, increasing the LOP budget to $956,749,577.

## DISCUSSION

The Division 20 Portal Widening Turnback Facility, awarded as a Design-Bid-Build (DBB) contract, encountered significant changes and cost impacts early on related to unknown underground site conditions, third-party requirements, and design changes that negatively impacted the Project's delivery timeline.

Previous project estimates accounted for potential cost recovery related to design changes; however, these have not been factored into the current estimate. Metro will continue to pursue cost recovery, but since the timelines for these efforts will diverge, the items have been separated. Any recovered funds will be directed back to the General Fund.

The contract changes, included substantial design revisions necessary to address corrections to the original design. Complicating factors during the design phase included an old industrial facility in the project site location along Center St., between E. Commercial St. and Banning St., not owned by Metro, which could not be thoroughly inspected to determine the actual quantities of hazardous materials or site conditions. Additionally, the deteriorated state and subsequent work required for the First Street Bridge contributed to delays in the Project schedule.

As the Project reached 48% completion, extended support staff durations and additional expenditures were outlined in in support of the LOP increase in April 2023. The Project schedule was extended by 492 days, necessitating extended support from the Project designer and consultant Construction Management Support Services (CMMS). In addition, the Project contingency was significantly reduced to resolve changes and the contractor’s incurred costs due to the extended contract duration.

In early 2024, the Project team, in collaboration with TPC, initiated a resequencing plan aimed at achieving Substantial Completion by December 31, 2025, which was successfully executed on July 12, 2024. This plan involves reallocating resources, combining several construction phases to reduce the frequency of turnovers, and Metro's commitment to make reasonable efforts in reviewing, coordinating, and approving work promptly. In return, TPC agreed to provide sufficient labor, facilities, and equipment, and to work extended hours, including extra shifts and overtime, to ensure the completion of work and achievement of milestones. If the Substantial Completion Date is delayed due to an owner-caused issue, the parties will discuss and agree on which activities will be accelerated to stay on schedule.

Additionally, TPC and its subcontractors and suppliers expressly released all rights for additional time or impacts that occurred on or before March 1, 2024.

The Project is 76% complete and is nearing a significant milestone that will place most of the Project into revenue service by the end of 2024. This milestone is crucial for meeting the operational requirements of the Purple Line Extension projects and providing the necessary storage capacity for new rolling stock deliveries. An updated Project Estimate-to-Complete analysis was performed that considered the current progress and re-sequenced changes, representing the forecasted costs needed to finish all remaining project activities.

The requested Life-of-Project increase of $99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from $956,749,577 to $1,056,479,577 and achieving the December 31, 2025,

delivery date will necessitate additional staffing to expedite the review and approval of work and add contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs that may impact the new delivery date. The amended LOP amount is inclusive of all current commitments, pending and potential changes, remaining risk expected values, and staffing.

The Project contingency remaining is currently less than 2%. This Board Action would increase that amount to 10.4% of the Project's budget for any future anticipated contract changes and related activities through the Project's completion. The increase will amend the LOP budget of $956,749,577 to $1,056,479,577

## DETERMINATION OF SAFETY IMPACT

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

## FINANCIAL IMPACT

Funds required for fiscal year 2025 have been requested through the fiscal year 2025 budget development, adopted at the May 2024 Board meeting. Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The source of funds to address the LOP increase is Measure R Transit Capital (35%) for WPLE freed up by additional New Starts funding. These funds are not eligible for Bus and Rail Operations.

Multiyear Impact
The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the $99,730,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff evaluated potential offsetting cost reductions, including scope reductions, value engineering, or shorter segments. Since the project is so far along, these actions are no longer feasible.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. Attachment B provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding. The Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the project is located and not have a region-wide impact.

## EQUITY PLATFORM

The Division 20 C1136 Mainline contract will support the D Line Subway Extension Project by

increasing service frequency, reliability, and access for communities that use the Metro transit system along both alignments for housing, jobs, educational, medical, and entertainment needs. These service upgrades have a positive impact for riders of the system from marginalized communities that travel along these Corridors, by increasing access, capacity, and reliability to meet these essential travel needs.

The D Line project consists of 3 sections, originating from Wilshire/Western to Westwood at the Veterans Administration Hospital in West Los Angeles. The D Line system alignment travels through the Wilshire-Koreatown, Pico/Union, Olympic Park, Miracle Mile, Larchmont communities where 50% or more are people of color. In Pico/Union, the percentage of people of color is over 70%, and in the Wilshire-Koreatown neighborhood it is over 90%.

Based on the 2019 Customer Survey, the D heavy rail line serves the following ridership 27.7% below the poverty line, 56.4% had no car available, Rider Race/Ethnicity is Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%, and Other 6.5%.

The Project is not within an Equity Focused Community; however, many workers, students, and others from EFCs commuting to destinations along the D Line extension will benefit from this Project.

On contract C1136, Tutor Perini Corporation (TPC) made a 19.34% Small Business Enterprise (SBE) commitment and a 3.31% Disabled Veteran Business Enterprise (DVBE) commitment. The current level of participation is 18.02% SBE and 3.12% DVBE, representing a 1.32% SBE shortfall and a 0.19% DVBE shortfall.

TPC has a mitigation plan on file and contends that the shortfall is due to schedule delay, which has impacted the utilization and reporting of payments to the SBE and DVBE firms. TPC indicated that as the project progresses and when appropriate, they will engage SBE and DVBE firms, which should help increase their level of participation. TPC reported that the SBE and DVBE commitments are expected to be met by the end of the project.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. Deliver outstanding trip experience for all users of the transportation system. Enhance communities and lives through mobility.

## ALTERNATIVES CONSIDERED

The Board may choose to not move forward with increasing the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule.

## NEXT STEPS

Upon approval by the Board, the LOP budget will be increased accordingly per the recommendation.

## ATTACHMENTS

Attachment A - Funding/Expenditure Plan
Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis
Attachment C - Projected Breakdown of Cost Allocation

Prepared by: Albert Soliz, Deputy Executive Officer, Program Management, (213) 922-4002
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer (213) 922-7297

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY
LOP INCREASE OCTOBER 2024
Funding/Expenditure Plan
(Dollars in Millions)

| Capital Project No. 865519 | Prior LOP | Prior Spent | FY23 | FY24 | FY25 | FY26 | TOTAL | % of Total |
|---|---|---|---|---|---|---|---|---|
| *USES OF FUNDS* | | | | | | | | |
| Construction | 665.21 | 328.91 | 142.15 | 86.28 | 79.67 | 93.71 | 730.72 | 69.17% |
| Right of Way | 101.54 | 101.54 | - | 0.34 | | | 101.88 | 9.64% |
| Professional Services | 190.00 | 105.10 | 30.60 | 29.18 | 25.00 | 25.00 | 214.88 | 20.34% |
| Project Contingency | | - | | | | 9.00 | 9.00 | 0.85% |
| **Total Life of Project Cost:** | **956.75** | **535.55** | **172.75** | **115.80** | **104.67** | **127.71** | **1,056.48** | **100.00%** |
| *SOURCES OF FUNDS* [1] | | | | | | | | |
| Prop A - Rail Development Account (35%) | | 2.48 | 0.04 | | | | 2.52 | 0.24% |
| Measure R - Transit Capital (35%)[2] | 754.45 | 442.49 | 108.77 | 101.09 | 71.60 | 127.71 | 851.66 | 80.61% |
| Transit and Intercity Rail Capital Program (TIRCP) | 69.21 | 44.68 | 24.53 | | - | - | 69.21 | 6.55% |
| SB1 - Local Partnership Program | 133.09 | 45.90 | 39.41 | 14.71 | 33.07 | - | 133.09 | 12.60% |
| **Total Life of Project Funding:** | **956.75** | **535.55** | **172.75** | **115.80** | **104.67** | **127.71** | **1,056.48** | **100.00%** |

*1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.*

*2. Measure R amount subject to change based on actual debt interest charged to Westside PLE per the 2011 Fiscal Responsibility Policy.*

# ATTACHMENT B

## Division 20 Portal Widening Project

## Measure R and Measure M Unified Cost Management Policy Analysis

### Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Division 20 Project (the Project) is subject to this policy analysis as it is considered an integral part of the Westside Purple Line Extension (WPLE) Section 1, Section 2, and Section 3 projects, which are Measure R- and Measure M-funded.

The life of project (LOP) budget for the Project was last approved by the Board in April 2023 at $956,749,577. The Project is subject to the Policy analysis now due to a proposed $99,730,000 (10.4%) increase to the LOP budget. Funding for the cost increase may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

### Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

1) Scope reductions;
2) New local agency funding resources;
3) Value Engineering;
4) Other cost reductions within the same transit or highway corridor;
5) Other cost reductions within the same subregion; and finally,
6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

#### Scope Reductions

The Project cost increase is funding additional staffing needed to expedite the review and approval of work, as well as replenish contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs. Any attempt to identify and negotiate agreeable reductions to the scope to offset the cost increase may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure M and Measure R funding and is currently allocated a portion of the total $4,074,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Westside Subway Extension. The Board has also approved transfers of Measure R from the Crenshaw/LAX project to Westside Subway Extension totaling $415,391,156. The transfers were made because the Westside Subway Extension is generally not eligible for Proposition A and C funding (because it is “new subway”) and, under certain conditions, the Measure R available for the Westside Subway Extension could be reduced to pay for debt interest (pursuant to the Metro Fiscal Stability Policy). Prior to the proposed LOP increase to the Project, the Board has approved $4,110,355,492 of Measure R Westside Subway Extension programming for Sections 1, 2, and 3, and for Division 20.

The Project is in the Central City Area but serves the Metro B (Red) and D (Purple) Line which are within both the Central City Area and Westside Cities subregions. Local funding resources from both subregions and cities within the subregions could be considered for the cost increase.

*Funding Within the Corridor*

No other surplus or otherwise available funding has been identified from other Metro projects on the Metro B (Red) and D (Purple) Line corridors.

*Subregional Programs and Local Agency Contributions*

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The Measure M Expenditure Plan includes $235 million for the Central City Area SEP and $160 million for the Westside Cities SEP. The Metro Board previously approved funding plans that include SEP funding from: the San Gabriel Valley subregion to address a $126 million cost increase on the Gold Line Foothill Extension, the South Bay and Central City Area subregions to address a $90 million cost increase on Crenshaw/LAX Transit (subject to the approval by the subregions), the Central City Area and Westside Cities subregions to address a $150 million cost increase on Westside Purple Line Extension Section 1 (subject to the approval by the subregions), and Central City Area subregion to address a $11.9 million cost increase on Eastside Light Rail Access (subject to the approval by the subregions). However, motion #2021-0435 from June 2021 states that, henceforth, the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

*Local Agency Contributions*
The cities with Project stations are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R and Measure M ordinances. The cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the Project cost increase.

Measure M, as well as Measure R and Propositions A and C, provide “local return” funding to Los Angeles and Beverly Hills. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill Extension to Pomona did not support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

*State and Federal Funding (Discretionary)*
Metro was awarded with $69.2 million of Transit and Intercity Rail Capital Program (TIRCP) state funding for the Project. In addition, the FTA has previously granted the WSE Section 1, 2, and 3 projects $1.25 billion, $1.187 billion, and $1.3 billion respectfully through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grants on Section 1, 2, and 3 by a combined $218,284,002.

In addition, through federal budgetary action, FTA provided an additional $59,583,554 for Section 1 and has accelerated much of all three sections’ New Starts funding compared to the scheduled payments in the Full Funding Grant Agreements. Metro used the additional and accelerated New Starts to address $66,428,844 of a $150,000,000 cost increase for Section 1 in May 2021, a $75,000,000 cost increase for Division 20 in February 2022, an $80,000,000 cost increase for Division 20 in April 2023, and a $134,000,000 cost increase for Section 2 in July 2023.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

<u>Value Engineering</u>
The Project cost increase is funding additional staffing needed to expedite the review and approval of work, as well as replenish contingency funds to address any owner-caused delays resulting from design changes or Metro’s operational needs. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

<u>Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region</u>
The cities and subregions have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in the section "Subregional Programs."

The cities receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available unless the cities choose to terminate an existing project, and all other projects are moving through their respective development process.

The subregions receive Measure M funding for other transit capital projects - Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, West Santa Ana Branch, Vermont BRT, and Lincoln Blvd BRT. These projects have not been completed or have not completed their respective environmental processes. It is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are being programmed for uses in Metro's 2020 Long Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding include Proposition A and C (allocated to the portion of the Project that is not attributable to “new subway”), General Fund, and Lease Revenues.

*State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. The approved funding plan, before the current LOP increase, includes $133.1 million of LPP and no RIP is allocated. Currently, there is limited capacity in the RIP and LPP. The RIP has been allocated to projects submitted in Metro's RTIP, and the next cycle of the LPP (nominations due November 20, 2024) is planned to be used for other purposes. In addition, the Project is not likely eligible for RIP or LPP funding as it is already in construction and has experienced multiple cost increases.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro’s apportionments from these programs increased in the 2021 Bipartisan Infrastructure Law (i.e., Infrastructure Investment and Jobs Act), which is a five-year authorization bill. Projects seeking CMAQ and STBG must now be nominated by Metro and submitted to SCAG for selection approximately every two years. Unfortunately, the Project is not eligible for federal funding because it was not environmentally cleared under the National Environmental Policy Act (NEPA).

**Recommendation**

Based on consideration of each of the required steps in the Policy process, Metro staff recommends using $99,730,000 from Measure R 35% Transit Capital funds to fund the proposed $99,730,000 LOP budget increase. The Measure R is designated for the Project in the sales tax ordinance, and there are sufficient funds available.

DIVISION 20 PORTAL WIDENING TURNBACK FACILITY
PROPOSED LOP INCREASE OCTOBER 2024
Projected Breakdown of Cost Allocation

| Amount | Description |
|---|---|
| $65,730,000 | **CONSTRUCTION**<br>◦ Trackwork, Systems and Systems Integration Testing, Third Party requirements, Schedule Impacts |
| $25,000,000 | **PROFESSIONAL SERVICES**<br>◦ Metro Staff at Gateway and field offices who perform oversight in various disciplines.<br><br>◦ Engineering - Design support during construction (DSDC)<br>- TY LIN Contract AEAE66758000: Design and Engineering<br>- SecoTrans Contract AE47810E0128: Systems Engineering<br><br>◦ CMSS - ANSER: Construction Management Support Services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineer, engineers and other construction support.<br><br>◦ Program Management Support Services (PMSS) - KTJV support services<br><br>◦3rd Party Coordination<br>- City and County of Los Angeles administration and services<br>- Freight and Rail Line coordination adjacent to Division 20<br><br>◦ Claim Support Services - Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.<br><br>◦ Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements.<br><br>◦ Legal Services: Procured legal services to assist project management.<br><br>◦ Auditing Services: Consultant companies conduct labor compliance audits of main professional services and construction contracts.<br><br>◦ QA Test Lab Services: Consultant companies provide materials verification testing and inspections services.<br><br>◦ Escalation and Inflation cost impacts. |
| $9,000,000 | Contingency |
| **$99,730,000** | **Total LOP Increase** |

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE

## October 23, 2024

## Board Report 2024-0527

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

**RECOMMENDATION:**

AMENDING the Life of Project (LOP) budget by $99,730,000

Current LOP: $ 956,749,577

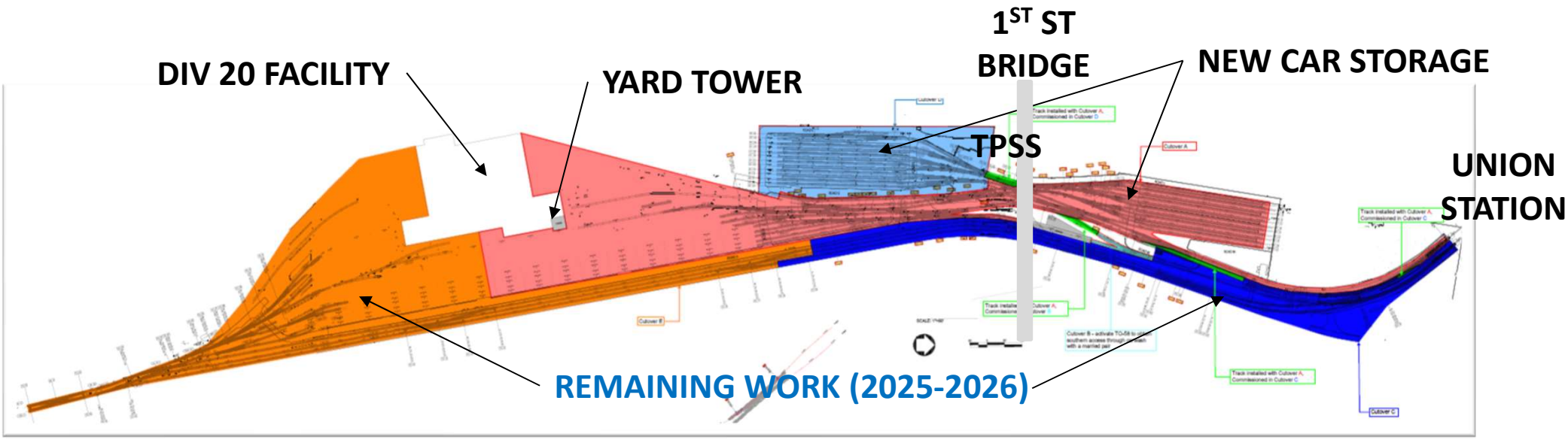
Revised LOP:$1,056,479,577

**BACKGROUND**

- Project is 76% complete
- The project was designed to maintain service for the B/D Lines while simultaneously reconstructing and expanding the facilities that dispatch, store, and service the entire B/D line rail fleet.
  - One of the two lines from the Yard to Union Station was reconstructed, while service was operated from the other.
  - Project was designed and has been constructed in 11 distinct and carefully sequenced stages while also maintaining uninterrupted operational services.
- Key items complete:
  - Traction Power Substation (TPSS)
  - First Street Bridge, modifications and upgrades.
  - Primary communications, signals, power to TPSS, Yard Tower, and Bungalows.
  - Work in previous industrial/commercial sites.

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## PROJECT SITE MAP

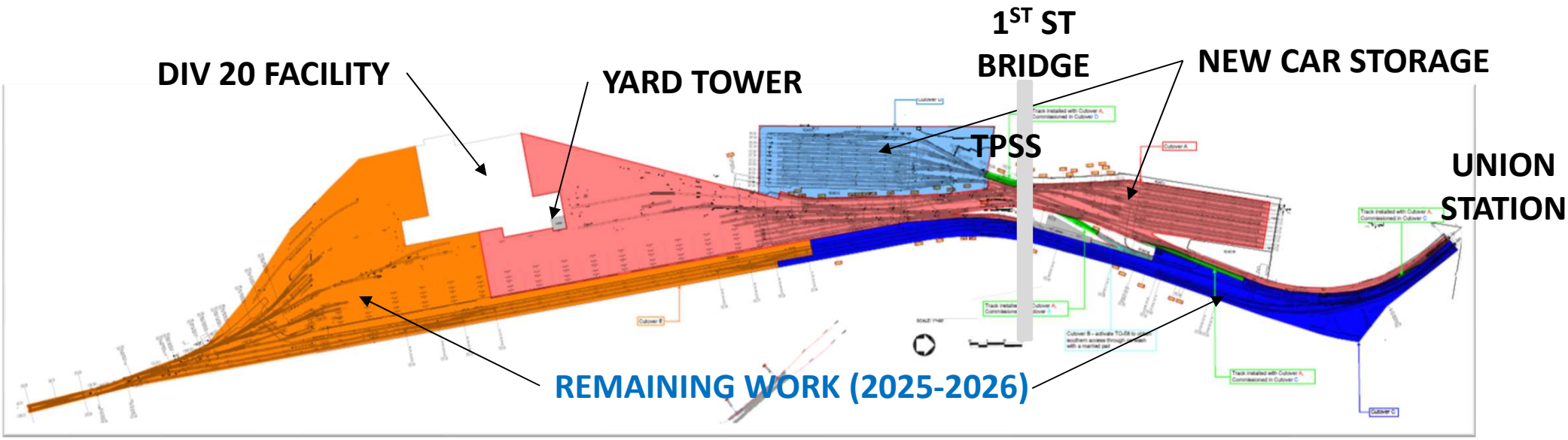



December 2024 western portions of the Project will be placed into Revenue Service.

- Provides 2-track turnback availability for a 6-car for turnback operations.
- Accommodates the needs of PLE1 for a five-minute headway.
- Provides the North and South Storage Yards (78 & 66 cars) for New Rolling Stock procurement.
- The completion of the Turnback Facility in 2025 will provide for the headway requirement for PLE2&PLE3, as more cars are added to the system.

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## PROJECT SITE MAP




- Largest Traction Power Substation west of the Mississippi
- B/D Lines carry over 140,000 passengers daily.
- 16 miles of ductbank
- 6.2 miles of new track
- North Storage Yard (78 cars)
- South Storage Yard (66) cars

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

| **Division 20 PWT LOP Increase** | | |
|---|---|---|
| Current LOP Budget | $ | 956,749,577 |
| Current Commitments - | $ | 949,526,018 |
| **Remaining Budget** | **$** | **7,223,559** |
| | | |
| Open Changes to-Date | $ | 25,000,000 |
| Professional Services (Staff, Designer, Consultant CM, PMSS) | $ | 25,000,000 |
| Future Changes | $ | 40,663,637 |
| **Total** | **$** | **90,663,637** |
| 10% Contingency | $ | 9,066,363 |
| **LOP INCREASE*** | **$** | **99,730,000** |

* Measure R 35% Transit Capital funds.

The Measure R is designated for the Project in the sales tax ordinance, and there are sufficient funds available.



Underground utility work



Portal Construction

Metro

# Questions?

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

**File #:** 2024-0857, **File Type:** Budget **Agenda Number:** 19.

**CONSTRUCTION COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR SEGMENT 1 (IDENTIFIED WORKS PACKAGE 1) LIFE- OF-PROJECT BUDGET AND ROADSIDE TOLL COLLECTION SYSTEM LIFE-OF-PROJECT BUDGET**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget and by establishing funding for the Segment 1 (Identified Work Package 1) construction, from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. This action increases the existing Preconstruction Budget of $119,391,538 by $638,148,678 to a Life-of-Project Budget of $757,540,216 (Attachment A);

B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP;

C. ESTABLISH an LOP budget of $44,254,826 for the I-105 Express Lanes project segments 1, 2, and 3 Roadside Toll Collection System (RTCS) Project 275004; and

D. AMEND FY25 budget for Project 475004 by $47,234,197 from $126,112,511 to $173,346,708 and for Project 275004 by $3,824,193 from $2,129,990 to $5,954,183.

## ISSUE

The I-105 Express Lanes project (Project) has been advanced using the Construction Manager/General Contractor (CM/GC) delivery method. Leveraging this delivery method, Metro staff worked with the general contractor and Caltrans, benefiting from contractor design input to advance a number of value engineering opportunities. The general contractor then provided a bid to construct the project, which in this case is IWP 1. Staff has concluded negotiations with the CM/GC contractor on IWP 1 and is now seeking Board approval to increase funding which will enable advancement of IWP 1. Awarding IWP 1 is necessary to comply with the Project's state grant funding requirements,

secure toll-backed financing, and ensure that construction progresses without delays to meet the opening of segment 1 of the Project prior to the 2028 Olympic and Paralympic games.

Establishing an LOP budget to execute contracts and modifications and pursue the completion of the RTCS contract is also necessary. Failure to approve these recommendations could lead to project delays, putting critical funding at risk and postponing the expected operational improvements and equity enhancements within the corridor.

## BACKGROUND

In 2016, the I-105 ExpressLanes Project was allocated $175 million as part of the approved expenditure plan in the Measure M ordinance. Since 2017, Caltrans District 7 and Metro have collaborated on the Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project, which will improve operations along the I-105 corridor, enhance trip reliability and actively manage traffic flow from I-405 in Los Angeles to Studebaker Road in Norwalk. The Project is structured into three segments, each involving specific design review and permitting packages. Segment 1 is between I-405 and Central Avenue (seven miles), Segment 2 is between Central Avenue and I-710 (four miles), and Segment 3 is between I-710 and Studebaker Road (five miles).

The CMGC method, authorized by the federal "Moving Ahead for Progress in the 21st Century" (MAP -21) Act, allows for phased construction through multiple work packages. This phased approach requires Federal Highway Administration (FHWA) review and concurrence of IWP 1. Metro has been meeting regularly with FHWA and expects to obtain this concurrence prior to the start of construction. As a direct recipient of Federal funding, Metro is advancing Segment 1 as Identified Works Package 1(IWP 1) following FHWA CM/GC procedures. IWP 1 is the initial package to enable early construction for Segment 1 while Segments 2 and 3 are being developed.

Metro and Caltrans' collaboration ensures that all project phases meet federal standards, contributing to the project's overall success and compliance. The phased IWP approach is critical for the timely completion of the I-105 Express Lanes project, addressing key activities early to mitigate risk and accelerate the timeline.

The Environmental Impact Report/Environmental Assessment (EIR/EA) was completed in May 2021, establishing the environmental framework for the Project. Subsequently, in March 2024, a NEPA/CEQA Revalidation was approved, incorporating additional measures related to biological resources, air quality, cultural resources, and hazardous waste. There are no right-of-way acquisitions in Segment 1 of the Project.

Final design efforts commenced in June 2021. In June 2022, the Board approved a $119,391,538 preconstruction budget for the Project . In August 2022, the Board approved several key contracts essential for the Project's progress: a Construction Manager/General Contractor (CM/GC) contract with FMJV, a Program Management Support Services (PMSS) contract with HNTB, and the RTCS contract with Conduent State and Local Solutions, Inc. following the plan discussed in the previous Board Report, Metro staff has completed the work to finalize the design for Segment 1 and

negotiated the construction cost to advance IWP 1 for construction.

An equity assessment for Segment 1 was initiated in September 2023 and completed in September 2024 to identify and prioritize potential projects that enhance mobility and equity in the corridor and could be funded with future net toll revenue.

## DISCUSSION

The Project is a collaborative effort between Metro and Caltrans, governed by cooperative agreements for design and construction phases. Metro is tasked with awarding and administering all contracts related to the Project, while Caltrans provides design approval and construction permits. Funding sources include Metro Local Measure M funding, State Solutions for Congested Corridors (SCCP) grant funding, and Toll Revenue Backed Loans, including TIFIA financing. The CM/GC process was selected to enable early contractor involvement, providing critical construction expertise that informs design decisions.

On August 25, 2022, a Preconstruction Budget of $119,391,538 was approved by the Board. This approved budget allowed Staff to finalize the design for Segment 1 and made significant progress on the design of Segment 2 and 3. The engineering development leveraged the partnership between the designer and the CM/GC to create an efficient design on elements such as retaining walls, pavement structure, and sign/toll systems structures and foundations. The CM/GC also collaborated with Metro staff to refine Metro's contract requirements and remap some of the risks to seek additional construction cost savings. The current request seeks approval to establish the LOP for IWP 1, which covers Segment 1 construction costs, contingencies, and necessary support. Later, once the designs are sufficiently advanced and negotiation of construction costs are concluded, staff will return to the Board to amend the LOP budget for Segments 2 and 3.

The negotiated Opinion of Probable Construction Cost (OPCC) for Segment 1 was reported to the Board on March 11, 2024, with the design now undergoing Caltrans review. The prime contractor has completed the subcontracting procurement process, and the final price for Segment 1 construction has been determined, as shown in the table below:

| Milestone | Submittal | OPCC | ICE |
|---|---|---|---|
| First OPCC Submittal | 6/16/2023 | $548,020,093 | $424,194,333 |
| Revised Design, Negotiated Estimates and Risks Allocations | 12/7/2023 | $412,049,422 | $386,699,600 |
| Final Price | 8/19/2024 | $389,126,962 | $364,221,853 |

On May 17, 2024, the California Transportation Commission allocated a $150,000,000 SCCP grant, secured by the Project in December 2020. The SCCP grant requires the Project's construction contract to be awarded six months from the allocation date, which is November 2024. The SCCP grant provides Metro 36 months to complete the Project, which is November 2027. Construction of the Project is expected to begin in January 2025. Concurrently, the final design for Segments 2 and 3

is progressing.

With focus on addressing equity issues, an equity assessment was conducted alongside the preconstruction activities of the Project. This assessment aimed to create a prioritized list of potential projects that could enhance mobility and equity within the corridor, with the possibility of future funding from net toll revenues.

Potential projects were identified through a comprehensive analysis of corridor conditions, existing studies and plans, field visits, and input from Metro departments, local jurisdictions, and Community Based Organizations (CBOs). These projects must be within a three-mile radius of Segment 1 of the I -105 Express Lanes, in alignment with the I-10/I-110 Express Lanes' Net Toll Revenue Grant guidelines. The assessment also included data collection on socioeconomic and environmental conditions.

The projects were categorized into three main areas: active transportation, transit/system improvements, and roadway improvements. Based on a methodology developed explicitly for this project, projects were prioritized as high, medium, or low. This methodology evaluated projects across five categories: connecting people and places, creating community value, conserving resources, prioritizing Metro's Equity Focused Communities (EFCs), and cost-effectiveness.

The equity assessment, project list, and prioritization methodology were developed with extensive input and participation from community members and sixteen CBOs. CBO participation included ten monthly roundtable meetings and a walk audit, while broader community input was gathered through four pop up events and two public meetings held in July 2024. The pop-up events were held in Watts at a food distribution event, Willowbrook at the Watts Willowbrook Farmers Market, Inglewood at New Mt. Pleasant Baptist Church, and in Lawndale/Torrance at El Camino College. The public meetings presented the equity assessment and solicited feedback on the project list. Additionally, two surveys were conducted: the first to understand travel behavior in the corridor and the second to gather public input on the project list. The travel behavior survey received 848 responses, while the project list survey garnered 140 responses. The public meetings and surveys were conducted in English and Spanish.

There were 143 projects identified in total. Of these, 63 were prioritized as high, 70 as medium, and ten as low, as shown in the table below. High-priority projects were characterized by area-wide or corridor-level impact, proximity to Metro rail stations, location within EFC populations, and a focus on sustainable mobility options. The complete list of projects is included in Attachment C, and the Executive Summary is included in Attachment D.

| Priority | Active Transportation | Roadway | Transit | Total |
|---|---|---|---|---|
| **High** | 31 | 13 | 19 | 63 |
| **Medium** | 35 | 17 | 18 | 70 |
| **Low** | 2 | 5 | 3 | 10 |
| **Total** | 68 | 35 | 40 | 143 |

Two corridor enhancements have been identified that could be implemented as part of the Project. The first is improved lighting at freeway under-crossings that are being widened for the Project, and the second is wayfinding, signage, and state-of-good repair improvements at Harbor and Avalon C line stations.

Public Outreach

Metro Construction Relations will implement a comprehensive outreach program to notify the public in advance of construction starting. Metro Construction Relations will roll out a multi-channel outreach program that, among other tools, will utilize social media, earned and paid media, electronic newsletters. Metro will work closely with partner agencies including local cities, to notify the public. The outreach program will continue through all phases of the project. Project contact tools, information line, and e-mail, are available to address inquiries about the outreach program. Metro's dedicated Construction Relations team will monitor these tools and coordinate accordingly.

Furthermore, the project's website, https://www.metro.net/projects/i105-expresslanes/, will contain information on the status of the project, closure information, including relevant fact sheets, detour maps, presentations and additional resources. Information regarding project related closures will be made available through social media outlets, including WAZE and Google maps. The information will be updated with detour information when closures begin.

Additionally, the staff requests approval for the LOP budget for the RTCS. This LOP includes segments 1,2, and 3 and is distinct from the IWP because Metro will own the RTCS upon completion, while Caltrans will retain ownership of the civil improvements. The LOP includes the design/build portion of the DBOM contract with Conduent State and Local Solutions, Inc., support costs, agency labor costs, and contingency. Details of the RTCS LOP are provided in Attachment G.

## DETERMINATION OF SAFETY IMPACT

The Project is being planned and designed according to Caltrans Standard Specifications and Caltrans Standard Plans. Approval of the IWP 1 and RTCS LOPs for the Project will not impact safety.

## FINANCIAL IMPACT

The project has secured $325 million in funding, with $175 million from Measure M and a $150 million grant from the State's Solutions for Congested Corridors Program. Of the $175 million in Measure M funds, $119 million has been allocated for pre-construction activities and $10 million for RTCS project, leaving $46 million available for construction. As noted earlier, the Board approved preconstruction budget is $119 million. The budget for IWP 1 is $638 million, and the cost for the entire project is $1.4 to $1.5 billion. Toll-backed debt financing will be utilized to address the funding gap of $1.075 to $1.175 billion. The project's toll revenue is projected to exceed $6.6 billion over the 40-year debt repayment period.

Impact to Budget

Board approval will have the following impacts on the FY25 budget:

FY25 budget for Project 475004 I-105 Express Lanes will increase from $126,112,511 to $173,346,708 (increase of $47,234,197) (Attachment A).

FY25 budget for Project 275004 Roadside Toll Collection System (RTCS) will increase from $2,129,990 to $5,954,183 (increase of $3,824,193) (Attachment G).

Funding for this action comes from Measure M Highway 17% and State grant, which are not eligible for bus and rail operations.

## EQUITY PLATFORM

Along the I-105 corridor, 92% of census tracts within a three-mile radius are EFCs. Within a three-mile radius of segment 1, 72% of census tracts and 75% of the population are in an EFC.

As described earlier, equity has been incorporated through an equity assessment for Segment 1 that identified potential projects that could be funded with future net toll revenue.

The CM/GC Contractor, Flatiron-Myers, JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction. The current level of DBE participation is 11.88%, representing a 0.52% shortfall. FMJV has a shortfall mitigation plan on file and contends that the shortfall is due to the timing of subcontractor work during the Pre-Construction phase. FMJV is projecting to achieve its DBE commitment by December 2024, for Phase 1. In addition, the segment 1 construction contract includes a DBE goal of 19%, with staff monitoring the construction contract to ensure compliance with the established goals. The Project Labor Agreement/Construction Careers Policy is applicable on the Phase 2-Construction portion of this contract Finally, the segment 2/3 equity assessment is expected to begin in early 2025.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to travel less by increasing regional highway capacity and offering travelers on the corridor a new, faster, more reliable, and more convenient travel mode alternative.
- Goal 2: Deliver outstanding trip experiences for all transportation system users by improving trip times and travel speeds for Express Lanes and general-purpose lanes.
- Goal 4: Transforming LA County through regional collaboration and national leadership by strengthening Metro's relationships with Caltrans, the Federal Highway Administration, Los Angeles County, local cities/jurisdictions, and other agencies.

## ALTERNATIVES CONSIDERED

One alternative is for the Board not to approve the recommended actions for the I-105 Express Lanes CM/GC Project. However, staff does not recommend this alternative for several critical reasons.

First, failing to establish the IWP1 LOP and authorize the related project agreements would significantly delay the Project's timeline. Such delays would jeopardize the $150,000,000 in funding awarded under the Solutions for Congested Corridors Program (SCCP), which is crucial for the Project's financial viability.

Second, choosing not to proceed with the CM/GC contract would forfeit the key benefits of early contractor involvement. This involvement is essential for managing costs and ensuring the timely implementation of toll collection infrastructure. Without it, the Project may experience delays in generating anticipated toll revenue and achieving the expected operational improvements.

If the financial close of the TIFIA loan and toll-backed debt financing is not achieved by December 2025, it may become necessary to utilize I-110 Express Lanes toll revenue for interim funding. This would ensure that Segment 1 construction continues without interruption until the debt financing is finalized. Once the TIFIA or toll-backed financing is secured, funds from the I-110 toll revenues will be reimbursed. This action, if warranted, will require Metro Board consideration and approval before implementation.

## NEXT STEPS

Upon approval by the Board, staff will complete executing the Segment 1 IWP 1 contract modification and proceed with CM/GC construction for Segment 1. Staff will also continue developing Segments 2 and 3 and return to the Board to amend the LOP budget in Fall 2025. In addition, the Segment 2 and 3 equity assessment will begin in early 2025.

## ATTACHMENTS

Attachment A - IWP Funding and Expenditure Table
Attachment B - Procurement Summary
Attachment C - Equity Assessment Prioritized List of Projects
Attachment D - I-105 Express Lanes Segment 1 Equity Assessment Executive Summary
Attachment E - Contract Modification/Change Order Log
Attachment F - DEOD Summary (CM/GC Contract)
Attachment G - RTCS LOP

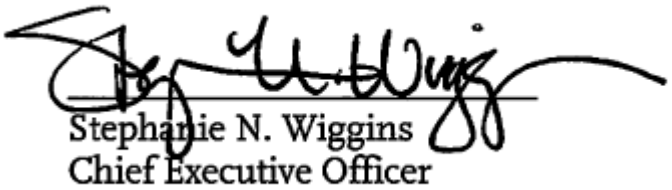
Prepared by:

Manuel Gurrola, Director, Program Management (213) 922-8889
James Wei, Executive Officer, Program Management (213) 922-7528
Philbert Wong, Senior Director, Shared Mobility (213) 418-3137
Mat Antonelli. Deputy Chief Program Management Officer, (213) 893-7114
Mark Linsenmayer, Executive Officer, Shared Mobility (213) 922-5569

Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility (213) 922-3061
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer (213) 922-4471

Reviewed by:

Timothy Lindholm, Chief Program Management Officer (213) 922-7297
Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

**EXPENDITURE and FUNDING PLAN**

**I-105 Express Lanes Project 475004 - Identified Work Package 1 (IWP 1)**

| **Uses of Funds** | | | **IWP 1 Budget Allocation by Fiscal Year** | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Work Package** | **Precon Budget** | **IWP 1 Budget** | **FY25** | **FY26** | **FY27** | **FY28** | **FY29** | **Total (Precon + IWP 1)** |
| PS&E | $ 96,049,538 | $ 27,400,000 | $ 25,285,714 | $ 2,114,286 | $ - | $ - | $ - | $ 123,449,538 |
| ROW | $ 3,000,000 | $ 17,660,000 | $ 1,260,000 | $ 11,160,000 | $ 4,160,000 | $ 1,080,000 | $ - | $ 20,660,000 |
| Utilities | $ 6,000,000 | $ 3,591,000 | $ 346,000 | $ 1,890,000 | $ 1,155,000 | $ 200,000 | $ - | $ 9,591,000 |
| Agency Labor Cost | $ 7,300,000 | $ 14,195,781 | $ 3,853,887 | $ 5,455,752 | $ 3,819,026 | $ 1,067,116 | $ - | $ 21,495,781 |
| Construction Capital | | $ 389,126,960 | $ 95,725,232 | $ 160,320,308 | $ 107,009,914 | $ 26,071,506 | $ - | $ 389,126,960 |
| Construction Support | | $ 62,064,176 | $ 14,838,169 | $ 22,476,609 | $ 17,150,650 | $ 6,876,660 | $ 722,088 | $ 62,064,176 |
| Contingency | $ 7,042,000 | $ 124,110,762 | $ 32,037,706 | $ 50,386,319 | $ 33,287,490 | $ 8,327,038 | $ 72,209 | $ 131,152,762 |
| **Total Project Estimate** | **$ 119,391,538** | **$ 638,148,679** | **$ 173,346,708** | **$ 253,803,273** | **$ 166,582,081** | **$ 43,622,320** | **$ 794,297** | **$ 757,540,217** |

**Source of Funds**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Toll-backed Debt Obligations** | **$ -** | **$ 442,695,877** | **$ -** | **$ 236,583,322** | **$ 162,763,054** | **$ 42,555,204** | **$ 794,297** | **$ 442,695,877** |
| **Local Revenue (Measure M)** | **$ 119,391,538** | **$ 45,452,802** | **$ 30,745,601** | **$ 9,821,059** | **$ 3,819,026** | **$ 1,067,116** | **$ -** | **$ 164,844,340** |
| **State Revenue** | **$ -** | **$ 150,000,000** | **$ 142,601,107** | **$ 7,398,893** | **$ -** | **$ -** | **$ -** | **$ 150,000,000** |
| **TOTAL SOURCE** | **$ 119,391,538** | **$ 638,148,679** | **$ 173,346,708** | **$ 253,803,273** | **$ 166,582,081** | **$ 43,622,320** | **$ 794,297** | **$ 757,540,217** |

## PROCUREMENT SUMMARY

## I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR/PS84667000

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: PS84667000 | | | |
| **2.** | **Contractor**: Flatiron-Myers, a Joint Venture | | | |
| **3.** | **Mod. Work Description**: Identified Works Package 1 (Phase 2) | | | |
| **4.** | **Contract Work Description**: Segment 1 - ExpressLanes Construction/Installation | | | |
| **5.** | **The following data is current as of**: October 10, 2024 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 8/25/2022 | **Contract Award Amount:** | $7,997,461 |
| | **Notice to Proceed (NTP):** | 11/10/2022 | **Total of Modifications Approved:** | $0.00 |
| | **Original Complete Date:** | 5/10/2025 | **Pending Modifications (including this action):** | $389,126,962 |
| | **Current Est. Complete Date:** | 5/10/2025 | **Current Contract Value (with this action):** | $397,124,423 |
| | | | | |
| **7.** | **Contract Administrator**: Victor Zepeda | | **Telephone Number**: 213.922.1458 | |
| **8.** | **Project Manager**: James Wei | | **Telephone Number**: 213.922.7528 | |

## A. Procurement Background

This Board Action is to approve Contract Modification No. 3 that implements the conversion of the I-105 Freeway High Occupancy Vehicle (HOV) lanes to ExpressLanes. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On August 25, 2022, the Board approved an alternative delivery contract, Construction Manager/General Contractor (CM/GC), Contract No. PS84667000 (File #2022-0442) with Flatiron-Meyers, a Joint Venture. The initial contract award for pre-construction services (CM phase) was $7,997,461 for a period of performance of 30 months. The GC phase of this contract is the conversion of the HOV lanes to ExpressLanes.

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

## B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations. Staff conducted multiple rounds of negotiations with the contractor for this Identified Work Package 1. Through the CM/GC process, Metro and contractor identified key areas to reduce costs such as: reducing indirect costs, alternative work efficiencies, type of retaining walls, median construction elements, overhead sign structures, and use of current K-rail versus new higher cost K-rail.

| Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|
| $548,020,093 | $424,194,333 | **$389,126,962** |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 38 | FLM Improvements near Metro C Line Hawthorne/Lennox Station | Implement active transportation infrastructure improvements within 1 mile of the station and enhance transfer/station experience (add protected bike lanes and raised medians near station entrances). | Active Transportation | First/Last Mile | Multi-Jurisdictional | $$$ ($10M -$14.9M) | CBO | 90250, 90303, 90304 | High |
| 39 | FLM Improvements near Metro C Line Crenshaw Blvd Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | Multi-Jurisdictional | $$ ($5M-$9.9M) | Technical Team | 90250, 90303 | High |
| 40 | FLM Improvements near Metro C Line Vermont Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | Multi-Jurisdictional | $$ ($5M-$9.9M) | CBO | 90044, 90047, 90061 | High |
| 41 | FLM Improvements near Metro C Line Harbor Freeway Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | Multi-Jurisdictional | $$ ($5M-$9.9M) | LADOT | 90044, 90061 | High |
| 42 | FLM Improvements near Metro C Line Avalon Station | Implement active transportation infrastructure improvements within 1 mile of the station and enhance transfer/station experience (add protected bike lanes and raised medians near station entrances). | Active Transportation | First/Last Mile | Multi-Jurisdictional | $$$ ($10M -$14.9M) | CBO | 90059, 90061 | High |
| 43 | FLM Improvements near Metro C Line Willowbrook/Rosa Parks Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | Multi-Jurisdictional | $$ ($5M-$9.9M) | LA County Ped Plan | 90059, 90222, 90262 | High |
| 44 | FLM Improvements near Metro C Line Long Beach Boulevard Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | Lynwood | $$ ($5M-$9.9M) | LA County Ped Plan | 90262 | High |
| 45 | South LA Pedestrian Improvements | Add curb extensions, leading pedestrian intervals, pedestrian refuge islands, high visibility crosswalks, and increased lighting at the following intersections: Manchester/Normandie, Manchester/Vermont, Century/Avalon, Manchester/Figueroa, and Manchester/Broadway. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $$ ($5M-$9.9M) | LADOT | 90001, 90002, 90003, 90044 | High |
| 46 | Inglewood/Lennox Pedestrian Improvements | Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage. | Active Transportation | Pedestrian Improvements | Multi-Jurisdictional | $$$ ($10M -$14.9M) | Metro ATSP | 90301, 90302, 90303, 90304, 90305 | High |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 51 | Willowbrook/West Rancho Dominguez Pedestrian Improvements | Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage, including projects from Willowbrook TOD Specific Plan. | Active Transportation | Pedestrian Improvements | Unincorporated LA County | $$$ ($10M -$14.9M) | LA County Ped and TOD Plan | 90059, 90061, 90220, 90222, 90248, 90262 | High |
| 72 | Hawthorne Blvd On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with ped push buttons, and signage to improve pedestrian visibility at I-105 exits and entrances. | Active Transportation | Pedestrian Improvements | Multi-Jurisdictional | $ (< $4.9M) | CBO | 90250, 90303, 90304 | High |
| 79 | Hawthorne/Lennox Station Mobility Hub | Improve multimodal connectivity and transportation options. | Active Transportation | First/Last Mile | Hawthorne | $$$$ ($15M-$19.9M) | Caltrans | 90250, 90303, 90304 | High |
| 80 | Downtown Inglewood Station Mobility Hub | Improve multimodal connectivity and transportation options. | Active Transportation | First/Last Mile | Inglewood | $$$$ ($15M-$19.9M) | Technical Team | 90301, 90302 | High |
| 81 | Harbor Freeway Station Mobility Hub | Improve multimodal connectivity and transportation options. | Active Transportation | First/Last Mile | City of Los Angeles | $$$$ ($15M-$19.9M) | Technical Team | 90044, 90061 | High |
| 82 | South LA FLM Bikeshare | Install bikeshare docks near transit stations in areas with protected facilities and dedicated lanes near C Line Stations. | Active Transportation | First/Last Mile | City of Los Angeles | $$$$ ($15M-$19.9M) | Inglewood Active Transportation Plan | 90001, 90002, 90003, 90044, 90047, 90059, 90061, 90255, 90262, 90280 | High |
| 83 | South LA Bike Infrastructure Upgrades | Improve safety for cyclists by upgrading existing Class II and III facilities to buffered/protected bike lanes. | Active Transportation | Bikeway | City of Los Angeles | $$$$ ($15M-$19.9M) | Technical Team | 90001, 90002, 90003, 90044, 90047, 90059, 90061 | High |
| 84 | South LA Bike Network Gap Closures | Improve safety and connectivity for cyclists by filling in gaps in the existing bike network through neighborhood Class II and III connections. | Active Transportation | Bikeway | City of Los Angeles | $$$ ($10M -$14.9M) | Technical Team | 90001, 90002, 90003, 90043, 90044, 90047, 90059, 90061, 90247, 90248, 90249, 90262, 90280, 90303, 90305 | High |
| 88 | Imperial Hwy Class IV Bike Lane | Add Class IV bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$$ (> $20M) | Technical Team | 90044, 90045, 90047, 90059, 90061, 90222, 90245, 90250, 90262, 90280, 90303, 90304 | High |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 89 | Redondo Beach Blvd/Compton Blvd Class IV Bike Lane | Add Class IV bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$$ (> $20M) | Existing Plan | 90059, 90220, 90221, 90222, 90247, 90248, 90249, 90260, 90504, 90506, 90746 | High |
| 97 | South LA Commercial Corridor Public Space Improvements | Add parklets, public space improvements, play streets, trees, etc. on commercial corridors S Vermont Ave, Manchester Ave, S Hoover St, S Van Ness Ave, and S Figueroa St. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $$ ($5M-$9.9M) | Metro ATSP | 90003, 90043, 90044, 90047, 90061, 90247, 90250, 90303, 90305 | High |
| 107 | Safe Routes for Seniors West Rancho Dominguez | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90059, 90061 | High |
| 109 | Safe Routes for Seniors Alondra Park | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90260 | High |
| 110 | Safe Routes for Seniors Lawndale | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Lawndale | $ (< $4.9M) | Technical Team | 90260, 90278 | High |
| 113 | Safe Routes for Seniors South Gate | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | South Gate | $ (< $4.9M) | Technical Team | 90280 | High |
| 114 | Safe Routes for Seniors Inglewood | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Inglewood | $ (< $4.9M) | Technical Team | 90302 | High |
| 153 | Central Ave Class IV Bike | Add Class IV bikeways. | Active Transportation | Bikeway | City of Los Angeles | $$$$$ (> $20M) | LADOT Mobility Plan 2035 | 90059, 90222, 90220, 90002, 90001, 90003, 90746 | High |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 154 | Avalon Blvd Improvements | The project scope consists of vision zero elements by installing curb extensions, pedestrian islands, bus boarding islands, and protected bike lanes. | Active Transportation | Bikeway | City of Los Angeles | $$$$$ (> $20M) | Metro ATSP | 90059, 90220, 90002, 90001, 90003, 90248, 90746, 90061 | High |
| 155 | FLM Improvements near Metro C Line 103rd St / Watts Towers Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | City of Los Angeles | $$$ ($10M -$14.9M) | Technical Team | 90280, 90059, 90262, 90002 | High |
| 156 | FLM Improvements near Metro C Line Downtown Inglewood Station | Implement active transportation infrastructure improvements within 1 mile of the station. | Active Transportation | First/Last Mile | Inglewood | $$$ ($10M -$14.9M) | Technical Team | 90305, 90301, 90302 | High |
| 157 | Stress Free Connections: Watt | Aims to improve pedestrian and bicyclist safety and connectivity, enable safer and more accessible travel across neighborhoods, aligning with the Neighborhood Enhanced Network and promoting walking and biking while reducing vehicle miles traveled. | Active Transportation | Complete Streets | City of Los Angeles | $$$$ ($15M-$19.9M) | LADOT | 90280, 90059, 90262, 90002 | High |
| 159 | Hoover Street Safety Improvements | Install bike lanes from MLK Blvd to 120th St. | Active Transportation | Safety | City of Los Angeles | $$$$$ (> $20M) | LADOT | 90003, 90044, 90047, 90061, 90247 | High |
| 47 | Hawthorne Pedestrian Improvements | Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage. | Active Transportation | Pedestrian Improvements | Hawthorne | $$$ ($10M -$14.9M) | Metro ATSP | 90250 | Medium |
| 48 | South Vermont Pedestrian Improvements | Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $$$ ($10M -$14.9M) | Metro ATSP | 90044, 90047 | Medium |
| 49 | Compton Pedestrian Improvements | Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage. | Active Transportation | Pedestrian Improvements | Compton | $$$ ($10M -$14.9M) | Metro ATSP | 90220, 90221, 90222 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 50 | Lynwood/South Gate Pedestrian Improvements | Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage. | Active Transportation | Pedestrian Improvements | Multi-Jurisdictional | $$$ ($10M -$14.9M) | Metro ATSP | 90262, 90280 | Medium |
| 52 | Florence Firestone Pedestrian Improvements | Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage. | Active Transportation | Pedestrian Improvements | Unincorporated LA County | $$$ ($10M -$14.9M) | LA County Ped Plan/Metro ATSP | 90001, 90002, 90255, 90280 | Medium |
| 53 | Westmont/West Athens Pedestrian Improvements | Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage, including projects from the Westmont/West Athens Community Pedestrian Plan | Active Transportation | Pedestrian Improvements | Unincorporated LA County | $$$ ($10M -$14.9M) | Metro ATSP | 90044, 90047, 90247, 90249, 90250, 90303 | Medium |
| 70 | Central Ave On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks and signage to improve pedestrian visibility at I-105 exits and entrances. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $ (< $4.9M) | CBO | 90059 | Medium |
| 71 | Crenshaw Blvd On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with pedestrian push buttons, and signage to improve pedestrian visibility at I-105 exits and entrances. | Active Transportation | Pedestrian Improvements | Hawthorne | $ (< $4.9M) | Technical Team | 90250, 90303 | Medium |
| 73 | Hoover St On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks and ADA upgrades to improve pedestrian visibility and accessibility at the I-105 entrance. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $ (< $4.9M) | Metro ATSP | 90044, 90061 | Medium |
| 74 | Imperial Hwy/Prairie Ave On-/Off-Ramp Pedestrian Crossing Improvements | Add continental crosswalks, ADA curb ramps, and signage to improve pedestrian visibility and accessbility at I-105 exits and entrances. | Active Transportation | Pedestrian Improvements | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90250, 90303, 90304 | Medium |
| 75 | La Cienega Blvd/Aviation Blvd On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks and ADA curb ramps to improve pedestrian visibility and accessibility at the I-105 exit. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $ (< $4.9M) | Technical Team | 90045, 90245, 90250, 90304 | Medium |
| 76 | Nash Street/LAX Alt On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks to improve pedestrian visibility at the I-105 exit. | Active Transportation | Pedestrian Improvements | El Segundo | $ (< $4.9M) | Technical Team | 90045, 90245 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 77 | Vermont Ave On-/Off-ramp Pedestrian Crossing Improvements | Add ADA upgrades at I-105 entrances and exits to improve accessibility. | Active Transportation | Pedestrian Improvements | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90044, 90047, 90061 | Medium |
| 78 | Wilmington Ave/Imperial Hwy On-/Off-ramp Pedestrian Crossing Improvements | Add continental crosswalks to improve pedestrian visibility at I-105 exits and entrances. | Active Transportation | Pedestrian Improvements | City of Los Angeles | $ (< $4.9M) | Technical Team | 90059, 90222, 90262 | Medium |
| 85 | City of Inglewood Bikeways | Short-term prioritized bikeways from Inglewood Active Transportation Plan. Ranges from Class II to IV. | Active Transportation | Bikeway | Inglewood | $$ ($5M-$9.9M) | Inglewood Active Transportation Plan | 90043, 90045, 90250, 90301, 90302, 90303, 90304, 90305 | Medium |
| 86 | Vermont Ave Class IV Bike Lane | Add Class IV bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$$ (> $20M) | Metro ATSP | 90003, 90044, 90047, 90061, 90247, 90248, 90249 | Medium |
| 87 | Manchester Ave/Firestone Blvd Class IV Bike Lane | Add Class IV bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$$ (> $20M) | Metro ATSP | 90001, 90002, 90003, 90044, 90045, 90047, 90301, 90302, 90305 | Medium |
| 94 | Downtown Inglewood Public Space Improvements | Add parklets, public space improvements, play streets, trees, etc. on Market Street between Florence Ave and Hillcrest Blvd. | Active Transportation | Pedestrian Improvements | Inglewood | $$ ($5M-$9.9M) | Technical Team | 90301, 90302, 90305 | Medium |
| 95 | Downtown Compton Public Space Improvements | Compton Boulevard between Acacia Avenue and Santa Fe Avenue public space improvements; add parklets, play streets, trees, widen sidewalks | Active Transportation | Pedestrian Improvements | Compton | $$ ($5M-$9.9M) | Technical Team | 90220, 90221, 90222 | Medium |
| 96 | Tweedy Blvd Public Space Improvements | Add parklets, public space improvements, play streets, trees, etc. on Tweedy Blvd | Active Transportation | Pedestrian Improvements | South Gate | $$ ($5M-$9.9M) | Technical Team | 90002, 90262, 90280 | Medium |
| 98 | Aviation Blvd Greenway | Add greenway and public space to Aviation Blvd within walkshed of Aviation/LAX C Line Station. Pedestrian bridge over Imperial Highway connecting LAX to Aviation/LAX C Line Station. | Active Transportation | Pedestrian Improvements | El Segundo | $$$ ($10M -$14.9M) | Tehnical Team | 90045, 90245, 90250, 90304 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 99 | Safe Routes to School West Rancho Dominguez | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90059, 90061, 90220, 90248 | Medium |
| 100 | Safe Routes to School Compton | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | Compton | $ (< $4.9M) | Technical Team | 90220, 90221 | Medium |
| 101 | Safe Routes to School West Athens Westmont | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | Unincorporated LA County | $ (< $4.9M) | LADOT | 90044, 90047 | Medium |
| 102 | Safe Routes to School Florence Firestone | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90001 | Medium |
| 103 | Safe Routes to School South Los Angeles - I-110 | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | City of Los Angeles | $$ ($5M-$9.9M) | Technical Team | 90003, 90044, 90061 | Medium |
| 104 | Safe Routes to School South Los Angeles | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | City of Los Angeles | $$ ($5M-$9.9M) | LADOT | 90001, 90002, 90003, 90044, 90059 | Medium |
| 105 | Safe Routes to School South Los Angeles - Manchester Avenue | Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools. | Active Transportation | Safety | City of Los Angeles | $$ ($5M-$9.9M) | Technical Team | 90003, 90044, 90047 | Medium |
| 106 | Safe Routes for Seniors Compton | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Compton | $ (< $4.9M) | Technical Team | 90220, 90221, 90222 | Medium |
| 108 | Safe Routes for Seniors Gardena | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Gardena | $ (< $4.9M) | Technical Team | 90047, 90247, 90249, 90250 | Medium |
| 111 | Safe Routes for Seniors Hawthorne | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Hawthorne | $ (< $4.9M) | Technical Team | 90250, 90260, 90304 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 112 | Safe Routes for Seniors West Athens Westmont | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90044, 90047 | Medium |
| 115 | Safe Routes for Seniors South LA | Implement safety and pedestrian access improvements near senior housing, centers, and services. | Active Transportation | Safety | City of Los Angeles | $$ ($5M-$9.9M) | Technical Team | 90002, 90003, 90059, 90061 | Medium |
| 116 | Hawthorne Blvd Class IV Bike Lane | Add Class IV bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$ ($15M-$19.9M) | Metro ATSP | 90250, 90260, 90301, 90303, 90304 | Medium |
| 117 | Alameda St Class I Bike Path | Add Class IV bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$$ (> $20M) | Metro ATSP | 90001, 90002, 90059, 90220, 90221, 90222, 90255, 90262, 90280 | Medium |
| 90 | Compton Creek Bike Path | Add Class I bikeways. | Active Transportation | Bikeway | Multi-Jurisdictional | $$$$$ (> $20M) | Technical Team | 90059, 90220, 90222 | Low |
| 91 | Micromobility Device Rental Program | Create an e-bike and e-cargo bike rental program as an alternative to bike share. | Active Transportation | VMT Reduction | Multi-Jurisdictional | $$ ($5M-$9.9M) | Technical Team | No Data | Low |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 63 | Hoover St I-105 Underpass Improvements | Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90044, 90061 | High |
| 65 | Main St I-105 Underpass Improvements | Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90061 | High |
| 66 | Manchester Blvd I-110 Underpass Improvements | Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90003, 90044 | High |
| 67 | Rosecrans Ave I-110 Underpass Improvements | Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Pedestrian Improvements | City of Los Angeles | $ (< $4.9M) | Technical Team | 90061, 90247, 90248 | High |
| 68 | Stanford Ave I-105 Underpass Improvements | Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90059, 90061 | High |
| 93 | Universal Basic Mobility | Expand the pilot program (south of Florence Ave) focusing on Metro EFCs. | Roadway/ITS | Other | City of Los Angeles | $$$ ($10M -$14.9M) | LADOT | 90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245 | High |
| 123 | Manchester Ave Intersection Improvements | Implement intersection improvements to reduce collision rates at High accident locations along Manchester Ave between Crenshaw Blvd and Wilmington Ave | Roadway/ITS | Safety | Multi-Jurisdictional | $$$$$ (> $20M) | Technical Team | 90001, 90002, 90003, 90044, 90047, 90255, 90280, 90305 | High |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 124 | Century Blvd Intersection Improvements | Implement intersection improvements to reduce collision rates at High accident locations along Century Blvd between Crenshaw Blvd and Wilmington Ave | Roadway/ITS | Safety | Multi-Jurisdictional | $$$$$ (> $20M) | Technical Team | 90002, 90003, 90044, 90047, 90059, 90061, 90301, 90303, 90305 | High |
| 132 | Rosecrans Ave Signal Synchronization | Multi-jurisdictional signal sychronization along Rosecrans Ave between I-405 and Alameda Street to improve traffic congestion | Roadway/ITS | TSM/ITS/ Operational Improvements | Compton, Gardena, Hawthorne, Unincorporated LA County | $ (< $4.9M) | Technical Team | 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90266, 90278 | High |
| 142 | RIITS Communications Upgrades | Upgrade RIITS communication connection to the local agencies adjacent to the I-105 corridor. | Roadway/ITS | TSM/ITS/ Operational Improvements | Multi-Jurisdictional | $ (< $4.9M) | Metro | 90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245 | High |
| 143 | RIITS Video Distribution | Implement a regional video distribution system for video sharing amongst the local agencies within the I-105 corridor. | Roadway/ITS | TSM/ITS/ Operational Improvements | Multi-Jurisdictional | $ (< $4.9M) | Metro | 90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245 | High |
| 145 | RIITS/ATSAC TMDD | Upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards | Roadway/ITS | TSM/ITS/ Operational Improvements | Multi-Jurisdictional | $ (< $4.9M) | Metro | 90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245 | High |
| 158 | BlueLA Expansion | Expand electric vehicle carshare program to communities disproportionately impacted by the environmental and socio-economic impacts of historical patterns of development | Roadway/ITS | Zero-Emissions | City of Los Angeles | $$$$ ($15M-$19.9M) | LADOT | 90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245 | High |
| 69 | Success Ave I-105 Underpass Improvements | Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90059 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 125 | Imperial Hwy Intersection Improvements | Implement intersection improvements to reduce collision rates at High accident locations along Imperial Hwy between Crenshaw Blvd and Wilmington Ave | Roadway/ITS | Safety | Multi-Jurisdictional | $$$$$ (> $20M) | Technical Team | 90044, 90047, 90059, 90061, 90222, 90250, 90303 | Medium |
| 126 | Vermont Ave Intersection Improvements | Implement intersection improvements to reduce collision rates at High accident locations along Vermont Ave from Manchester Ave to Imperial Hwy | Roadway/ITS | Safety | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90003, 90044, 90047, 90061 | Medium |
| 127 | Figueroa St Intersection Improvements | Implement intersection improvements to reduce collision rates at High accident locations along Figueroa St from Manchester Ave to Imperial Hwy | Roadway/ITS | Safety | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90003, 90044, 90061 | Medium |
| 128 | Broadway Intersection Improvements | Implement intersection improvements to reduce collision rates at High accident locations along Broadway from Manchester Ave to Imperial Hwy | Roadway/ITS | Safety | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90003, 90044, 90061 | Medium |
| 129 | Alameda Street State of Good Repair from Elm St to Fernwood Ave | Resurface Alameda Street to improve safety | Roadway/ITS | State of Good Repair | Multi-Jurisdictional | $$$$ ($15M-$19.9M) | Technical Team | 90002, 90059, 90220, 90221, 90222, 90262, 90280 | Medium |
| 133 | Redondo Beach Blvd / Compton Ave Signal Synchronization | Multi-jurisdictional signal synchronization along Redondo Beach Blvd and Compton Blvd to improve traffic congestion (Prairie Ave to Woodruff) | Roadway/ITS | TSM/ITS/ Operational Improvements | Compton, Gardena, and Unincorporated LA County | $$ ($5M-$9.9M) | Technical Team | 90059, 90220, 90221, 90222, 90247, 90248, 90249, 90260, 90504, 90506, 90746 | Medium |
| 135 | Imperial Hwy/Long Beach Blvd Intersection Improvement | Westbound - add second left-turn lane. Add left turn lane on WB approach | Roadway/ITS | Arterial Corridor Improvements | Lynwood | $$$ ($10M -$14.9M) | Technical Team | 90262, 90280 | Medium |
| 136 | Firestone Blvd Hot Spot Intersection Improvements | Intersection improvements along Firestone Blvd in unincorporated LA County and South Gate. (S Alameda St to Madison Ave) | Roadway/ITS | Arterial Corridor Improvements | South Gate | $$$$ ($15M-$19.9M) | Technical Team | 90001, 90002, 90255, 90280 | Medium |
| 138 | S Main Street Green Street Project | Implement beautification and landscaping strategies along Main Street between 121st Street to El Segundo Boulevard | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90061 | Medium |
| 139 | San Pedro Street Green Street Project | Implement beautification and landscaping strategies along San Pedro Street between Rosecrans Avenue to Avalon Boulevard | Roadway/ITS | Complete Streets | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90059, 90061, 90220, 90248, 90746 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 140 | Alameda Street Green Street Project | Implement beautification and landscaping strategies along Alameda Street between Rosecrans Avenue to Firestone Boulevard | Roadway/ITS | Complete Streets | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90001, 90002, 90059, 90220, 90221, 90222, 90255, 90262, 90280 | Medium |
| 54 | 108th St 110 Underpass Improvements | Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90003, 90044, 90061 | Medium |
| 55 | 92nd St 110 Underpass Improvements | Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90003, 90044 | Medium |
| 56 | Alameda St I-105 Underpass Improvements | Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | Lynwood | $ (< $4.9M) | Technical Team | 90059, 90222, 90262 | Medium |
| 58 | Central Ave I-105 Underpass Improvements | Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | Unincorporated LA County | $ (< $4.9M) | Technical Team | 90059 | Medium |
| 59 | Century Blvd I-110 Underpass Improvements | Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90003, 90044, 90061 | Medium |
| 60 | Colden Ave I-110 Underpass Improvements | Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping. | Roadway/ITS | Complete Streets | City of Los Angeles | $ (< $4.9M) | Technical Team | 90003, 90044 | Low |
| 130 | Manchester Ave/Vermont Ave Pedestrian Bridge | New pedestrian bridge where there are Higher number of active transportation collusions. Vermont Ave and Manchester Ave | Roadway/ITS | Pedestrian Improvements | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90003, 90044, 90047 | Low |
| 137 | I-105 Integrated Corridor Management Phase 2 | Extend the current I-105 ICM project to the east between I-110 and I-710 along I-105. | Roadway/ITS | Arterial Corridor Improvements | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90002, 90003, 90044, 90059, 90061, 90222, 90248, 90262, 90280 | Low |
| 141 | Network Communications Upgrades for ATSAC | Upgrade communications to the intersections within the City of Los Angeles for enhanced connections to ATSAC. | Roadway/ITS | TSM/ITS/ Operational Improvements | City of Los Angeles | $ (< $4.9M) | Metro Shared Mobility | 90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245 | Low |
| 144 | I-105 Corridor Signal Performance Measures | Implement signal performance measures at intersections adjacent to the I-105 corridor | Roadway/ITS | TSM/ITS/ Operational Improvements | Multi-Jurisdictional | $ (< $4.9M) | Metro Shared Mobility | 90059, 90047, 90303, 90247, 90249, 90061, 90044, 90304, 90250, 90045, 90245 | Low |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 3 | Harbor Freeway Transit Center and Facilities Improvements Project | Convert a section of the existing parking lot at the Harbor Freeway Station to be a Transit Center, as well as implement station facilities and grounds improvements (e.g., improved station lighting, improved pedestrian access and wayfinding, and pedestrian, bicycle and micromobility amenities, etc.) | Transit | Rail | Unincorporated LA County | $$$$$ (> $20M) | Technical Team | 90061 | High |
| 5 | Vermont Transit Corridor Project | Funding for Vermont Transit Corridor Project north of 120th St | Transit | BRT | City of Los Angeles | $$$$$ (> $20M) | Measure M Expediture Plan | 90003, 90044, 90047, 90061, 90247 | High |
| 7 | Broadway BRT | Funding for BRT on Broadway within the project area from W 75th St to Harbor Fwy Station. | Transit | BRT | City of Los Angeles | $$$$$ (> $20M) | Metro's BRT Vision & Principles Study | 90003, 90044, 90061 | High |
| 8 | Sepulveda BRT | Funding for center-running BRT on Sepulveda Blvd within the project area from W 80th St to LAX. | Transit | BRT | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90045 | High |
| 10 | Century Blvd Bus Priority Corridor | Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Century Blvd between Van Ness and Wilmington. | Transit | Bus Infrastructure | Multi-Jurisdictional | $$$$$ (> $20M) | Technical Team | 90002, 90003, 90044, 90045, 90047, 90059, 90061, 90301, 90303, 90304, 90305 | High |
| 12 | Firestone/Manchester Blvd Bus Priority Corridor | Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Firestone Blvd/Manchester Blvd. | Transit | Bus Infrastructure | Multi-Jurisdictional | $$$$$ (> $20M) | Long Beach-East Los Angeles Corridor Mobility Investment Plan | 90001, 90002, 90003, 90043, 90044, 90045, 90047, 90255, 90280, 90301, 90302, 90305 | High |
| 13 | Bus Stop Shelters/Amenities - Unincorporated Lennox, West Athens-Westmont, Florence-Firestone and Willowbrook | Install up to 113 shelters and other amenities at existing bus stops without shelters within the project area in unincorporated LA County neighborhoods of Lennox, West Athens-Westmont, Florence-Firestone, and WilLowbrook. | Transit | Bus Infrastructure | Unincorporated LA County | $$$$ ($15M-$19.9M) | Technical Team | 90001, 90002, 90044, 90045, 90047, 90059, 90222, 90247, 90249, 90250, 90255, 90262, 90280, 90303, 90304 | High |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 16 | Bus Stop Shelters/Amenities - COLA CD 15 | Install up to 80 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 15. | Transit | Bus Infrastructure | City of Los Angeles | $$$ ($10M -$14.9M) | Technical Team | 90002, 90044, 90059, 90061, 90247, 90248, 90262, 90280 | High |
| 18 | Bus Stop Shelters/Amenities - Hawthorne | Install up to 86 shelters and other amenities at existing bus stops without shelters within the project area in the City of Hawthorne. | Transit | Bus Infrastructure | Hawthorne | $$$ ($10M -$14.9M) | Technical Team | 90045, 90047, 90245, 90249, 90250, 90260, 90261, 90266, 90278, 90303, 90304 | High |
| 26 | GTrans Bus Electrification and Charging Facilities | Electrification of GTrans buses and construction of charging facilities. | Transit | Zero-Emissions | Multi-Jurisdictional | $$$$$ (> $20M) | Gtrans | 90044, 90045, 90047, 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90262, 90266, 90278, 90301, 90303, 90304, 90305, 90504, 90506, 90746 | High |
| 27 | Metro Bus Electrification | Electrification of Metro buses. | Transit | Zero-Emissions | Multi-Jurisdictional | $$$$$ (> $20M) | Metro | 90001, 90002, 90003, 90043, 90044, 90045, 90047, 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90255, 90260, 90261, 90262, 90266, 90278, 90280, 90301, 90302, 90303, 90304, 90305, 90504, 90506, 90746 | High |
| 28 | Torrance Transit Electrification | Electrification of Torrance Transit buses. | Transit | Zero-Emissions | Multi-Jurisdictional | $$$ ($10M -$14.9M) | Torrance | 90003, 90044, 90045, 90047, 90061, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90266, 90278, 90301, 90302, 90303, 90304, 90305, 90504, 90506 | High |
| 36 | Access Services Cutaway Paratransit Vehicle Electrification | Replace cutaway paratransit buses with zero-emissions vehicles. | Transit | Zero-Emissions | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90247, 90248 | High |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 146 | Metro C Line Improvements | Add signage, sound enclosures, and lighting at Metro C Line stations and make improvements to increase rail frequency. | Transit | Rail | Multi-Jurisdictional | $$$$$ (> $20M) | CBO | 90059, 90222, 90262, 90047, 90303, 90061, 90044, 90260, 90304, 90250, 90278, 90045, 90266, 90261, 90245 | High |
| 149 | Metro Bus 115 Service Frequency Improvements | Increase bus frequency on Manchester/Firestone. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Metro Service Planning | 90280, 90255, 90002, 90001, 90003, 90044, 90045, 90047, 90301, 90302, 90305 | High |
| 150 | Metro Bus 232 Service Frequency Improvements | Increase bus frequency on Sepulveda Blvd. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Metro Service Planning | 90045, 90266, 90245 | High |
| 152 | Metro J Line Service Frequency Improvements | Increase bus frequency on Metro's J Line. | Transit | Bus Service | Multi-Jurisdictional | $$$ ($10M -$14.9M) | Metro Service Planning | 90003, 90248, 90061, 90044, 90247 | High |
| 160 | Metro Bus 48 Service Frequency Improvements | Increase bus frequency on Avalon and Main. | Transit | Rail | Multi-Jurisdictional | $ (< $4.9M) | Metro Service Planning | 90059, 90220, 90002, 90001, 90003, 90248, 90746, 90061 | High |
| 161 | Metro Bus 206 Service Frequency Improvements | Increase bus frequency on Vermont | Transit | Rail | Multi-Jurisdictional | $ (< $4.9M) | Metro Service Planning | 90003, 90044, 90047, 90061, 90247 | High |
| 6 | Vermont Transit Corridor South Bay Extension | Funding for Vermont Transit Corridor Project south of 120th St | Transit | BRT | City of Los Angeles | $$$$$ (> $20M) | Metro Vermont Transit Corridor South Bay Extension Feasibility Study | 90044, 90061, 90247, 90248, 90249 | Medium |
| 9 | Lincoln BRT | Funding for center-running BRT on Lincoln Blvd within the project area from Westchester Pkwy to LAX. | Transit | BRT | City of Los Angeles | $$$$$ (> $20M) | Measure M Expediture Plan | 90045 | Medium |
| 11 | Crenshaw Blvd Bus Priority Corridor | Bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Crenshaw Blvd. | Transit | Bus Infrastructure | Multi-Jurisdictional | $$$$ ($15M-$19.9M) | Technical Team | 90043, 90047, 90247, 90249, 90250, 90260, 90301, 90302, 90303, 90305, 90504, 90506 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 14 | Bus Stop Shelters/Amenities - COLA CD 8 | Install up to 168 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 8. | Transit | Bus Infrastructure | City of Los Angeles | $$$$$ (> $20M) | Technical Team | 90002, 90003, 90043, 90044, 90047, 90059, 90061, 90301, 90302, 90305 | Medium |
| 15 | Bus Stop Shelters/Amenities - COLA CD 9 | Install up to 54 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 9. | Transit | Bus Infrastructure | City of Los Angeles | $$ ($5M-$9.9M) | Technical Team | 90001, 90002, 90003 | Medium |
| 17 | Bus Stop Shelters/Amenities - Inglewood | Install up to 147 shelters and other amenities at existing bus stops without shelters within the project area in the City of Inglewood. | Transit | Bus Infrastructure | Inglewood | $$$$$ (> $20M) | Technical Team | 90043, 90045, 90047, 90250, 90301, 90302, 90303, 90304, 90305 | Medium |
| 19 | Bus Stop Shelters/Amenities - Compton | Install up to 75 shelters and other amenities at existing bus stops without shelters within the project area in the City of Compton. | Transit | Bus Infrastructure | Compton | $$$ ($10M -$14.9M) | Technical Team | 90059, 90220, 90221, 90222, 90262, 90746 | Medium |
| 20 | GTrans Line 5 Service Frequency Improvements | Increase bus frequency on El Segundo Blvd. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90044, 90045, 90047, 90059, 90061, 90222, 90245, 90247, 90248, 90249, 90250, 90262, 90303, 90304 | Medium |
| 21 | Metro Bus 125 Service Frequency Improvements | Increase bus frequency on Rosecrans Ave. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90262, 90266, 90278 | Medium |
| 22 | Metro Bus 202 Service Frequency Improvements | Increase bus frequency on Willowbrook. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90059, 90220, 90221, 90222, 90262 | Medium |
| 23 | Metro Bus 205 Service Frequency Improvements | Increase bus frequency on Wilmington. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90059, 90220, 90222, 90262 | Medium |
| 24 | Metro Bus 211 Service Frequency Improvements | Increase bus frequency on Prairie Ave. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90045, 90249, 90250, 90260, 90261, 90266, 90278, 90301, 90302, 90303, 90304, 90305, 90506 | Medium |
| 25 | Metro Bus 251 Service Frequency Improvements | Increase bus frequency on California Ave and State St. | Transit | Bus Service | South Gate | $ (< $4.9M) | Technical Team | 90262, 90280 | Medium |

# Attachment C – Equity Assessment Prioritized List of Projects

| ID # | Project Name | Description | Mode | Subtype | Jurisdiction | ROM Range | Origin | Zipcodes(s) | Tiers |
|---|---|---|---|---|---|---|---|---|---|
| 32 | EV Charging Stations at C Line Stations (Repair and New) | Repair existing EV charging stations and install 100 new Level-2 EV charging stations across C Line park-and-ride facilities within the project area. | Transit | Zero-Emissions | Multi-Jurisdictional | $ (< $4.9M) | Technical Team | 90044, 90045, 90047, 90059, 90061, 90222, 90245, 90250, 90262, 90303, 90304 | Medium |
| 134 | A Line and El Segundo Blvd Grade Separation | Raise A Line above El Segundo Blvd | Roadway/ ITS | Arterial Corridor Improvements | Unincorporated LA County | $$$$$ (> $20M) | Technical Team | 90222 | Medium |
| 147 | Metro K Line Service Frequency Improvements | Increase rail frequency on Metro's K Line. | Transit | Rail | Multi-Jurisdictional | $$$$$ (> $20M) | CBO | 90305, 90301, 90043, 90304, 90045, 90302, 90245 | Medium |
| 148 | Metro Bus 45 Service Frequency Improvements | Increase bus frequency on Broadway. | Transit | Bus Service | Multi-Jurisdictional | $ (< $4.9M) | Metro Service Planning | 90003, 90044, 90061 | Medium |
| 151 | Metro A Line Service Frequency Improvements | Increase rail frequency on Metro's A Line. | Transit | Rail | Multi-Jurisdictional | $ (< $4.9M) | CBO | 90001, 90002, 90059, 90220, 90221, 90222, 90262 | Medium |
| 29 | Electric Bus Fast-Charging Stations - Aviation/LAX Station | Install four electric bus fast-charging stations at Aviation/LAX Station. | Transit | Zero-Emissions | City of Los Angeles | $$ ($5M-$9.9M) | Metro Zero Emission Bus Program Master Plan | 90045, 90245, 90250, 90304 | Low |
| 30 | Electric Bus Fast-Charging Stations - Harbor Fwy Station | Install three electric bus fast-charging stations at Harbor Fwy Station. | Transit | Zero-Emissions | City of Los Angeles | $ (< $4.9M) | Metro Zero Emission Bus Program Master Plan | 90044, 90061 | Low |
| 31 | Electric Bus Fast-Charging Stations - WilLowbrook/Rosa Parks Station | Install three electric bus fast-charging stations at WilLowbrook/Rosa Parks Station. | Transit | Zero-Emissions | Unincorporated LA County | $ (< $4.9M) | Metro Zero Emission Bus Program Master Plan | 90059, 90222, 90262 | Low |

# Executive Summary

## Introduction

Metro is planning to ease traffic on Interstate (I)-105 by adding two ExpressLanes in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip reliability, and travel times on I-105. The project will be implemented in three segments. Once Segment 1 is operational, the I-105 ExpressLanes will generate toll revenue, which will include net revenue. Metro reinvests a portion of the net toll revenue in projects in communities within a 3-mile radius of the ExpressLanes with benefit to the ExpressLanes. To plan how to equitably invest the future net toll revenue, Metro is embarking on a unique and first-of-its kind Equity Assessment to identify transportation projects that will further enhance mobility, accessibility, connectivity, and equity for nearby communities as well as all users of the I-105 corridor.

This I-105 ExpressLanes Segment 1 Equity Assessment (Assessment) identifies and prioritizes equity and mobility improvements in the Segment 1 area (the Assessment Area), shown on Figure 1. As part of the process to identify potential mobility improvement projects, Metro facilitated a community participation process for obtaining feedback, incorporated stakeholder and CBO input, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.



*Figure ES-1*

## I-105 ExpressLanes Segment 1 Assessment Area






# Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be targeted toward those with the greatest mobility needs. This I-105 ExpressLanes Segment 1 Equity Assessment provides valuable information that can guide the use of net toll revenue from the future ExpressLanes as a catalyst to positively affect the I-105 corridor communities with particular focus on EFCs.

Metro has been at the forefront of leading equitable transportation planning with the development of and/or Board adoption of the following:

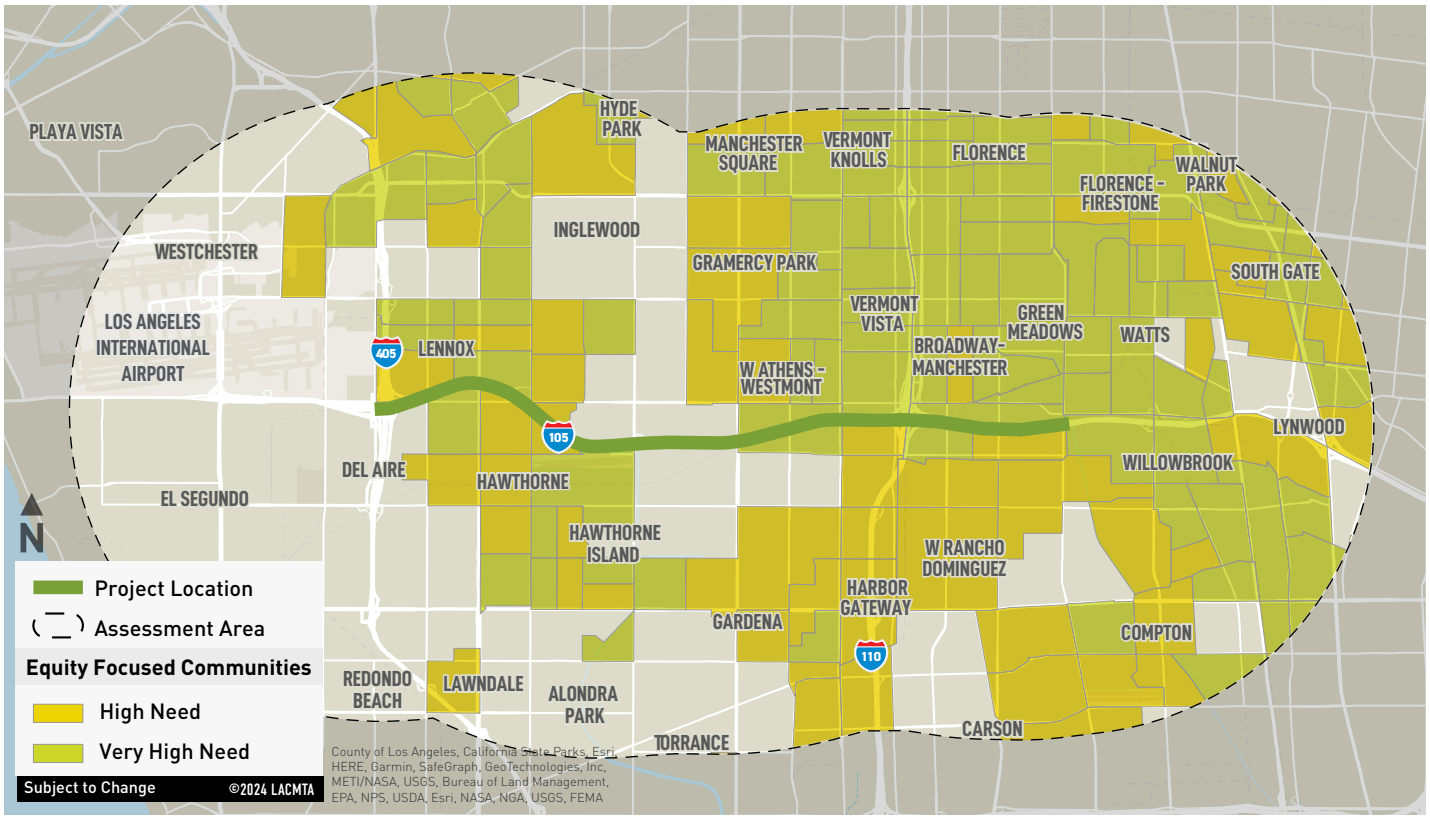
> **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

> **Equity Focus Communities (EFCs):** An analysis that maps where transportation needs are greatest by assessing low-income households, populations of people of color, and households with no access to a car. Figure 2 shows the EFCs within the Assessment Area.

Several of Metro's equity tools have been incorporated into the equity assessment though the goals and evaluation criteria for projects that could be funded with future net toll revenue. These projects are a part of Metro's efforts to achieve a multidimensional, multimodal strategy for improving mobility and equity while fostering social equity, economic vitality, environmental sustainability, improved public health, and access to opportunities.

*Figure ES-2*

**Equity Focused Communities**



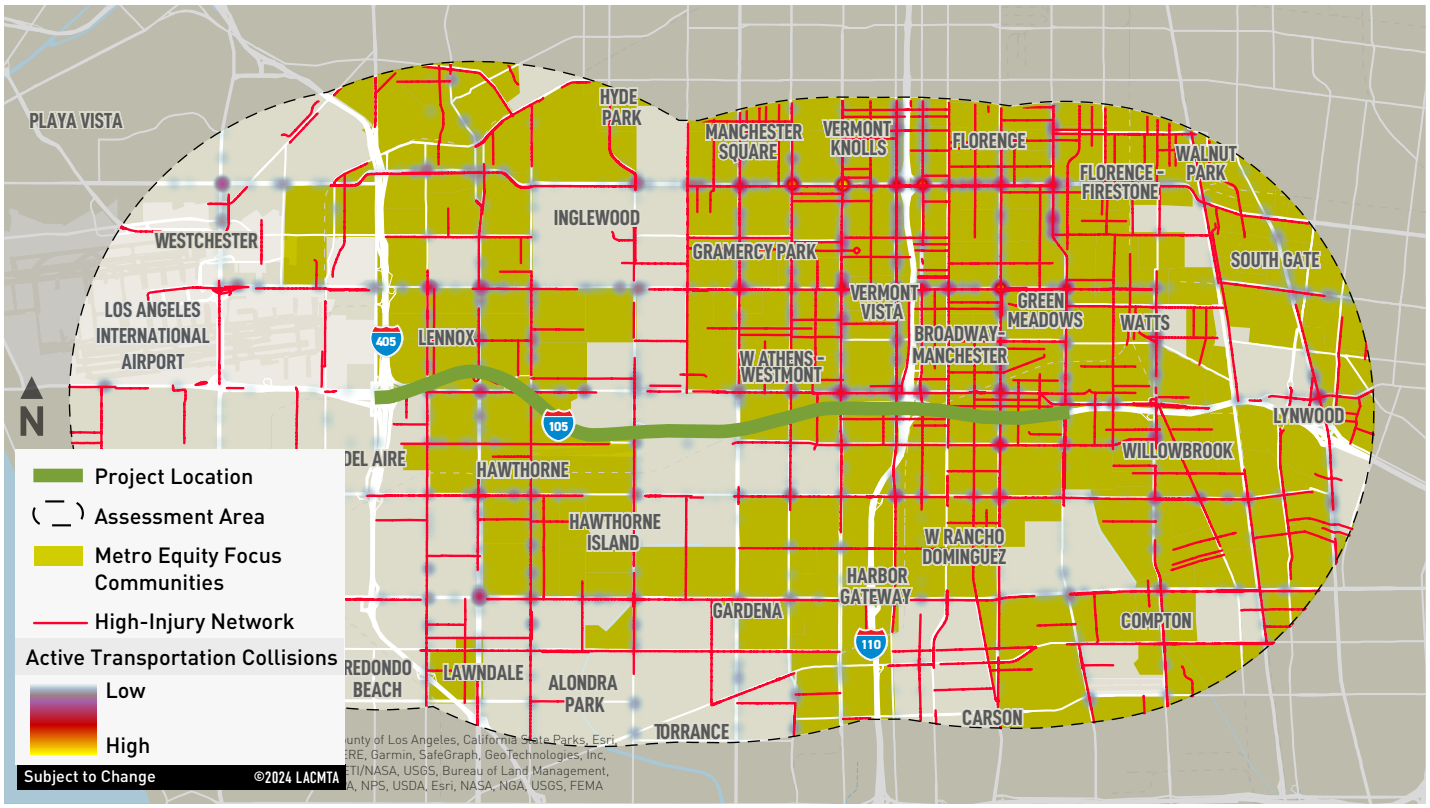
# Existing Conditions

To gain an understanding of the Assessment Area and population, an existing conditions assessment was conducted that focused on demographics, socioeconomics, as well as environmental and transportation data. The existing conditions assessment focused on identifying transportation patterns and disparities in EFCs within the Assessment Area.

The findings reveal communities that are primarily economically disadvantaged, composed of people of color, and with unemployment rates higher than the county average. Households within the area have high living costs, with about half being housing burdened, spending 30% or more of their household income on housing. With almost 10% of the population lacking a household vehicle, safe first/last mile connections are crucial, especially considering the disproportionate concentration of high-injury network corridors in the area. High-injury network corridors consist of roadway segments that account for a disproportionate share of fatal and serious injuries in the region (shown on Figure 3). The findings were critical to the development of the vision statement, project list, evaluation criteria, and recommendations.

*Figure ES-3*

**High Injury Network and Collisions Heat Map**




*Source: Southern California Association of Governments and University of California, Berkeley*

# Community Engagement

Community-driven conversations are essential, but engagement efforts must ensure that community members are left feeling heard and respected. A successful outcome for this Study required a commitment to authentic listening and learning, and meaningful community outreach and engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the processes, the public has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings and events and via partnerships with various local community-based, faith-based, and community development-based organizations.

Metro engaged 16 community-based organizations (CBOs) that represent the communities in the project area to be part of a monthly CBO roundtable meeting. These CBO roundtable meetings allowed the CBOs to provide input on the Assessment's goals, evaluation criteria, and projects. The CBOs also shared project information with community stakeholders through their resources. The CBO roundtable partners also participated in walk audits. Concurrently, Metro participated in multiple pop-up events that engaged nearly 500 people and conducted a travel survey that engaged over 900 people within the Assessment Area.

**COMMUNITY ENGAGEMENT BY THE NUMBERS**

| | |
|---|---|
| **16** | **CBO PARTNERS** |
| **10** | **CBO MEETINGS** |
| **2** | **WALK AUDITS** |
| **478** | **PEOPLE ENGAGED AT POP-UP EVENTS** |
| **922** | **RESPONSES TO THE TRAVEL SURVEY** |
| **2** | **COMMUNITY MEETINGS** |



# Methodology for Identifying and Evaluating Projects

Using an equity lens and input from CBOs, Metro undertook a comprehensive and robust process to identify and evaluate these potential projects. This Equity Assessment consisted of a multistep technical process that identified the list of projects, established goals, project identification criteria, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding.

Projects were identified by reviewing existing studies, field visits, and input from Metro departments and local jurisdictions. The projects were then scored using 5 goals and 14 evaluation criteria metrics, presented in Table 1.

For each of the evaluation criteria listed in Table 1, a project received a score between 1 and 5, with 5 being the best outcome or highest benefits. In cases where quantitative data was not available for a particular evaluation criteria, the scores are a qualitative assessment based on professional judgement of the project team.

In addition, each of the five goals were weighted based on Metro and CBO input. This process resulted in the following weights – Connect People and Places, 25%; Prioritize Equity, 21%; Create Community Value, 20%; Conserve Resources, 17%; and Cost-Effective, 17%.

The project list also incorporates feedback from the broader community. This was done through a survey that allowed the public to suggest changes in prioritization as well as suggest new projects not included in the list. In total, 140 survey responses were received. Projects were scored as high, medium, and low and grouped into three categories consistent with the existing I-10/I-110 ExpressLanes net toll grants – active transportation, transit, and roadway improvements.

**Table ES-1. Goals and Evaluation Criteria**

| GOAL | EVALUATION CRITERIA |
|---|---|
| 1. Connect People and Places | 1.1 Improve and encourage transit, walking, and biking/rolling |
| | 1.2 Improve transportation access and connectivity |
| | 1.3 Reduce congestion by increasing people throughput |
| | 1.4 Make all modes of travel safer |
| 2. Create Community Value | 2.1 Provide access for economic opportunities |
| | 2.2 Align with community input, including local plans and policies |
| | 2.3 Enhance the quality of life (e.g., Crime Prevention Through Environmental Design principles, no displacement) |
| | 2.4 Adopt innovative technology, practice, or strategy |
| 3. Conserve Resources | 3.1 Foster local and regional environmental quality |
| | 3.2 Reduce GHG emissions |
| | 3.3 Leverage matching funds |
| 4. Prioritize Equity Focus Communities | 4.1 Minimize disruption during construction |
| | 4.2 Provide long-term benefits to EFCs |
| 5. Cost-Effectiveness | 5.1 Effectiveness in relationship to the total project cost and consideration of life-cycle costs |

# Prioritized Project List and Recommended Actions

The evaluation and prioritization process resulted in prioritized project lists recommended for potential consideration when the net toll revenue funding becomes available from the I-105 ExpressLanes. Of the 143 projects identified, approximately 50% of the projects are prioritized as high, 46% are medium, and 4% are low. The characteristics of high-scoring projects include Assessment Area-wide or corridor projects, projects within high EFC populations, projects near Metro rail/bus rapid transit stations to promote intermodality, and projects focused on sustainable mobility options. Figure 4 provides a breakdown of the numbers and percentages of each tier by mode. Since many of the projects on the list are in city or county right of way and net toll grants are awarded on a competitive basis, Metro can only grant funding if the local jurisdictions apply to Metro for funding. The detailed project list can be found in Appendix B.

The priority lists of potential active transportation, roadway, and transit projects serve as a living plan and represent current priorities. Priorities and projects may evolve once the I-105 ExpressLanes are operational and generating Net Toll Revenue. Projects submitted for the future Net Toll Revenue grants will ultimately be up to local agencies.

In addition to the project list, it is recommended Metro undertake the following actions to support this Equity Assessment as the I-105 ExpressLanes project is implemented:

> Incorporate lighting improvements at undercrossings that will be widened as part of segment 1;

> Modify Metro's existing I-10/I-110 Net Toll Revenue Guidelines' evaluation criteria and process to prioritize equity above other criteria

> Advance the project development of prioritized projects

> Monitor and report on key equity metrics of projects funded through the Net Toll Revenue program

> Continue to engage the community and CBOs along I-105

**TIERING BY THE NUMBERS**

**50%** HIGH

**46%** MEDIUM

**4%** LOW

**PRIORITY PROJECTS BY MODE**

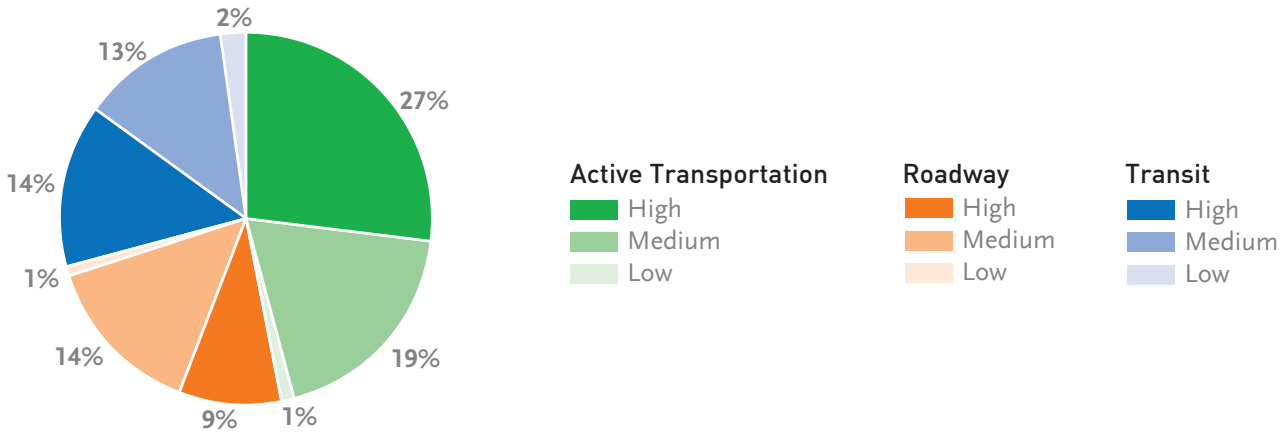
**39** ACTIVE TRANSPORTATION PROJECTS

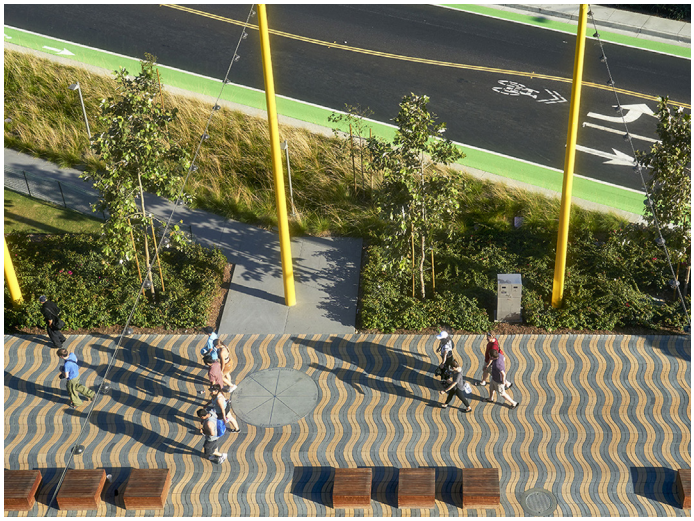
**13** ROADWAY PROJECTS

**20** TRANSIT PROJECTS

*Figure ES-4*

**Breakdown of Projects by Mode and Tier**






M
HUB


4413 7900 4574 8562
MOBILITY WALLET
11/25
DEBIT
VISA




10036
Chatsworth


ZERO EMISSION
BUS COMPLETION

**ATTACHMENT E**

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR/PS84667000

| Mod. No. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Replace Exhibit 13 (Schedule of Values) | Approved | 5/31/23 | $0.00 |
| 2 | Add Article to Terms and Conditions to allow for e-sign | Approved | 3/8/24 | $0.00 |
| 3 | Identified Work Package 1 | Pending | 10/31/24 | $389,126,962 |
| | Modification Total: | | | $389,126,962 |
| | Original Contract: | | | $7,997,461 |
| | Total: | | | $397,124,423 |

## DEOD SUMMARY

## METRO I-105 EXPRESSLANES – CONSTRUCTION MANAGER/GENERAL CONTRACTOR/PS84667000

### A. Small Business Participation

Flatiron-Myers, JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 – Pre-Construction of this project. Based on payments, Phase 1 is 72% complete and the current level of DBE participation is 11.88%, representing a 0.52% shortfall.

FMJV submitted a shortfall mitigation plan in October 2024 and contends that the shortfall is due to the timing of subcontractor work during the Pre-Construction phase. FMJV further contends that according to the projections outlined in the mitigation plan, participation has been incrementally increasing as anticipated. FMJV projects to achieve 12.40% by December 2024 for Phase 1 – Pre-Construction.

| **Small Business Goal** | **12% DBE** | **Small Business Commitment** | **12.40% DBE** |
|---|---|---|---|

| | **DBE Subcontractors** | **Ethnicity** | **% Committed** | **Current Participation[1]** |
|---|---|---|---|---|
| 1. | Costin Public Outreach Group, Inc. | Caucasian Female | 2.74% | 2.69% |
| 2. | Hirschmugi, Heine & Associates, Inc. | Caucasian Female | 1.73% | 1.52% |
| 3. | Modern Times, Inc. | Hispanic American | 1.72% | 1.69% |
| 4. | Sequoia Consultants, Inc. | Subcontinent Asian American | 2.37% | 2.16% |
| 5. | Steiner Consulting, Inc. | Caucasian Female | 3.84% | 3.82% |
| | | **Total** | **12.40%** | **11.88%** |

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

**Phase 2 Work – Construction**

FMJV made a 19% DBE commitment for Phase 2 Work. For EWP 1, FMJV made a 19% DBE commitment.

| Small Business Goal | 19% DBE | Small Business Commitment | 19% DBE |
|---|---|---|---|

| | DBE Subcontractors | Ethnicity | % Committed |
|---|---|---|---|
| 1. | Dependable Petroleum Products, Inc. | African American | 0.09% |
| 2. | Sequoia Consultants, Inc. | Sub-Continent Asian American | 0.02% |
| 3. | G&F Concrete Cuttings Inc | Hispanic American Female | 0.41% |
| 4. | CGO Construction Company Inc | African American | 0.45% |
| 5. | Cooper Engineering Inc. | Non-Minority Female | 1.08% |
| 6. | Dees Burke Engineering Constructors Inc. | Non-Minority Female | 0.40% |
| 7. | Los Angeles Signal Construction | Hispanic American | 1.16% |
| 8. | Tesoro Contractors Inc. | Hispanic American | 0.11% |
| 9. | Mountain Electric Supply Inc | Non-Minority Female | 0.77% |
| 10. | D.C. Drilling Inc | Hispanic American | 0.37% |
| 11. | Ace Fence Company | Asian Pacific American Female | 0.50% |
| 12. | Prime Supply 1 Inc. | Asian Pacific American Female | 0.03% |
| 13. | Reycon Construction Inc. | Hispanic American | 0.82% |
| 14. | Fehoko Concrete Inc. | Asian Pacific American | 0.63% |
| 15. | LA Steel Services Inc. | Hispanic American | 2.67% |
| 16. | Morales Contracting Services | Asian Pacific American | 0.13% |
| 17. | Lucas Builders Inc. | Asian Pacific American | 2.54% |
| 18. | ABSL Construction | Hispanic American | 0.28% |
| 19. | Maneri Traffic Control Inc. | Hispanic American Female | 1.38% |
| 20. | C.C. Products, Inc. | Sub-Continent Asian American | 0.08% |
| 21. | K&K Construction Supply Inc. | Non-Minority Female | 0.11% |
| 22. | Sequoia Consultants Inc. | Sub-Continent Asian American | 1.21% |
| 23. | South Coast Sweeping Inc. | Non-Minority Female | 0.68% |

| | | | |
|---|---|---|---|
| 24. | Tital Disposal Inc. | African American | 0.62% |
| 25. | CL Surveying & Mapping Inc | Asian Pacific American | 0.91% |
| 26. | Veneklasen Associates Inc. | Sub-Continent Asian American Female | 0.16% |
| 27. | Steiner Consulting Inc. | Non-Minority Female | 0.13% |
| 28. | Modern Times Inc. | Hispanic American | 0.63% |
| 29. | Costin Public Outreach Group | African American | 0.14% |
| 30. | Mundo Environmental Inc. | Hispanic American | 0.37% |
| 31. | Morgner Construction Management | Hispanic American Female | 0.14% |
| | | **Total DBE Commitment** | **19.02%** |

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

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)**

Project Labor Agreement/Construction Careers Policy is applicable on Phase 2-Construction portion of this contract to include all Early Work Packages that have contract value more than 2.5 million and above.

The PLA/CCP requires that the Prime Contractor commit to meet the applicable Targeted Hiring Requirements.

| Community / Local Area Worker Goal | Apprentice Worker Goal | Disadvantaged Worker Goal |
|---|---|---|
| 40% | 20% | 10% |

**ATTACHMENT G**

**EXPENDITURE and FUNDING PLAN**

**I-105 Express Lanes RTCS Project 275004 - Life of Project Budget**

**Uses of Funds**

| Work Package | Thru FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | Total |
|---|---|---|---|---|---|---|---|---|
| Agency Labor Cost | $ 198,955 | $ 252,443 | $ 275,484 | $ 275,484 | $ 275,484 | $ 124,100 | $ 62,050 | $ 1,463,998 |
| Construction Capital | $ 1,223,156 | $ 2,870,000 | $ 14,000,000 | $ 2,500,000 | $ 3,953,422 | $ 3,953,422 | | $ 28,500,000 |
| Construction Support | $ 1,048,980 | $ 1,120,352 | $ 1,233,166 | $ 1,732,796 | $ 1,512,658 | $ 1,562,763 | $ 450,000 | $ 8,660,715 |
| Financing Support | $ 619,217 | $ 1,270,099 | $ 98,568 | | | | | $ 1,987,884 |
| Contingency | | $ 441,289 | $ 1,560,722 | $ 450,828 | $ 574,156 | $ 564,029 | $ 51,205 | $ 3,642,229 |
| **Total Project Estimate** | **$ 3,090,308** | **$ 5,954,183** | **$ 17,167,939** | **$ 4,959,108** | **$ 6,315,720** | **$ 6,204,314** | **$ 563,255** | **$ 44,254,826** |

**Source of Funds**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Toll-backed Debt Obligations Subtotal** | | | $ 16,793,888 | $ 4,683,624 | $ 6,040,236 | $ 6,080,214 | $ 501,205 | $ 34,099,167 |
| **Local Revenue (Measure M) Subtotal** | $ 3,090,308 | $ 5,954,183 | $ 374,052 | $ 275,484 | $ 275,484 | $ 124,100 | $ 62,050 | $ 10,155,660 |
| **TOTAL SOURCES** | **$ 3,090,308** | **$ 5,954,183** | **$ 17,167,939** | **$ 4,959,108** | **$ 6,315,720** | **$ 6,204,314** | **$ 563,255** | **$ 44,254,826** |

# METRO EXPRESSLANES

I-105 ExpressLanes



Metro

# 105 ExpressLanes

## RECOMMENDATION:

A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget of $119,391,538 by $638,148,678 to a Life-of-Project Budget of $757,540,216 (Attachment A);

B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP

C. ESTABLISH the Roadside Toll Collection System (RTCS) Project 275004 LOP Budget of $44,254,826

D. AMEND FY25 Budget for 475004 by $47,234,197 from $126,112,511 to $173,346,708 and for Project 275004 by $3,824,193 from $2,129,990 to $5,954,183




Metro

## Impact of Construction Manager/General Contractor (CM/GC) Process on Segment 1 Cost

Initial Cost Estimate from the Contractor: $548,020,093

Segment 1 contract modification for construction: $389,126,962

Reduction to the estimate: $158,893,131

CM/GC Process to reduce cost:

- Modifying General Requirements (GR) to align with Caltrans
- Converting Cantilever Retaining Walls to Soil Nail Walls
- Improving Traffic Management Plan
- Collaborated with Contractor on Risk Allocation (i.e. Noise Mitigation)

Package 1 Opportunities will be applied to Package 2/3.

Metro

# 105 ExpressLanes

| Source of Funds | Identified Works Package 1 | Roadside Toll Collection System (RTCS) | Anticipated LOP (Illustrated Example) in Millions |
|---|---|---|---|
| Local Rev - Measure M | $ 164,844,340 | $ 10,155,660 | $ 175 |
| State Revenue | $ 150,000,000 | $ - | $ 150 |
| Toll Backed Debt Obligations | $ 442,695,876 | $ 34,099,166 | $ 613 to $ 680 |
| TIFIA | | | $ 462 to $ 495 |
| **Total** | **$ 757,540,216** | **$ 44,254,826** | **$ 1,400 to $1,500** |

I-105 Express Lanes Project 475004 Segment 1 (Identified Works Package 1)
RTCS Project 275004 LOP

- The project's toll revenue is projected to exceed $6.6 billion over the 40-year debt repayment period.

Metro

# 105 ExpressLanes

## Segment 1 Equity Assessment

- Held monthly CBO roundtables , Engaged public through surveys and two community meetings
- Extensive socioeconomic and existing transportation system data collection
- Identified a prioritized list of projects that could be funded with future net toll revenue.
  - Feedback sought on project list from CBOs, local jurisdictions, and the public; list incorporates comments received

Metro

# 105 ExpressLanes

NEXT STEPS

- Construction outreach will begin in late 2024 in advance of starting construction and continue throughout construction
- Acquire permits and Start Segment 1 Construction in first quarter 2025
- Begin Segment 2 and 3 Equity Assessment in early 2025
- Continue to work with Build America Bureau on TIFIA loan; financial close targeted for late 2025
- Finalize Segment 2 and 3 design and pricing then return to the Board for total project construction budget approval

Metro

# Board Report

**File #:** 2024-0993, **File Type:** Contract **Agenda Number:** 20.

**CONSTRUCTION COMMITTEE**
**OCTOBER 23, 2024**

**SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B2**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect the allocation of $798,000,000 of the California State Transportation Agency (“CalSTA”) Transit and Intercity Rail Capital Program (“TIRCP”) formula funding authorized by Senate Bill 125 (“SB125 Funds”).

## ISSUE

The Authority is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B2 Project ("Project”), a proposed extension of the Metro A Line from Pomona to Montclair, which will directly serve two counties. At its December 2022 meeting, the Board prioritized the ranking of projects for state discretionary funding and identified a need for $798 million for the Los Angeles County portion of the Project. Funding for the Project in San Bernardino County is to be provided by the San Bernardino County Transportation Authority (“SBCTA”). Upon completion of the Project, the Construction Authority is to handover the Project to Metro to operate and maintain. Responsibilities and guidelines for allocation of the funds and the specific commitments by the Authority and Metro are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

The Authority’s procurement process for Phase 2B2 to seek a potential Design-Build Contractor for the design and construction of the Project is ongoing, and an amendment to the Funding Agreement is needed to document the allocation of the award of SB 125 Funds to Metro for this Project.

## BACKGROUND

Los Angeles County voters overwhelmingly approved Measure R (2008) and M (2016) to provide a significant source of local funding to support the delivery of a transformative, multimodal set of transportation projects to improve mobility, decrease air pollution, and increase the quality of life for all 10 million county residents. These local sales tax measures were designed to provide local match to leverage significant state and federal funds to fully fund and implement the priority projects found

in their respective expenditure plans.

The Metro Gold Line Foothill Extension Phase 2B project extends 12.3 miles from Glendora to Montclair and includes six stations. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona, and Phase 2B2 (the Project) extends from Pomona to Montclair.

The Project includes stations and parking facilities in the two cities along the alignment and shares right of way with Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line. A portion of the project extends approximately 1.5 miles into San Bernardino County, terminating at the Montclair Station.

At its July 2019 meeting, the Metro Board approved additional funding of $126,000,000 for the project to Pomona, making the total Metro contribution $1,531,667,000. This amount includes a $290,200,000 TIRCP grant award, of which $41,000,000 was ultimately withheld by the State of California due to the reduction of the project scope at the time to terminate in Pomona. Metro anticipates the $41,000,000 will be available for use on the Project, as the Authority and Metro intend to revive the original project scope, including construction to Montclair.

In June 2022, the State approved AB 180, which appropriated $3.63 billion for the Transit and Intercity Rail Capital Program (TIRCP). In November 2022, the State targeted $900 million to $1.35 billion for existing TIRCP projects in Southern California through a competitive TIRCP Cycle 6 process. Metro applied for TIRCP Cycle 6, requesting funds for the East San Fernando Valley LRT, A Line/Gold Line to Montclair (the Project), and the Southeast Gateway Line. Metro received $600 million in funding only for the East San Fernando Valley LRT.

The fiscal year 2022-23 (FY23) State budget process also included SB 198, which identified $4 billion of formula funding for transportation projects statewide that would be funded in FY24 and FY25. In March 2023, the Metro Board reaffirmed that the Project and the Southeast Gateway Line were the first and second priorities for the SB 198 funds, respectively. The State enacted SB 125 in July 2023, which respectively identified $495.65 million in FY24 and $499.9 million in FY25 for Metro.

In December 2023, Metro submitted a required “allocation package” to the State, formally requesting $798,000,000 for the Project (presuming $41,000,000 of TIRCP remaining for the project from Pomona to Montclair would be used entirely for costs in San Bernardino County as described in Amendment No. 3 of the Agreement). The State approved Metro’s allocation package in July 2024 and allocated $798,000,000 to the Project (the “SB125 Funds”)

**DISCUSSION**

In November 2022, the Authority informed Metro that the estimated cost of the Project was $878,000,000, with $798,000,000 attributable to costs in Los Angeles County and $80,000,000 to costs in San Bernardino County. As of October 2024, Metro has been allocated and received $498,650,905 of the SB125 Funds; Metro has also been allocated and has not yet received an additional $299,349,095 of the SB125 Funds. Metro anticipates the $41,000,000 that was awarded to Metro in 2018 and subsequently withheld when the project extended only to Pomona will be allocated from CalSTA pursuant to a 2018 TIRCP grant for use on the Project. Due to the funding made

available by SB 198 and the Metro Board action to prioritize the funding for the Project, the Authority initiated a procurement for a design build contractor. The Authority issued a request for qualifications for the design build contractor in March 2024 and shortlisted one contractor to submit a response to the Authority's Request for Proposals in July 2024. The Authority is requesting the execution of Amendment No. 4 to demonstrate the financial commitment for the design build contract. The Authority expects to receive a firm, fixed price proposal from its design build contractor in early 2025. The draft Fourth Amendment to the Funding agreement is included as Attachment A, a project funding matrix is included as Attachment B, the expenditure plan is included as Attachment C, and the Scope of Work is included as Attachment D.

## DETERMINATION OF SAFETY IMPACT

There is no safety impact for the Foothill Extension as a result of this action.

## FINANCIAL IMPACT

The recommendation to approve the amendment to the Funding Agreement will document the Metro Board's action to allocate the SB125 Funds to the Los Angeles County portion of the Project. Staff will return to the Board upon the Authority's receipt of a design build price proposal and request a FY25 Budget amendment, an LOP for the Project, and amendments to the agreements with SBCTA. Since this is a multi-year project, the Project Manager, Cost Center Manager and Chief Program Management Officer is responsible for budgeting for future project costs.

## EQUITY PLATFORM

By having affordable transportation options, the population along the project corridor can access the job opportunities within the San Gabriel Valley and Los Angeles County and beyond. Twenty five percent (25%) of the project corridor is within Equity Focus Communities (EFCs) such as Azusa and Pomona. The Project will increase access for EFCs along the corridor that use the Metro transit system to access housing, jobs, educational, medical and entertainment needs.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board Action is related to the Metro Strategic Plan by updating the project Funding Agreement and providing needed TIRCP grant funds authorized by SB 125 to a portion of the Gold Line Foothill Extension Phase 2B2 project.

## ALTERNATIVES CONSIDERED

The Board may decide to forego amending the Funding Agreement, however this would be contrary to previous Metro Board actions and priorities. Staff recommendation is to proceed with the Amendment in order to assure grant funds are accounted for as a requirement of the Funding Agreement, between Metro and the Authority.

## NEXT STEPS

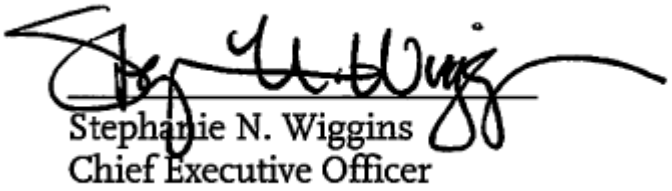
Upon Board approval, the terms of the Funding Agreement Amendment will be finalized and will be circulated for execution.

## ATTACHMENTS

Attachment A - DRAFT Project Funding Agreement Amendment No. 4
Attachment B - Project Funding
Attachment C - Expenditure Plan
Attachment D - Scope of Work

Prepared by: Kavita Mehta, Executive Officer, Program Management (213) 922-4921
Craig Hoshijima, Executive Officer, Countywide Planning & Development (213) 547-4290
922-
Sameh Ghaly, Deputy Chief Program Management Officer (213) 418-3369

Reviewed by:
Tim Lindholm, Chief Program Management Officer (213) 922-7297



Stephanie N. Wiggins
Chief Executive Officer

FOURTH AMENDMENT TO
FOOTHILL EXTENSION PHASE 2B FUNDING AGREEMENT

This Fourth Amendment (**"Fourth Amendment"**) to Foothill Extension Phase 2B Funding Agreement Glendora to Claremont (**"Agreement"**) is dated for reference purposes only _____, 2024 and is by and between the Los Angeles County Metropolitan Transportation Authority (**"LACMTA"**) and the Metro Gold Line Foothill Extension Construction Authority (**"Recipient"**), FTIP # LA29212XY.

WHEREAS, in December 2023, LACMTA applied to the California State Transportation Agency (**"CalSTA"**) for $798,000,000 of funding from the Transit and Intercity Rail Capital Program ("**TIRCP**") formula funding authorized by Senate Bill 125 ("**SB125**") for the Project (the **"SB125 Funds"**).

WHEREAS, as of the date of this Fourth Amendment, LACMTA has been allocated and received $498,650,905 of the SB125 Funds, and has been allocated but has not yet received an additional $299,349,095 of the SB125 Funds.

WHEREAS, LACMTA anticipates an additional $41,000,000 will be allocated from CalSTA pursuant to a 2018 TIRCP grant for use on the Project (**"2018 TIRCP Funds"**).

WHEREAS, the parties desire to increase funding to the Project to allow the Project to extend further east from the City of Pomona to the City of Claremont and, additionally, to revise the Project and Phase 2B definition and scope of work and to increase the funding to the Project to allow the Project to extend from the City of Claremont to the City of Montclair, all subject to the limits of the available funding as described in this Agreement.

WHEREAS, the portion of the Project from Pomona to Montclair is "**Phase 2B2**" and, as defined in the Agreement, the portion of the Project to be constructed in San Bernardino County is the "**Montclair Extension**."

NOW, THEREFORE, the parties hereby agree as follows:

1. The defined terms herein, as identified by initial capitalization, shall have the meanings ascribed to them in the Agreement, unless otherwise indicated.

2. The terms "**Phase 2B**" and "**Project**" are hereby revised to be: "the Metro Gold Line Foothill Extension Phase 2B (Glendora to Montclair)".

3. LACMTA expects to enter into a funding agreement with San Bernardino County Transportation Authority ("**SBCTA**") ("**SBCTA-LACMTA Funding Agreement**") pursuant to which $80,000,000, subject to change as described herein, will be provided to construct the Project including the Montclair Extension ("**Total SB County Funds,**" and any part thereof, the "**SB Funds**"), which is comprised of $41,000,000 in 2018 TIRCP Funds or other SBCTA funding and an additional $39,000,000 of funding previously approved by and to be provided by SBCTA, with the understanding that the amount of Total SB County Funds and the cost breakdown between LACMTA and SBCTA for their respective intended construction costs may be revised after the design builder for the Phase 2B2 Pomona to Montclair Design/Build Project is under contract with Recipient and the contracted costs of Phase 2B2 including the Montclair Extension are better known. Once Recipient identifies, subject to LACMTA review and acknowledgement of, the contracted cost of the design-builder, and only if SBCTA and LACMTA agree in

writing that changes in funding allocations and amounts for construction of Phase 2B2 including the Montclair Extension are required to reflect the contracted cost of the design-builder, the Chief Executive Officers of LACMTA and Recipient will amend the Agreement to reflect such changes.

4. **Section A2.1** is hereby amended and restated to read as follows: "Pursuant to LACMTA Board Action on June 22, 2017, LACMTA has approved (a) $1,364,664,635 for use on the Project less LACMTA Project Costs, as defined in **Section B7**, and subject to the provision of **Sections A2.2** and its subsections below; (b) plus an increase in the amount of $41,002,365 to accommodate amounts included in the TIRCP grant application awarded funding in 2018, of which $41,000,000 was subsequently withheld and is now anticipated to be available for the Project as further described below; (c) plus an increase in the amount of $97,000,000 in January 2019 as part of the Second Amendment; (d) plus an increase in the amount of $29,000,000 as part of the Third Amendment; (e) plus an increase in the amount of $798,000,000 as part of the Fourth Amendment; (f) plus an anticipated contribution of $39,000,000 from SBCTA as part of the Fourth Amendment, for a total amount of $2,368,667,000 for the Project less LACMTA Project Costs, as defined in **Section B7**, and less SBCTA Project Costs, as defined in Section B7 of the SBCTA-LACMTA Funding Agreement, and subject to the provision of **Section A2.2** and its subsections below. The amounts identified above in clauses (a) through (f), are referred to herein collectively as the "**Funds**". The amount of the Funds less the LACMTA Project Costs and SBCTA Project Costs is referred to as the "**Gold Line Fund Amount**". Except as specifically provided otherwise in the Agreement, the Parties are not required to further amend this Agreement before Recipient is entitled to invoice against the Gold Line Fund Amount."

5. The "$1,364,664,635" referenced in the initial clause of **Section A2.2** that was revised by the First Amendment to be "$1,405,667,000" and thereafter revised by the Second Amendment to be "$1,502,667,000" and thereafter revised by the Third Amendment to be "$1,531,667,000" is hereby revised by this Fourth Amendment to be $2,368,667,000.

6. The first paragraph of **Section A2.2.2** is hereby amended and restated to read as follows: "LACMTA previously requested $290,200,000 in Cap and Trade Funds from the State of California for the Project ("**Cap and Trade Funds**"); $249,200,000 from Cap and Trade Funds was allocated and is eligible for use on the Project to the City of Pomona as well as within Los Angeles County. The additional $41,000,000 from Cap and Trade Funds was withheld by the State of California due to the reduction of the Project scope at the time to construct only to Pomona. LACMTA anticipates the $41,000,000 in additional Cap and Trade Funds will be available for use on the Project, as the parties intend to revive the original Project scope, including the Montclair Extension. The Cap and Trade Funds grant amount is sufficient to cover $78,000,000 of planned funding referenced in the Ordinance as 2016-2067 Local, State, Federal, Other Funding, $33,197,635 needed for LACMTA Project Costs in excess of what was needed in Phase 2A and $138,000,000 of additional funding ("**Additional Funding**") requested by Recipient."

7. The first sentence of the second paragraph of **Section A2.2.2** is hereby deleted and replaced as follows: "If the Funds are not sufficient to cover the entire cost of the Project to Claremont or if, after Recipient exercises the Montclair Option as such term is defined

in Recipient's design-build contract "C3001 Phase 2B2 Pomona to Montclair Design-Build Contract", SBCTA or another source who is not LACMTA does not agree to provide additional funding should the anticipated costs of constructing the Montclair Extension exceed the Total SB County Funds, then Recipient and LACMTA agree to (i) meet with one another and attempt to meet with SBCTA regarding the Montclair Extension, if applicable, and (ii) use good faith efforts to review the budgets for the Project including the Montclair Extension, if applicable, and (iii) identify cost savings achievable through value engineering, elimination of any project scope or services agreed to be unnecessary including potentially terminating the Project at the Claremont station, or other mutually agreeable cost-saving methods. Recipient shall not authorize the use of Funds for the construction of the Project beyond the Claremont station, except as may be required for the functionality of the light rail system or as necessary to make Claremont a terminus station, if applicable, nor any part of the Montclair Extension unless LACMTA has obtained full and binding funding commitments for the total cost of the Montclair Extension from a source or sources other than LACMTA. Nothing in this Agreement shall create an obligation on the part of LACMTA to fund any portion of the Montclair Extension."

8. The first $20,000,000 of the Funds has already been paid by LACMTA to Recipient in accordance with **Section A3.2** of the Agreement as the Phase 2B Working Capital Advance. In addition, LACMTA anticipates that SBCTA will be providing an additional $7,000,000 to LACMTA for the "**SBCTA Working Capital Advance**," consistent with Section A3.2 of the SBCTA-LACMTA Funding Agreement, which funds LACMTA will provide to Recipient once received. Upon LACMTA's receipt of Recipient's invoice for the SBCTA Working Capital Advance, LACMTA shall within two (2) business days forward the invoice to SBCTA. Pursuant to Section A3.2 of the SBCTA-LACMTA Funding Agreement, SBCTA shall pay the invoice within ten (10) days. The SBCTA Working Capital Advance will be held by Recipient in a separate account from the Phase 2B Working Capital Advance.

9. The third sentence of **Section A3.2** of the Agreement is replaced with the following: "Recipient shall submit the Monthly Progress/Expenditure Report which shall clearly delineate which funds are for Los Angeles County expenses (to be paid by LACMTA funding sources) and which are for the Montclair Extension (to be paid by SB Funds) and, notwithstanding the approval process in **Section B.5.1**, will be reimbursed by LACMTA for Los Angeles County expenses within thirty (30) days after LACMTA's receipt of each Monthly Progress/Expenditure Report submittal, except that for costs to be paid by SB Funds, Recipient shall be reimbursed within a number of days to be determined in the SBCTA-LACMTA Funding Agreement and in no circumstances more than forty-five (45) days, provided, however, that if LACMTA for any reason does not receive the SB Funds from SBCTA with sufficient time to meet this timeframe, LACMTA will provide timely notice to Recipient of such delay and will pay only the LACMTA Funds and will forward the SB Funds to Recipient upon receipt. LACMTA shall submit the portion of each Monthly Progress/Expenditure Report that delineates expenses for the Montclair Extension (if any) to SBCTA within two (2) business days after receipt from the Recipient."

10. **Section A9** of the Agreement is revised by changing "Phase 2B Revenue Operations Date" to "Phase 2B2 Revenue Operations Date."

11. Pursuant to Section B3.3 of the SBCTA-LACMTA Funding Agreement, LACMTA informs Recipient that Recipient is required to spend all Total SB County Funds in accordance with applicable law.

12. **Section B6.8** of the Agreement is revised to read: "Notwithstanding anything in this Agreement to the contrary, the provisions of this **Section B6** shall not apply to any contractor, consultant, or supplier performing work pursuant to (i) a fixed-rate or time and materials contract (except for any cost reimbursement portion of the contract) or (ii) a fixed price contract that has been procured competitively or to which an exception to competitive procurement applies; provided, however, that this **Section B6** shall apply to the costs and records of any contractor, consultant, and supplier to the extent that such costs and records directly relate to a change order, claim, or formal dispute and for any audit-related requests or other requirements originating from the State of California."

13. **Section B6.10** of the Agreement is revised to read: "Recipient shall certify monthly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with Modified OMB A-87 or FAR Subpart 31 (whichever is applicable) and the terms and conditions of this Agreement as well as to ensure all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement; provided, however, that Recipient's obligation to ensure that all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement is conditioned upon (a) LACMTA having provided such funding source requirements and terms and conditions of the SBCTA-LACMTA Funding Agreement to Recipient and (b) Recipient having provided written concurrence to LACMTA. Notwithstanding anything in the Agreement to the contrary, LACMTA's obligation to disburse SB Funds is conditioned on LACMTA's receipt of such written concurrence."

14. **Section B6.11** of the Agreement is revised to read: "Recipient shall also certify final costs of the Project to ensure all costs are in compliance with Modified OMB A-87 or FAR Subpart 31 (whichever is applicable) and the terms and conditions of this Agreement as well as to ensure all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement; provided, however, that Recipient's obligation to ensure that all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement is conditioned upon (a) LACMTA having provided such funding source requirements and terms and conditions of the SBCTA-LACMTA Funding Agreement to Recipient and (b) Recipient having provided written concurrence to LACMTA. Notwithstanding anything in the Agreement to the contrary, LACMTA's obligation to disburse SB Funds is conditioned on LACMTA's receipt of such written concurrence."

15. Pursuant to LACMTA Board action on January 24, 2019, the LACMTA Project Costs were reduced from $221,164,635 to $142,200,000, and by this Fourth Amendment are now increased by $64,000,000. Accordingly, **Section B7.4** of the Agreement is revised by changing "$221,164,635" to "$206,200,000," and **Section B7.3.5** is revised by changing "$10,000,000" to "$7,500,000."

16. The last sentence of the first paragraph of **Section B8.1** is hereby amended and restated to read as follows: “For accounting purposes only, adding the Recipient Funding Commitment of $42,206,122 to the Funds of $2,368,667,000 makes the total project cost equal to $2,410,873,122.”

17. **Section B12.14** of the Agreement is revised by changing “date that the RFP for the Alignment Design/Build Contract” to “date that the RFP for the parking facilities associated with the Phase 2B2 Pomona to Montclair Design/Build Project.”

18. Attachment B is hereby amended and restated as set forth in the attached “Revised Attachment B.”

19. Attachment C is hereby amended and restated as set forth in the attached “Revised Attachment C.”

20. Attachment D is hereby amended and restated as set forth in the attached “Revised Attachment D.”

**[Signature Page Follows]**

IN WITNESS WHEREOF, the parties have caused this Fourth Amendment to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY

By: _____
Stephanie N. Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel

By: _____
Deputy

Recipient

METRO GOLD LINE FOOTHILL
EXTENSION CONSTRUCTION
AUTHORITY

By: _____
Habib F. Balian
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

By: _____

# ATTACHMENT B

PROJECT FUNDING

Metro Gold Line Foothill Extension Phase 2B Glendora to Montclair

(in millions of dollars escalated to the year of the expenditure) 10-09-2024

| Capital Project 865202 | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | FY | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sources of Funds | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| Measure R 35% | 4.1 | 3.2 | 9.1 | 14.1 | 21.0 | 45.0 | | | | | | | | | | | 96.5 |
| Measure M | | | | | | 92.0 | 210.0 | 210.1 | 126.0 | 0.3 | 150.0 | 160.6 | 70.0 | | | | 1,019.0 |
| Transit and Intercity Rail Capital Program (TIRCP 2018) LA | | | | | | | | | 82.0 | 167.2 | | | | | | | 249.2 |
| Transit and Intercity Rail Capital Program (TIRCP 2018) SB | | | | | | | | | | | | 10.0 | 10.0 | 11.0 | 10.0 | | 41.0 |
| LACMTA | | | | | | | | | | | | | 69.8 | 27.2 | | | 97.0 |
| LACMTA | | | | | | | | | | | | | | 16.1 | 12.9 | | 29.0 |
| SB125 FUNDS (TIRCP 2024) LA | | | | | | | | | | | | 160.0 | 180.0 | 190.0 | 188.0 | 80.0 | 798.0 |
| OTHER SBCTA FUNDS (SB) | | | | | | | | | | | | 10.0 | 10.0 | 10.0 | 9.0 | | 39.0 |
| Local Contributions | | | | | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.2 | | | | | 42.2 |
| Total Project Funding | 4.1 | 3.2 | 9.1 | 14.1 | 21.0 | 143.0 | 216.0 | 216.1 | 214.0 | 173.5 | 156.0 | 346.8 | 339.8 | 254.3 | 219.9 | 80.0 | 2,410.9 |

# ATTACHMENT C

EXPENDITURE PLAN - COST AND CASHFLOW BUDGET

Metro Gold Line Foothill Extension Phase 2B Glendora to Montclair

(in millions of dollars escalated to the year of the expenditure) 10-09-2024

| Capital Project 865202<br>Uses of Funds | FY<br>15 | FY<br>16 | FY<br>17 | FY<br>18 | FY<br>19 | FY<br>20 | FY<br>21 | FY<br>22 | FY<br>23 | FY<br>24 | FY<br>25 | FY<br>26 | FY<br>27 | FY<br>28 | FY<br>29 | FY<br>30 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre-Construction | 4.1 | 3.2 | 9.1 | 14.1 | 9.5 | | | | | | | | | | | | 40.0 |
| MCA | | | | | | 0.3 | 1.0 | 0.7 | 0.3 | 3.0 | 1.0 | 5.5 | | | | | 11.8 |
| Construction DB2 2B | | | | | | 105.9 | 171.9 | 164.6 | 178.1 | 108.6 | 78.6 | | | | | | 807.7 |
| Construction DB3 2B | | | | | | | | | | 30.0 | 35.0 | | | | | | 65.0 |
| Right of Way | | | | | 0.5 | 15.5 | 17.5 | 29.8 | 12.5 | 4.7 | 1.0 | 1.0 | 17.5 | | | | 100.0 |
| Professional Services | | | | | 11.0 | 15.3 | 19.6 | 15.0 | 17.1 | 19.2 | 19.0 | 19.0 | 43.8 | 8.5 | 8.5 | | 196.0 |
| Project Contingency 2B | | | | | | | | | | 2.0 | 6.4 | 11.8 | 12.8 | 3.0 | 4.0 | | 40.0 |
| Metro Costs | | | | | | | | | | | | 110.3 | 12.7 | 18.8 | 0.4 | | 142.2 |
| Planning | | | | | | | | | | | 9.0 | 13.0 | 13.0 | 13.0 | | | 48.0 |
| New Work Sub Projects | | | | | | | | | | | | | 40.0 | | | | 40.0 |
| Construction 2B2 LA | | | | | | | | | | | | 166.0 | 180.0 | 184.0 | 193.0 | 75.0 | 798.0 |
| Construction 2B2 SB | | | | | | | | | | | | 14.0 | 20.0 | 27.0 | 14.0 | 5.0 | 80.0 |
| Local Contributions | | | | | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.2 | | | | | 42.2 |
| Total Project Costs | 4.1 | 3.2 | 9.1 | 14.1 | 21.0 | 143.0 | 216.0 | 216.1 | 214.0 | 173.5 | 156.0 | 346.8 | 339.8 | 254.3 | 219.9 | 80.0 | 2,410.9 |

**ATTACHMENT D**

**SCOPE OF WORK**

The Phase 2B project will provide a light rail transit (LRT) system linking the cities of Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, and will involve relocation and reconfiguration of existing freight and Metrolink commuter rail track. The Project includes approximately 12.3 miles of double light rail main track; tail tracks beyond the Montclair platform; new bridges; improvements to existing culverts; retaining walls and sound walls; embankment improvements; drainage and storm water improvements; six at-grade passenger stations; one parking structure, five parking lots; intermodal interfaces; traction electrification system comprised of traction power supply substations (TPSS) and overhead contact system (OCS); grade crossings and adjacent roadway/traffic signal improvements; station equipment; wayside equipment; communications systems; approximately 10.2 miles of freight rail track and signal system upgrades; light rail train control/signaling system; approximately 1.9 miles of Metrolink track relocation and signaling, including Positive Train Control (PTC); a new Claremont Metrolink platform on the Metrolink Corridor; landscaping; and all related appurtenances, accessories, subsystems, documentation, procedures, spare parts, manuals, and special tools.

Light rail vehicles (LRV), universal fare system (UFS) equipment, the radio system for the LRT system, the rail operations control (ROC) facility, and the light rail supervisory control and data acquisition (SCADA) system will be provided by Metro.

A general overview of the Project alignment is provided below:

Foothill Gold Line Pasadena to Azusa Tail Track to Gladstone Avenue Segment

This segment of the alignment is approximately 4.4 miles, runs mainly at-grade, and includes eight at-grade crossings at Barranca Avenue, Foothill Boulevard/Grand Avenue (freight only), Vermont Avenue, Glendora Avenue, Pasadena Avenue, Elwood Avenue, Loraine Avenue and Lonehill Avenue (freight only); grade separations at Foothill Boulevard/Grand Avenue (LRT only), U.S. Route 66 (LRT only), San Dimas Wash, Lone Hill Avenue (LRT only); multiple channel crossings; and modifications to the existing 1- 210 undercrossing. This segment of the alignment contains an existing freight track which will be relocated and remain active during the entire construction of the Project. The Work of this segment includes interfacing with the existing operating Metro Gold Line (MGL) at the eastern end of the existing LRT and freight alignment. LRT universal crossovers are to be located west of Vermont Avenue and east of Loraine Avenue.

This segment of the Project has one center platform station in Glendora between Vermont Avenue and Glendora Avenue and one new parking lot. The Glendora station will have a pedestrian undercrossing from the station platform to the parking lot.

Gladstone Avenue to White Avenue Segment

This segment of the alignment is approximately 3.9 miles, runs mainly at-grade, and includes at-grade crossings at Gladstone Avenue, Eucla Avenue, Bonita Avenue/Cataract Avenue (freight only), San Dimas Avenue, Walnut Avenue, San Dimas Canyon Road, Wheeler Avenue, A Street, D Street, and E Street; a grade separation at Bonita Avenue/Cataract Avenue (LRT only); multiple channel crossings; and modifications to the existing undercrossing at SR-57. LRT universal crossovers are to be located east of Eucla Avenue and west of Wheeler Avenue. This segment of the alignment

contains an existing freight track that will be relocated and remain active during the entire Project.

This segment of the Project has one center platform passenger station in San Dimas (east of San Dimas Avenue), one center platform passenger station in La Verne (east of E Street), one new parking lot in San Dimas, and one new parking lot in La Verne. The
San Dimas station will have an at-grade pedestrian crossing on the west end of the station platform. The La Verne station will have at-grade pedestrian crossings on both ends of the platform.

White Avenue to Freight/Metrolink Tie-in Segment

This segment of the alignment is approximately 1.9 miles, runs mainly at-grade, and includes at-grade crossings at White Avenue, Fulton Avenue, Garey Avenue (freight and Metrolink commuter rail only), and Towne Avenue (freight and Metrolink commuter rail only); one grade separation at Garey Avenue (LRT only), and an LRT/freight flyover at Towne Avenue; a diamond crossover located east of Fulton Avenue; an SCRRA maintenance of way facility east of Garey Avenue with connecting track to the Metrolink commuter rail tracks; and a channel crossing. This segment of the alignment contains an existing single track freight alignment and existing sidings that will be relocated and remain active during the entire Project. The Metrolink commuter rail tracks are immediately to the south of the LRT tracks in this segment and will not be disturbed with the exception of improvements to the grade crossings.

This segment of the Project has one center platform station in Pomona (west of Garey Avenue) and one new parking lot. The existing surface lot at the Metrolink station will be modified to maximize the remaining number of spaces.

Freight/Metrolink Tie-in to Montclair

This segment of the alignment is approximately 2.1 miles, runs mainly at-grade, and includes three LRT at-grade crossings at Cambridge Avenue, College Avenue, and Claremont Boulevard; two LRT grade separations, one at Indian Hill Boulevard and a second at Monte Vista Avenue; four freight/Metrolink commuter rail at-grade crossings at Cambridge Avenue, Indian Hill Boulevard, College Avenue, and Claremont Boulevard; as well as a channel crossing. This segment of the alignment contains an existing freight/Metrolink commuter rail track which will be relocated and remain active during the entire Project.

This segment of the Project has two center platform LRT stations, one in Claremont (west of College Avenue) and one in Montclair (east of Monte Vista Avenue at the existing Transit Center). The Claremont LRT and Montclair LRT stations will have at-grade pedestrian connections from both ends of the platform. The Claremont parking facility will consist of a parking structure located east of College Avenue and north of the LRT tracks as well as modifications to the existing Claremont parking lot. The new Metrolink platform will be constructed approximately 800 feet east of College Avenue with a pedestrian undercrossing that connects to the Claremont parking facility to the north and the recreational area to the south. The existing Montclair Transit Center parking lot will be reconfigured to allow space for the new LRT platform. An LRT operator layover building shall be provided. The existing Metrolink platforms will be accessed via a new pedestrian undercrossing beneath the LRT tracks. At the Montclair LRT station, the TVMs, fare gate array, TVM canopies, and emergency exit gates will be located off the platform. A pedestrian connection between the LRT and Metrolink platform will be included.

# *GOLD LINE FOOTHILL EXTENSION PHASE 2B2*

*2024-0993*

*Construction Committee*

*October 23, 2024*

Metro

# GOLD LINE FOOTHILL EXTENSION PHASE 2B2

RECOMMENDATION:

AUTHORIZE execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority and the Los Angeles County Metropolitan Transportation Authority to reflect the allocation of $798,000,000 of the California State Transportation Agency ("CalSTA") Transit and Intercity Rail Capital Program ("TIRCP") formula funding authorized by Senate Bill 125 ("SB125 Funds").

# GOLD LINE FOOTHILL EXTENSION PHASE 2B2

E



# Background

- November 2022: Estimated cost of extending the line from Pomona to Montclair - $878,000,000 ($798,000,000 attributable to costs in LA County and $80,000,000 to costs in San Bernardino County).
- October 2024: Metro allocated and received $498,650,905 of the SB125 Funds; Metro has also been allocated and has not yet received an additional $299,349,095 of the SB125 Funds.
- Metro anticipates the $41,000,000 of the 2018 TIRCP grant withheld when the project scope was reduced to Pomona will be allocated from CalSTA for use on the Project.
- Due to the funding made available by SB 198 and the Metro Board action to prioritize the funding for the Project, the Authority initiated a procurement for a design build contractor.
- The Authority is requesting the execution of Amendment No. 4 to demonstrate the financial commitment for the design build contract.

# Project Funding

## Metro Gold Line Foothill Extension Phase 2B Pomona to Montclair

| SOURCE OF FUNDS* (In Millions) | |
|---|---|
| Transit and Intercity Rail Capital Program (TIRCP 2018) SB** | $41.0 |
| SB125 FUNDS (TIRCP 2024) LA | $798.0 |
| OTHER SBCTA FUNDS (SB) | $39.0 |
| **Total Project Funding** | **$878.0** |

*in millions of dollars escalated to the year of the expenditure

**Metro anticipates the $41,000,000 of the 2018 TIRCP grant withheld when the project scope was reduced to Pomona will be released and allocated from CalSTA for use on the Project.

# Next Steps

Upon Board approval:

> The Funding Agreement Amendment will be circulated for execution

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

Metro

# Board Report

**File #:** 2024-0903, **File Type:** Program **Agenda Number:** 24.

**FINANCE, BUDGET, AND AUDIT COMMITTEE**
**OCTOBER 24, 2024**

**SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

APPROVE the Resolution in Attachment A to:

A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim $40,211,229 in fiscal year (FY) 2024-25 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and

B. APPROVE the regional SGR Project List for FY24-25; and

C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

## ISSUE

In order to receive SGR grant funds for Metro and other eligible operators in Los Angeles County, Metro, as the Regional Entity, is required to submit an adopted Board resolution approving the combined project list and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents.

## BACKGROUND

As defined in The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1), the SGR Program provides approximately $125.6 million in this cycle to transit operators in California for eligible transit repair, rehabilitation, and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies using the State Transit Assistance Program formula. This formula distributes half of the funds according to population and half according to transit operator revenues. Within Los Angeles County, the revenues will be distributed according to the Metro Board-adopted FAP.


powered by Legistar™

## DISCUSSION

The Caltrans guidelines state that eligible transit operators shall submit their own project requests directly to Caltrans and provide a list of those projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is both the Regional Entity and a direct recipient of these funds.

Program requirements and deadlines are discussed at Bus Operator Subcommittee (BOS) meetings. Metro staff are available to provide guidance if requested. However, each individual agency is ultimately responsible for selecting their own projects and submitting their requests into Caltrans' online SMART system. Caltrans staff review all submittals, ask follow-up questions if necessary, and send the final list of county projects to Metro in early September. The 2024-2025 project list is included in Attachment B.

Metro is required to submit the combined project list to Caltrans by September 1, 2024. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The final project list was not received by Metro until September 10, 2024, too late to include in the September Board cycle. Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

## DETERMINATION OF SAFETY IMPACT

The requested actions will provide additional funding for state of good repair activities that will enhance the safety of Metro's and the Municipal Operators' customers and employees.

## FINANCIAL IMPACT

Adoption of the SGR resolution would positively impact the region by making an estimated $40.2 million available to support state of good repair efforts for Metro and the Municipal Operators. The actual amount is dependent upon SB1 revenues received during the year.

Impact to Budget

Claiming SGR funds will have a positive impact on the FY25 budget, as Metro is one of the regional recipients of these funds.

## EQUITY PLATFORM

This program helps fund rehabilitation and state of good repair activities for Metro and the Municipal Operators throughout Los Angeles County. Projects include bus stop shelter replacements, zero-emission vehicles, charging facilities and repairs to existing vehicles and facilities. These projects will

enhance service frequency and reliability and provide customer experience benefits to Los Angeles County transit riders. There are no equity concerns anticipated as a result of this action.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:
Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

## ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of the region's FY24-25 SGR fund allocation.

## NEXT STEPS

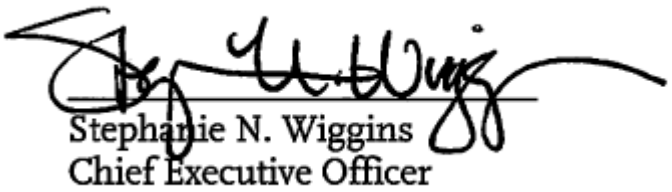
Upon approval, staff will submit the Resolution to Caltrans.

## ATTACHMENTS

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds
Attachment B - Submitted Project Listing From Metro and Municipal Operators

Prepared by: Timothy Mengle, Executive Officer, (213) 922-7665

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**
**RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS**

**RESOLUTION # _____**

**APPROVING THE PROJECT LIST FOR FY 2024-25**

**FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

**WHEREAS**, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS,** the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

**WHEREAS**, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

**WHEREAS**, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

**NOW**, **THEREFORE, BE IT RESOLVED,** that Metro hereby approves the SB1 State of Good Repair Project List for FY 2024-25; and

**NOW**, **THEREFORE, BE IT RESOLVED,** by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

**NOW**, **THEREFORE, BE IT RESOLVED,** that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: _____

## Attachment B
## Submitted Project Listing From Metro and Municipal Operators

| Agency | Fund FY | Project Title | Project Description | Estimated 99313 Costs | Estimated 99314 Costs | Other SB1 Costs | Total Project Costs |
|---|---|---|---|---|---|---|---|
| Antelope Valley Transit Authority | 24/25 | Shared Charging Lot | Modernization of shared charging lot. | $ - | $ 357,817 | $5,376,133 | $ 5,733,950 |
| City of Arcadia | 24/25 | Purchase 10 Replacement Vehicles | Purchase ten replacement transit vehicles, still deciding on fuel-type. | - | 17,246 | - | 17,246 |
| City of Commerce | 24/25 | Tire Replacement Transit Fleet | The SGR Funds will be used to replace bus tires within the City's transit fleet, up to 15 vehicles. New project for each funding fiscal year. | - | 27,647 | - | 41,381 |
| City of Culver City | 24/25 | Transit Vehicle Repair | Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist. Added 22/23 & 24/25 funds to this project. | - | 294,710 | - | 717,315 |
| City of Gardena | 24/25 | Capital Bus Components/Facility Equipment | Replacement bus components and facility equipment. | - | 290,042 | - | 460,304 |
| City of Los Angeles | 24/25 | Electrification of LADOT Washington Ave Bus Maintenance Facility | LADOT seeks funding to electrify the Washington Ave. Bus Maintenance Facility to support an all-electric bus fleet. | - | 795,826 | - | 2,566,103 |
| City of Montebello | 24/25 | Transit Center Upgrades | Projects including but not limited to, HVAC system replacement, painting, carpet & tile replacement, sewer system maintenance/repair, restroom renovation, and facility surveillance system upgrades. In addition, updates to workspace furniture, lighting, administrative office modifications, and other projects designed to extend the life of the facility. Includes the Admin/Operations building, Maintenance building , Corporate Yard building, and the facility's fuel island, bus wash, & money room | - | 448,543 | - | 898,672 |
| City of Norwalk | 24/25 | Transit Facility Improvements | Repurposing a portion of FY19/20 funding toward operational and ped improvements. The pedestrian safety walkway will extend from the Transit Center's MetroLink platform around the existing parking lots/bus route to avoid any accidents. In addition, the southend access gate will be replaced with a functional RFID gate as the current gate is broken and can only be operated by hand. HVAC system for cust serv area to allow for increased protection from COVID. | - | 167,171 | - | 167,171 |
| City of Redondo Beach | 24/25 | Transit Vehicle and Equipment Purchase Project Beach Cities Transit fleet | Transit Vehicle and Equipment Purchase Project Beach Cities Transit fleet | - | 34,820 | - | 34,820 |
| City of Santa Clarita | 24/25 | Transit Maintenance Facility Hydrogen Fueling Station | Replace and/or upgrade the existing fueling station to accommodate Hydrogen fuel to meet the California 100% Zero Emission Bus (ZEB) rule. | - | 214,295 | - | 928,815 |
| City of Santa Monica | 24/25 | Bus Replacement | Purchase approximately 58 Zero-Emission Vehicles to replace CNG buses that have reached it's useful life of 12 years. | - | 1,107,849 | - | 6,004,460 |

## Attachment B
## Submitted Project Listing From Metro and Municipal Operators

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| City of Torrance | 24/25 | Preventive Maintenance | Repair and maintenance of the vehicles after an accident or through wear and tear during prolonged service. Funds will also be used to maintain the physical exterior of the buses such as decals, paint, molding, etc. to ensure protection from the elements and maximum usage during the vehicles expected useful operating life. | - | 332,741 | - | 332,741 |
| Foothill Transit | 24/25 | Bus Repair and Rehabilitation | Activities, supplies, materials, labor, services, and associated costs required to repair and rehabilitate the rolling stock to preserve or extend the functionality and serviceability of the buses. | - | 1,536,463 | - | 5,152,470 |
| Long Beach Public Transportation Company | 24/25 | Articulated Bus Rehabilitation | Support the mid-life rehabilitation of the agency's articulated bus fleet. | - | 1,335,180 | - | 1,335,180 |
| Los Angeles County | 24/25 | Bus Stop Shelters Replacement Throughout LA County | Replace bus stop shelters located throughout the unincorporated Los Angeles County area. Each bus stop shelter will consist of a bench, a trash receptacle, and illumination from dusk to dawn. | - | 76,490 | - | 76,490 |
| Los Angeles County Metropolitan Transportation Authority | 24/25 | Metro Bus Vehicle Repair and Rehab | Repair and rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility. | - | 15,856,136 | - | 47,696,651 |
| Los Angeles County Metropolitan Transportation Authority | 24/25 | Metro Rail Vehicle and Wayside Rehabilitation and Repair Preventive Maintenance | Rehabilitation and repair preventive maintenance expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system. | 17,318,253 | - | - | 76,264,988 |
| **Los Angeles County Total** | | | | **$ 17,318,253** | **$ 22,892,976** | **$5,376,133** | **$ 148,428,757** |

Los Angeles County
Metropolitan Transportation Authority

Report # 2024-0903

# California SB1 State of Good Repair Program

Finance, Budget & Audit Committee
October 24, 2024

Metro

# Recommendation

APPROVE the Resolution in Attachment A to:

A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim $40,211,229 in fiscal year (FY) 2024-25 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and

B. APPROVE the regional SGR Project List for FY24-25; and

C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.



Metro

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

**File #:** 2024-0518, **File Type:** Contract **Agenda Number:** 25.

**EXECUTIVE MANAGEMENT COMMITTEE**
**OCTOBER 24, 2024**

**SUBJECT: METRO BRANDED AND SPECIALTY MERCHANDISE**

**ACTION: APPROVE CONTRACT AWARD**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm-fixed unit rate Contract No. PS120351000 to Cétera Marketing, LLC to provide Metro-branded merchandise, in the Not-to-Exceed (NTE) contract amount of $3,500,000, inclusive of item cost, set-up fee, sales tax and shipping, effective November 12, 2024, subject to the resolution of any properly submitted protest(s), if any.

## ISSUE

As part of Metro's ongoing communications and community outreach efforts, the agency creates Metro-branded items distributed to participants, attendees, and community-based organizations during community events, Metro events, Metro-sponsored events and meetings with external organizations or officials. These items are often co-branded with the Metro logo and the event or program, such as GoPass, LIFE, TAP, etc.

In accordance with Metro's External Communications Policy (Attachment A), all External Communications Materials, which include all wearables and other promotional/specialty items, must be approved by the Marketing Communications department to ensure consistent use of design, logos, slogans, and factual information.

## BACKGROUND

Historically, departments within Metro ordered their own branded merchandise, resulting in a lack of cost control, consistency and lack of compliance with brand standards. In 2017, Metro's External Communications Policy established the requirement that all branded merchandise must be centrally ordered through the Marketing Communications department.

A centralized ordering process was established, but it was very manual. Representatives from Metro departments had to submit their request to the designated person in Marketing Communications, who would review the request, select a vendor, identify a proposed item, work with the vendor on the design, and do a quality check on the item delivered and then coordinate invoice payment with the

department that ordered the item. Orders from different departments would come at random intervals, and the order size varied from fewer than 10 pieces to several thousand pieces, depending on the event or whether the requesting department was stocking up on commonly ordered items. Because these items were ordered inconsistently, there was a missed opportunity to leverage economies of scale.

Metro previously did not have a centralized branded merchandise contract. In FY23, 30 departments placed 75 promotional item orders with a total quantity of 88,083 pieces of promotional items, and in FY24, 31 departments placed 92 orders with a total quantity of 103,651 pieces of promotional items. Since FY22, Metro has spent $1,179,419 on promo items and info materials.

## DISCUSSION

Branded merchandise is a cost-effective strategy to drive brand awareness, recognition and affinity, and to keep a brand top of mind with its customers and prospects. Branded merchandise empowers a brand's fans to express their love for a brand's product or service - and to share their passion for the brand with others. This is especially true for employees, contractors and business partners who can share their pride in working with or for a brand with others through specialty branded merchandise. In fact, the cost per impression of a promotional item is often pennies - or a fraction thereof. That is why businesses small and large, as well as public transit agencies and other public agencies across the country and LA County, utilize branded items to build their brands and strengthen their connections with their employees, customers and constituents.

Branded items help support Metro in a variety of ways. For example, clear tote bags approved for stadium use reinforce to attendees of sporting and entertainment events that they can Go Metro next time - key as Metro continues to grow its leisure ridership leading up to the World Cup, Super Bowl and Olympic and Paralympic Games. School-age-focused items (such as pencils, pencil cases, etc.) reach students enrolled in the GoPass program and remind them to use their pass. Lapel pins, branded with Metro projects reinforce a wearer's support for Metro's ambitious capital project plan. And t-shirts, hats, jackets and other items enable employees to share their pride for working at Metro - which supports our goal to be an employer of choice in Los Angeles.

Metro participates in an average of 20-30 in-person events each month throughout the year, which are a mixture of external meetings, community events attended by Metro to Metro-sponsored/hosted events. These events range in size from smaller settings (approximately 25-50 people) to larger events that draw 1,000 or more people. The average cost per item distributed during non-Regional Connector-related events in FY24 was $2.92.

When Metro staff sets up tables at community events, the level/quality of promotional items on their table attracts event attendees to the table. From there, Metro staff is able to educate the attendees on Metro transportation and resources and sign them up for programs, such as LIFE or GoPass.

As Metro continues to expand its rail and bus network, expand use of fare program offerings including LIFE and GoPass, and works to increase brand awareness and affinity among core and leisure riders, the demand for branded items has steadily grown and is expected to continue to

increase with the opening of Metro's Airport Transit Center, phase one of the Purple Line Extension, and the Gold Line Extension, and ESFV groundbreaking during the contract period.

If approved, this contract will allow Metro to centralize ordering across all Metro departments with a branded merchandise vendor with a set catalog of items and an accompanying fixed unit rate for those items that will allow Metro to leverage the economies of scale across all Metro orders, even for those departments placing smaller orders. The selected North Hollywood-based vendor will create an online portal solely for the use of verified Metro employees, where authorized staff from various departments can inquire, order and manage their requests on their own while still ensuring consistency in brand standards, overseen by Metro's Creative and Brand team.

## DETERMINATION OF SAFETY IMPACT

Approval of this item has no impact on safety.

## FINANCIAL IMPACT

There is potentially a cost savings for the Agency due to leveraging economies of scale across smaller purchases. Each department is responsible for managing and determining how much they need to purchase to fulfill their promotional item needs. The 2-year contract for the agency is not to exceed $3.5 million for all departments' needs combined and that value is inclusive of the branded merchandise, taxes and shipping costs. The contract also allows the possibility for the contract to be extended if there is value remaining on the contract. The Public Relations department will be monitoring the orders to ensure overall spending is within the limit.

The FY25 Budget includes $889,538 in Account 50443, M/S Promo and Info Materials, across various departments to support this effort.

Since this is a multi-year contract, the responsible cost center managers and cabinet chiefs will be accountable for budgeting the cost in future years.

Impact to Budget

The sources of funding depend on the projects that the promotional materials support, which could include Enterprise Funds and sales tax revenues eligible for bus and/or rail operating and/or capital expenses, federal, state and local grants, and Prop A, C and TDA Admin Funds.

## EQUITY PLATFORM

The Diversity & Economic Opportunity Department (DEOD) established a Disadvantaged Business Enterprise (DBE) goal of 27% for this procurement. Cétera-Marketing, LLC, a DBE prime, exceeded the goal, making a 100% commitment.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The awarding of this contract fulfills Metro's Strategic goal to provide responsive, accountable, and

trustworthy governance within the Metro Organization. This will be accomplished via the relationship created with the vendor and the implementation of an efficient online ordering portal. The vendor will be available to Metro staff and respond to all inquiries within a 24-hour window.

## ALTERNATIVES CONSIDERED

If the Board does not approve this request for award, Metro will cancel this procurement, and individual departments will need to order promotional items as needed through separate contracts. Each Cabinet Chief must designate a point of contact for their departments and order promotional items after securing approval from the creative and brand team. In this model, Metro would not receive the cost benefit of having one centralized ordering system or vendor which creates the opportunity for departments to develop and distribute products that do not meet Metro's high-quality standards.

## NEXT STEPS

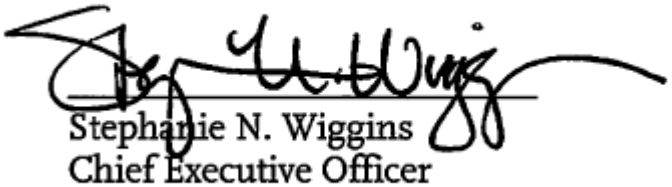
Upon Board approval, staff will execute Contract No. PS120351000 with Cétera Marketing LLC to provide Metro branded and specialty promotional items, effective November 12, 2024.

## ATTACHMENTS

Attachment A - External Communications Policy
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by: Monica Bouldin, Deputy Chief of Customer Experience, (213) 922-4081
Pam Krebs, Executive Officer, Communications (Public Relations) (213) 922-6931
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

Metro

# COMMUNICATIONS
# External Communications Policy

(COM 2)

## POLICY STATEMENT

To maximize the Los Angeles County Metropolitan Transportation Authority's (Metro) brand identity, image and communications processes, and maintain consistency in the eyes of our customers and other stakeholders, all processes and materials intended to represent Metro and its services, programs and projects to external audiences must be created, reviewed and/or approved by Metro's Communications Department (Communications). No other department or contractor is authorized to develop, design or implement Metro customer materials or other communications initiatives, or represent Metro through communications processes, without first consulting or getting direction from Communications.

## PURPOSE

To provide the necessary guidelines for development and authorization of external communications and to ensure consistency in the processes, materials, statements, images and logo usages that are intended to explain, promote or otherwise represent Metro services, programs and projects to external audiences.

## APPLICATION

This policy and its procedures apply to all Metro employees and consultants.

Cassandra C. Langston
APPROVED: County Counsel or N/A

Paulette Tonilas
Department Head

ADOPTED: CEO

Effective Date: 7/27/17

Date of Last Review: _____

Metro

# COMMUNICATIONS
# External Communications Policy

(COM 2)

## 1.0 GENERAL

External communications keep Metro's customers, stakeholders and the general public informed, educated and engaged in the agency's services, programs and projects. Communications is responsible for developing, coordinating and implementing external communications processes and materials such as logos; slogans; nomenclature; standard messaging platforms; campaigns; social media, web, mobile; media relations, visual communications; and community outreach and engagement. If an outside contractor is tasked with any external communications efforts on behalf of Metro, all processes and materials must be coordinated through and approved by the Communications' staff. This ensures a consistent, coordinated and accurate presentation of Metro to the public. In keeping with best industry practices, it is imperative for Metro to have Communications as the central point where external communications are created and/or reviewed, and the central point to apply, coordinate, approve and authorize the processes and materials that are intended to inform the public about Metro's services, programs and projects.

## 2.0 PROCEDURES

Marketing

The Marketing unit (Marketing) within Communications is responsible for developing Metro's marketing strategy, branding, identity and image, and ensuring it is applied consistently by Metro staff, consultants and vendors across all customer-facing channels. In collaboration with agency partners, the Marketing team is also the primary developer of Metro's external communications materials and digital channels, and is responsible for ensuring the goals and objectives of the Agency and partner departments are met, while approving materials and ensuring their accuracy and consistency within the Metro brand. No other department is authorized to develop and/or approve customer communications materials and digital channels without first consulting the Marketing Unit.

Any Metro department proposing to utilize an outside contractor for marketing services must contact their Marketing Representative first. Marketing will evaluate the request to see if it can be accommodated internally. If it cannot be accommodated, Marketing will partner with the requesting department, and oversee the marketing strategy and contractor's development of materials that follow Metro's Style Guidelines.

Community Relations

The Community Relations unit within Communications is responsible for community outreach and engaging with the public, and is therefore the lead in developing, guiding, coordinating and approving engagement strategies, processes and activities, including those legally required through the environmental, engineering and construction phases.

Community Relations is also responsible for guiding messages, materials and presentations used for community outreach. If an outside contractor is tasked with performing such activities on behalf of Metro, they must get guidance from, and coordinate with Community Relations staff in advance of the activities. This includes interactions with, and coordination of elected officials and key stakeholders, public/community meetings, community notices, and engagement processes. All messages and visual communications to project stakeholders should be coordinated through Community Relations to ensure consistency of Metro's overall messaging.

Public Relations

The Public Relations unit within Communications is responsible for developing, guiding and approving the Metro's media relations strategies and materials, and approving all informational, educational, in-kind promotional and service-related digital content, processes and activities that represent Metro services, programs and projects. This includes but is not limited to press releases, service alerts, talking points, articles, guest columns or opinion editorials, and interviews with media organizations.

Art and Design

The Art and Design unit within Communications is responsible for improving customer environments through the integration of art and design and for developing and implementing all agency public art, art asset management and cultural programs including all community outreach and communications related to those programs. Art and Design is also responsible for the development and oversight of Metro's brand identity in the built environment (facilities, fleet, etc.).

### 2.1 Types of Materials

Uses of materials affected by this policy generally fall into the categories of advertising, customer information, study, project and construction information; signage and wayfinding; renderings or images; social media, web, and mobile channels; illustration; photography; videos; media and public relations; public information displays, community relations; promotions and recruitment. The executive management for Marketing, Public Relations, Art and Design, and Community Relations are the points of contact for their respective areas to approve communications materials designed to explain, promote or otherwise represent Metro and/or its services, programs and projects to external audiences. If materials requests originate outside of Communications, Marketing will confer with the appropriate parties prior to development and approval.

Exceptions: The content of Board reports, legal documents, contracts, technical presentations and other regulatory documents which do not serve as promotional pieces for Metro services are not subject to this policy. Wayfinding signage

elements as regulated by the California Public Utilities Commission (PUC) and the Manual of Uniform Traffic Control Devices (MUTCD), as well as printed and other materials required during emergencies such as disruptions to transit service are also excepted. However, logo use, typography, printed covers and other graphic design considerations for such pieces must follow Communications guidelines as described in the Metro Style Guide or be otherwise generated and/or approved by the Chief Communications Officer or designee prior to release.

The content of media communications, including press releases, is covered in the Contact with Media (COM 1) policy.

## 2.2 Generation of Materials

Marketing will develop campaigns and materials that support the Strategic Marketing Plan or that are tied to strategic marketing objectives. Requests for any other communications materials from other internal departments will be referred to Marketing. Marketing Representatives are assigned to individual departments and projects to ensure that their communications needs and projects are satisfied. Marketing staff will collaborate with staff from the requesting department to develop and deliver the materials either through Marketing or an outside contractor overseen by Marketing.

Marketing staff members partner with other Metro departments to identify goals, objectives and budgets for specific marketing projects. In collaboration with the partner department, Marketing staff will develop the project strategy, define audiences, develop a paid media plan, create messaging, and design communication materials to meet the required goals and objectives. Such materials are then produced through Marketing's internal Printing Services group, which also has a bench contract for outside production resources for projects they are unable to produce in-house. With Marketing approval, outside contractors may be used if internal printing services are unable to produce/complete job requests.

## 2.3 Release of Materials

Release of Metro external communications materials for use/reuse by external parties such as contractors; consultants; regional partners; other transit agencies; city, municipal, state and federal authorities; print and electronic media or other internal departments must be approved by Communications to ensure the most current and accurate information is communicated, and that applicable copyright and trademark protections are respected. Use of logo, graphic, photo and video properties by third parties must be approved in advance by Communications and accompanied by a credit to Metro. All requests for approval

shall be facilitated by the Marketing Representative assigned to the requesting department.

### 2.4 Advertising

Paid promotion of Metro's external communications materials, including print, broadcast, out of home, web, mobile, and social media advertising to external parties will be coordinated with Marketing. Based on the identified goals, objectives and budget outlined in the advertising brief, Marketing will advance and manage a request to the Metro Media Buyer for development of a strategic paid media plan that identifies audience targets, conversion metrics, and media platforms to meet the partner's goals and objectives. All ads will be designed and trafficked by Marketing to ensure consistency with the Metro Strategic Marketing Plan and to maximize brand impact, scale, reach, and advertising budget.

Additionally, all inquiries, solicitations, and proposals from paid media vendors and services must be forwarded to the Marketing Department so they can be vetted by Metro's media planning and buying agency of record.

### 2.5 Digital Channels

Digital channels include customer-facing websites, applications, social media platforms, blogs and paid digital media. All new or modified web, mobile and applications must be coordinated, and are subject to approval by Communications. Communications staff meets regularly to coordinate ongoing social media strategy and efforts. For specific requirements related to social media channels, refer to Metro's Social Media Policy (COM 7).

## 3.0 DEFINITION OF TERMS

**Brand Identity** – the combination of graphic and text elements used in a consistent manner to represent a product, service or company which, when combined with quality standards, behavioral characteristics and public persona, impart a consistent impression of that product, service or company to the public.

**Digital Channels** – owned and paid online distribution properties including social media, websites, applications, and mobile platforms.

**External Communications Materials** – any information conveyed through print media, electronic media or other means intended to explain, publicize, advertise or identify Metro services, programs or activities to external audiences. This includes, but is not limited to printed or electronic brochures; take-ones; fact sheets; publications; announcements; flyers; banners; report covers; stationery; outdoor advertisements; on-

board bus and rail fleet ads, signage, and decals; bus, rail and station wayfinding and/or directional signage; maps; web sites and pages; mobile applications; social media channels; wearables and other promotional/specialty items; press releases; talking points; key messages; official statements; videos; logos; graphic symbols; photography; illustration; and other customer communications materials.

## 4.0 RESPONSIBILITIES

**Communications Department** generates external communications materials and processes in accordance with Executive and Board-directed priorities; reviews and approves all external customer-focused communications materials to ensure consistent use of design, logos, slogans and factual information; and guides and approves marketing, media, community outreach and engagement strategies.

**Chief Communications Officer (or designee)** reviews and approves prior to production any communications materials intended to explain, inform, educate, promote or otherwise represent Metro and/or its services, programs and projects to an external audience.

## 5.0 FLOWCHART

Not Applicable

## 6.0 REFERENCES

- Metro Style Guide
- Metro Logo Guidelines
- Contact with Media (COM 1)
- Social Media Policy (COM 7)

## 7.0 ATTACHMENTS

Not applicable

## 8.0 PROCEDURE HISTORY

| | |
|---|---|
| 03/10/97 | Memo from CEO issued to Executive Staff outlining guidelines for approval of communication materials. |
| 02/07/01 | Formal policy approved and adopted by Office of the CEO. |
| 02/19/04 | Memo from CEO issued to all employees regarding authority of the Communications department, formed subsequent to the adoption of the policy. |

| | |
|---|---|
| 06/28/05 | Policy revised to reflect current organizational structure. |
| 11/05/09 | Biennial review and update. Policy updated to include references to timetables, social media and Agency Nomenclature policy. |
| 7/23/13 | Biennial review and update. Policy updated to include mention of PUC and MUTCD; clarified external communications materials, and interaction between Communications and other departments; changed Metro references to LACMTA. |
| 06/26/17 | Review: changed the title from Approval of External Communications Materials to External Communications Policy; added Art & Design unit; clarified departmental duties. |

**ATTACHMENT B**

# PROCUREMENT SUMMARY

## METRO BRANDED AND SPECIALTY ITEMS/PS120351000

| | | |
|---|---|---|
| **1.** | **Contract Numbers:** PS120351000 | |
| **2.** | **Recommended Vendors**: CéteraMarketing, LLC | |
| **3.** | **Type of Procurement : (check one) :** ☒ **RFP** ☐ **IFB** ☐ **IFB–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: May 06, 2024 | |
| | **B. Advertised/Publicized:** May 06, 2024 | |
| | **C. Pre-Proposal Conference**: May 16, 2024 | |
| | **D. Proposals Due**: June 17, 2024 | |
| | **E. Pre-Qualification Completed**: September 9, 2024 | |
| | **F. Ethics Declaration Forms submitted to Ethics**: June 26, 2024 | |
| | **G. Protest Period End Date**: October 29, 2024 | |
| **5.** | **Solicitations Picked up/Downloaded**:<br>39 | **Proposals Received**:<br>2 |
| **6.** | **Contract Administrator**:<br>Antwaun Boykin | **Telephone Number**:<br>(213) 922 -1056 |
| **7.** | **Project Manager**:<br>Tyra Johnson | **Telephone Number**:<br>(213) 922-2789 |

## A. Procurement Background

This Board Action is to approve Contract No. PS120351000 to CéteraMarketing, LLC to provide Metro branded and specialty items. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On May 6, 2024, Request for Proposals (RFP) No. PS120351 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department recommended a Race Conscious Disadvantaged Business Enterprise (DBE) participation goal of 27% for this procurement.

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

- Amendment No. 1, issued on June 5, 2024, extended the proposal due date.

A total of 39 firms downloaded the RFP and were included on the planholders list. A virtual pre-proposal conference was held on May 16, 2024, and was attended by 4 participants representing 3 firms. There were 20 questions received, and responses were released prior to the proposal due date.

Two proposals were received by June 17, 2024, from the following firms listed below in alphabetical order:

1. CéteraMarketing, LLC
2. Snap Marketing

Since only two proposals were received, staff conducted a market survey of the planholders to determine why no other proposals were submitted. Responses were received from four firms and they included the following reasons:

- the scope of services not being within our area of expertise
- our firm's value is in our strategic consulting
- we usually pass on these opportunities when we feel the significant amount of effort outweigh the opportunity
- we usually don't submit a proposal if the expected delivery time is less than 45 days

## B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Public Relations, Marketing, Community Relations and Talent Development Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

| | |
|---|---|
| • Qualifications of the Firm/Team | 30% |
| • Qualifications of Key Personnel | 10% |
| • Understanding of the Scope of Services and Proposed Approach | 15% |
| • Ordering System and Storage | 20% |
| • Price Proposal | 25% |

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements for Metro branded and specialty items. Several factors were considered when developing these weights, giving the greatest importance to the qualifications of the firm/team.

Evaluations were conducted from June 17, 2024, through July 22, 2024. The PET independently evaluated and scored the technical proposals and determined CéteraMarketing, LLC to be the top-ranked firm.

**Qualifications Summary of Firms**:

### CéteraMarketing

CéteraMarketing, LLC (CéteraMarketing), located in North Hollywood, CA, was founded in 2008. CéteraMarketing is a Metro certified small business firm, and a California Unified Certification Program (CUCP) certified Disadvantaged Business Enterprise (DBE). The CéteraMarketing team brings a combined 62 years of experience in brand marketing and software development. Existing clients include Honda, Target, Los Angeles Dodgers, Bristol Myers Squibb and Boeing.

### Snap Marketing

Snap Marketing, headquartered in Los Angeles, CA was founded in 2007. The Snap Marketing team has over 20 years of promotional branding and industry experience

providing promotional items to local government agencies and private entities. Existing clients include Disney, Metropolitan Water District, Long Beach Memorial Medical Center, and Southern California Edison.

The following is a summary of the PET scores:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| **2** | **CéteraMarketing** | | | | |
| **3** | Qualifications of the Firm/Team | 93.33 | 30.00% | 28.00 | |
| **4** | Qualifications of Key Personnel | 89.40 | 10.00% | 8.94 | |
| **5** | Understanding of the Scope of Services and Proposed Approach | 90.87 | 15.00% | 13.63 | |
| **6** | Ordering System and Storage | 92.50 | 20.00% | 18.50 | |
| **7** | Price Proposal | 100.00 | 25.00% | 25.00 | |
| **8** | **Total** | | **100.00%** | **94.07** | **1** |
| **9** | **Snap Marketing** | | | | |
| **10** | Qualifications of the Firm/Team | 80.83 | 30.00% | 24.25 | |
| **11** | Qualifications of Key Personnel | 83.10 | 10.00% | 8.31 | |
| **12** | Understanding of the Scope of Services and Proposed Approach | 80.00 | 15.00% | 12.00 | |
| **13** | Ordering System and Storage | 86.00 | 20.00% | 17.20 | |
| **14** | Price Proposal | 92.00 | 25.00% | 23.00 | |
| **15** | **Total** | | **100.00%** | **84.76** | **2** |

## C. Price Analysis

The recommended fully burdened rates for the branded and specialty items required have been determined to be fair and reasonable based on price analysis, Independent Cost Estimate (ICE), and technical evaluation.

Work for this Contract will be authorized through the issuance of contract purchase orders.

## D. Background on Recommended Contractor

### CéteraMarketing

CéteraMarketing is a full-service B2B (business-to-business) merchandise agency with a boutique approach to service, style and safety testing. It is a marketing firm that specializes in producing innovative, on-trend promotional products, custom corporate gifts, event branding and digital marketing solutions.

The proposed project manager has 20 years of sales experience/customer engagement and 12 years of experience in sourcing promotional goods. The project manager has demonstrated history fostering client satisfaction, and engagement, for companies such as Major League Baseball, Honda, and Cisco.

CéteraMarketing has been providing Metro-branded and specialty items to Metro and performance has been satisfactory.

# DEOD SUMMARY

## METRO BRANDED AND SPECIALTY PROMOTIONAL ITEMS / PS120351000

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 27% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Cétera-Marketing LLC, a DBE Prime, exceeded the goal by making a 100% DBE commitment.

| Small Business Goal | 27% DBE | Small Business Commitment | 100% DBE |
|---|---|---|---|

| | DBE Subcontractor | Ethnicity | % Committed |
|---|---|---|---|
| 1. | Cétera-Marketing LLC (DBE Prime) | African American | 100% |
| | | **Total Commitment** | **100%** |

### B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

### C. Living Wage and Service Contract Worker Retention Policy Applicability

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

### D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

### E. Project Labor Agreement/Construction Careers Policy

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

EXECUTIVE MANAGEMENT COMMITTEE

# Metro Branded and Specialty Merchandise

Metro

October 2024

# Authorize CEO to award a 2-year, firm-fixed unit rate contract to Cétera Marketing, LLC to provide Metro-branded merchandise in the not-to-exceed contract amount of $3.5M

Metro

October 2024

# Sample of Previously Ordered Items























Metro

October 2024

# Benefits of a Centralized Promotional Item Vendor

- Potential overall cost savings by leveraging economies of scale
- Ensures consistency of brand standards
- Streamlines ordering process
- Helps ensure compliance with existing Metro policy







Metro

October 2024

# Any questions?

Metro

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

Metro

# Board Report

**File #:** 2024-0442, **File Type:** Contract **Agenda Number:** 30.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**OCTOBER 24, 2024**

**SUBJECT: COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 5 to Contract No. OP754160008370 with Steelman Build & Construction Inc., to provide commercial and industrial door repair and preventive maintenance services to exercise option year one in the Not-to-Exceed (NTE) amount of $560,912, increasing the Total Contract Value from $1,732,736 to $2,293,648, and extending the period of performance from January 3, 2025, to January 2, 2026.

## ISSUE

The current contract's three-year base term to provide commercial and industrial door repair and preventive maintenance services expires on January 2, 2025. To continue providing these critical services, a contract modification is required to exercise option year one.

## BACKGROUND

At its September 2021 meeting, the Board authorized the Chief Executive Officer to award a five-year firm fixed unit rate Contract No. OP754160008370, inclusive of two (2) one-year options to Steelman Build & Construction Inc. to provide systemwide commercial and industrial door repair and preventive maintenance services, effective January 3, 2022.

Metro staff are first responders for inoperable doors to ensure there is proper electrical power to the door operator. Once Metro staff verifies there is no issue with the power supplied to the door operator, the contractor will proceed to perform as-needed mechanical and any other repairs for damaged or malfunctioning commercial and industrial doors as they are responsible for under the existing contract. The contractor is also required to provide semi-annual preventative maintenance inspections for roll-up doors and grilles. The proactive preventative maintenance program and timely repair of damaged or malfunctioning doors provided by this contract are necessary to ensure safe operations, accessibility to Metro's transit system, and timely bus rollouts.

Under the existing contract, Steelman Build & Construction Inc. has provided satisfactory services for

systemwide commercial and industrial door repair and preventive maintenance.

During the three-year base term, services were expanded to include 157 additional doors from Union Station East Portal and Gateway Headquarters Building, previously managed under a separate contract outside Metro Operations. It also included 24 additional doors from the K Line (C/LAX) and Regional Connector expansion projects, for a total of 1,231 doors throughout Metro bus and rail facilities. This consists of 480 steel roll-up doors, 164 glass doors, 59 bi-fold doors, 43 roll-up grilles, 48 sectional doors, 413 fire doors, and 24 counter shutters.

## DISCUSSION

Under Modification No. 5, the contractor will continue to provide systemwide commercial and industrial door repair and preventive maintenance service to ensure safe operations and timely service delivery.

The existing contract scope of services will further expand during option year one to include 79 additional commercial and industrial doors with the completion of the Airport Metro Connector project and Section 1 of the D Line/Purple Extension, increasing the total number of doors to be maintained under this contract from 1,231 to 1,310.

## DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure safe, timely, and quality commercial and industrial door repair and preventive maintenance services throughout Metro bus and rail facilities.

## FINANCIAL IMPACT

The FY25 budget includes funding of $526,948 under cost center 8370-Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, and various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer of Shared Mobility will be accountable for budgeting costs in future years.

### Impact to Budget

Current funding sources for this action include Passenger Fares, Proposition A and C, Measure R and M, as well as State Transit Assistance. These funding sources are eligible for bus and rail operations projects. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

## EQUITY PLATFORM

This contracted maintenance service will be applied equally to commercial and industrial doors at all Metro divisions, stations, terminals, and locations. While customers have minimal interaction with these commercial and industrial doors, including fire doors, it is imperative that they are maintained to ensure proper operation during an emergency and rider and employee safety.

This contract was solicited as part of the Small Business (SB) Prime (Set-Aside) Program. Steelman Build & Construction Inc., a Metro-certified SBE contractor, made an 86% SBE commitment as the prime contractor. The current level of SBE participation is 98.24%, exceeding the commitment by 12.24%.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5; Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing semi-annual inspections, preventive maintenance inspections, and as-needed repairs to damaged or malfunctioning commercial and industrial doors will extend their useful life, ensure timely bus rollouts, and provide safe and reliable operations system-wide.

## ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, severely impacting safety, operations, and accessibility to Metro's system.

With the completion of a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has conducted an initial analysis for insourcing/outsourcing options for providing commercial and industrial door repair and preventive maintenance services, amongst other services. Based on the findings, providing commercial and industrial door repair and preventive maintenance services was not recommended for insourcing as this would require Metro to hire dedicated staff to be trained on several types of commercial and industrial doors, the purchase of additional equipment, vehicles, and a significant investment for parts and materials to support the expanded responsibility. The insourcing/outsourcing study assessment results indicate that this is currently not a cost-effective option for Metro.

## NEXT STEPS

Upon approval by the Board, staff will execute Contract Modification No. 5 to Contract No. OP754160008370 with Steelman Build & Construction Inc. to provide commercial and industrial door repair and preventive maintenance services effective January 3, 2025.

## ATTACHMENTS

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

Prepared by: Lena Babayan, Executive Officer, Operations Administration, (213) 922-6765
Carlos Martinez, Director, Facilities Contracted Maintenance Services, (213) 922-6761
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061

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

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

Stephanie N. Wiggins
Chief Executive Officer

## PROCUREMENT SUMMARY

## COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTATIVE MAINTENANCE SERVICES/ OP754160008370

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: OP754160008370 | | | |
| **2.** | **Contractor**: Steelman Build & Construction | | | |
| **3.** | **Mod. Work Description**: Exercise One-year Option | | | |
| **4.** | **Contract Work Description**: Repair and maintenance | | | |
| **5.** | **The following data is current as of**: 9/12/24 | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 9/23/2021 | **Contract Award Amount:** | $1,682,736 |
| | **Notice to Proceed (NTP):** | 1/3/2022 | **Total of Modifications Approved:** | $50,000 |
| | **Original Complete Date:** | 1/2/2025 | **Pending Modifications (including this action):** | $560,912 |
| | **Current Est. Complete Date:** | 1/2/2026 | **Current Contract Value (with this action):** | $2,293,648 |
| | | | | |
| **7.** | **Contract Administrator**: Ana Rodriguez | | **Telephone Number**: 213-922-1076 | |
| **8.** | **Project Manager**: Carlos Martinez | | **Telephone Number**: 213-922-6761 | |

## A. Procurement Background

This Board Action is to approve Contract Modification No. 5. to exercise a one-year option in the Not-to-Exceed (NTE) amount of $560,912, increasing the total NTE amount from $1,732,736 to $2,293,648 and extending the period of performance from January 3, 2025 to January 2, 2026.

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

On September 23, 2021, Metro's Board of Directors authorized the award of a firm fixed unit rate Contract No. OP754160008370 to Steelman Build & Construction, Inc. to provide commercial and industrial door repair and preventive maintenance services, effective January 3, 2022 inclusive of a three-year base and two, one-year options.

Refer to Attachment B – Contract Modification/Change Order Log

## B. Cost/Price Analysis

The recommended price of the option has been determined to be fair and reasonable based upon firm fixed unit rates that were evaluated and established as part of the current contract awarded in September of 2021. The contract was awarded as a result of a competitive IFB that included evaluation of the base period and options. The award was made to the lowest responsive, responsible bidder. Approving this option and modification using the firm fixed unit rates already established is in the best interest of Metro as re-soliciting this requirement is expected to result in a higher price for these services. The Contractor has confirmed their rates have increased since 2021, and the rate of inflation in 2022 was 6.8% and 3.4% in 2023, as measured by the Consumer Price Index, which supports the Contractor's statement that their rates are higher today than three years ago. Exercising the option ensures Metro is paying the lowest possible cost for these services as the services would continue to be provided under the firm fixed unit rates established during the base period of the original contract.

| Proposal Amount | Metro ICE | Negotiated Amount |
|---|---|---|
| NTE $560,912 | NTE $560,912 | NTE $560,912 |

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTATIVE MAINTENANCE SERVICES/ OP754160008370

| Mod. no. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Addition of locations | Approved | 2/7/22 | $0 |
| 2 | Addition and deletion of locations | Approved | 3/27/23 | $0 |
| 3 | Addition of Preventative Maintenance Inspections and Addition of 1 subcontractor | Approved | 2/5/24 | $50,000 |
| **4** | **Exercise Option 1 and extend Period of Performance through January 3, 2024** | **Pending** | **9/12/24** | **$560,912** |
| | **Modification Total:** | | | **$610,912** |
| | **Original Contract:** | | | **$1,682,736** |
| | **Total:** | | | **$2,293,648** |

## DEOD SUMMARY

## COMMERCIAL AND INDUSTRIAL DOOR REPAIR AND PREVENTIVE MAINTENANCE SERVICES/OP754160008370

### A. Small Business Participation

Steelman Build & Construction, a Small Business (SB) Prime, made an 86.00% Small Business Enterprise (SBE) commitment. The project is 68% complete and the current SBE participation is 98.24%, exceeding the commitment by 12.24%.

| **Small Business Commitment** | **86.00% SBE** | **Small Business Participation** | **98.24% SBE** |
|---|---|---|---|

| | **SBE Subcontractors** | **% Committed** | **Current Participation[1]** |
|---|---|---|---|
| 1. | Steelman Build & Construction (SBE Prime) | 86.00% | 95.59% |
| 2. | LAX Equipment | Added | 2.65% |
| | **Total** | **86.00** | **98.24%** |

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

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

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

### C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this modification. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

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

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

# Commercial and Industrial Door Repair
# &
# Preventative Maintenance Services

# Recommendation

- Authorize the Chief Executive Officer to execute Contract Modification No. 5 to Contract No. OP754160008370 with Steelman Build & Construction Inc., for Commercial and Industrial Door Repair and Preventive Maintenance Services to:
  - Exercise option year one in the Not-To-Exceed (NTE) amount of $560,912,
  - Increase the total contract NTE amount from $1,732,736 to $2,293,648, including the three-year base period
  - Extend the period of performance from January 3, 2025, to January 2, 2026
- The existing contract's three-year base term expires on January 2, 2024

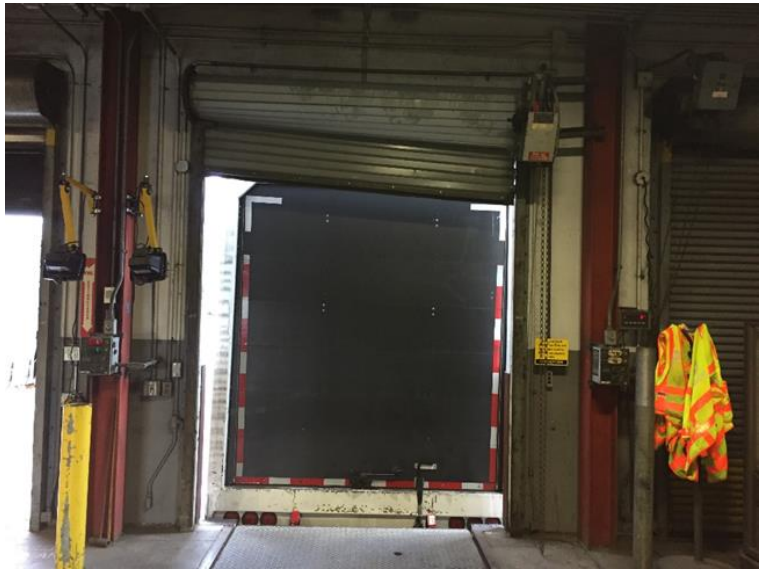
Metro

# Summary

- Under the existing contract's three-year base term
  - ✓ The contractor has been providing satisfactory services
  - ✓ The contractor's responsibilities have expanded to include locations maintained by others and expansion projects at:
    - Gateway Headquarters Building & Union Station East Portal
    - K Line (C/LAX)
    - Regional Connector
- During the option year one, responsibilities will further expand to include:
  - ✓ Airport Metro Connector (AMC)
  - ✓ Metro D Line (Purple) Extension Phase I

Metro

# Before and After Pictures



BEFORE



AFTER

METRO CMF BLDG 4, BAY 5

Metro

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

Metro

# Board Report

**File #:** 2024-0549, **File Type:** Contract **Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**OCTOBER 24, 2024**

**SUBJECT: BUS BATTERIES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. MA90333-2000 with Battery Power, Inc., for Bus Batteries 12V, Group 31. This modification will exercise the one-year option in the not-to-exceed amount of $1,474,110.90, increasing the total contract value from $1,474,110.90 to $2,948,221.80 and extending the contract term from November 9, 2024 to November 8, 2025.

## ISSUE

The Bus Maintenance Department uses bus batteries to support a fleet of over 2,000 Metro buses. Bus batteries are required for the engine and all major systems and subsystems on the bus fleet to operate and perform effectively.

Execution of this contract modification will ensure the operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards. This is necessary to ensure service continuity and avoid any interruption to Metro operations.

## BACKGROUND

Metro awarded the original contract in September of 2023 as a two-year contract, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA90333-2000 with Battery Power, Inc. The contract base amount is $1,474,110.90 inclusive of sales tax, and a one-year option amount is $1,474,110.90, inclusive of sales tax, for a total contract amount of $2,948,221.80. The first year was successful, and Metro's Central Maintenance Shop's Midlife Program is requesting approval for the 2nd year option. Staff issued a no cost period of performance extension from September 28, 2024 through November 8, 2024. The 2nd year option would continue the Midlife Program bus batteries replacement from November 9, 2024 through November 8, 2025.

Bus batteries provide the stored electrical energy necessary to start engines on buses and energize control modules and other electrical systems. It also energizes the alternator, which generates additional power for the various electrical systems installed on the bus fleet. After repeated heavy use each day for the extended service intervals on Metro buses, the batteries deteriorate and become


powered by Legistar™

unable to store the required amount of energy to provide the current required to start the engines on buses and supply power for the electrical subsystems. Bus batteries that fail will take buses out of service due to engine no start or stalling issues, impacting the service provided to customers while buses are pending installation of new replacement batteries. Similar to automotive batteries, purchasing new bus batteries includes a core charge for recycling failed batteries. The failed batteries are returned to the vendor for recycling. Bus batteries functioning at total capacity are crucial for the safe and reliable operation of the bus fleet.

## DISCUSSION

The bus operating divisions and Central Maintenance Shops use the bus batteries when performing repairs and preventative maintenance on the bus fleet. It is imperative to always have an inventory of bus batteries on hand to service the Metro bus fleet.

The contract modification to be awarded is a “requirements type” agreement in which we commit to ordering only from the awardee up to the specified quantity for a specific duration of time. However, Metro is not obligated to order any or all of the bus batteries that may be required. The bid quantities are estimates only, with deliveries to be ordered and released as necessary. Metro Mechanics install the purchased bus batteries.

Bus batteries will be purchased, maintained in inventory, and managed by Material Management. The appropriate budget project numbers and accounts will be charged as bus batteries are issued.

## DETERMINATION OF SAFETY IMPACT

The contract modification for bus batteries will ensure that all operating divisions and the Central Maintenance Shops have an adequate inventory to maintain the equipment according to Metro Maintenance standards. This action will prevent service impacts, deferred maintenance, and ensure bus availability for revenue service.

## FINANCIAL IMPACT

Funding in the amount of $1,474,110.90 for these bus batteries is included in the FY25 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating cost centers under project 306002 Operations Maintenance, and in the Central Maintenance Shops cost center 3366 under project 203050 NEW FLYER/ELDORADO BUS MIDLIFE Program.

### Impact to Budget

The current funding sources for this action include Propositions A and C, Measure M, Federal Section 5307, and the Transportation Development Act. These sources are eligible for Bus Operating or Capital projects.

## EQUITY PLATFORM

This action will ensure that Metro's bus fleet, which serves most regions in Los Angeles County, is able to provide vital transportation services to neighborhoods, including many Equity Focus Communities (EFCs) where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an important lifeline for the residents in EFCs. The Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these underserved communities.

Due to the lack of subcontracting opportunities, the Diversity and Economic Opportunity Department (DEOD) did not recommend a DBE goal for this procurement.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The bus batteries support Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Procuring bus batteries for inventory will help ensure the reliability of the bus fleet and enable our customers to arrive at their destinations on schedule and without interruption.

## ALTERNATIVES CONSIDERED

The alternative is to not approve the contract modification and procure the bus batteries as needed, using the traditional "min/max" replenishment method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for the parts.

## NEXT STEPS

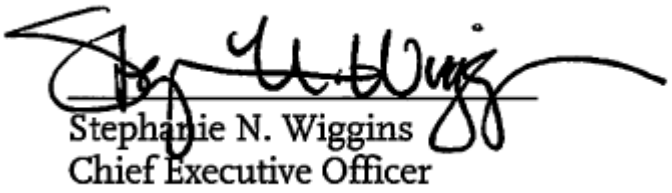
Upon approval by the Board, staff will execute a contract modification to Contract No. MA90333-2000 for the procurement of bus batteries with Battery Power, Inc.

## ATTACHMENTS

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

Prepared By: Harold Torres, Sr. Director, Central Maintenance, (213) 922-5714
James Pachan, Sr. Executive Officer (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

# PROCUREMENT SUMMARY

## BUS BATTERIES

## CONTRACT NO. MA90333-2000

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: MA90333-2000 | | | |
| **2.** | **Contractor**: Battery Power Inc. | | | |
| **3.** | **Modification Work Description:** Exercise Option | | | |
| **4.** | **Contract Work Description**: Bus Battery 12V – Group 31 | | | |
| **5.** | **The following data is current as of: 6/25/24** | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 9/29/23 | **Contract Award Amount:** | $1,474,110,90 |
| | **Notice to Proceed (NTP)** | 9/29/23 | **Total of Modifications Approved:** | 1 |
| | **Original Complete Date:** | 9/28/24 | **Pending Modifications (including this action):** | $1,474,110.90 |
| | **Contract Est. Completion Date:** | 11/8/25 | **Current Contract Value (with this action):** | $2,948,221.80 |
| **6.** | **Contract Administrator**: Tanya Allen | | **Telephone Number**: (213) 922-1018 | |
| **7.** | **Project Manager**: Harold Torres | | **Telephone Number**: (213) 922-5714 | |

## A. Procurement Background

This Board Action is to approve Modification No. 2 Contract No.MA90333-2000 issued in support of:

Exercising the one-year option and increasing the total not-to-exceed amount by $1,474,110.90 to $2,948,221.80.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is Firm Fixed Price (FFP).

The original contract was approved by the Board on September 28, 2023, to Battery Power, Inc. for a one-year base period in the amount of $1,474,110.90 with a one-year option term for a total not-to-exceed amount of $2,847,221.80.

(Refer to Attachment B – Contract Modification/Change Order Log)

.

## B. Price Analysis

The recommended unit price has been determined to be fair and reasonable based on the price analysis completed as part of the total contract amount. The price of the contract was established in September 2023 as part of the competitive contract award and shall remain unchanged. According to the Producer Price Index, similar industries experienced an average of 2.3% increase from April 2023 to May 2024. The price for this option year is the same price the contractor has charged Metro during the initial base term, with no increase. Therefore, exercising the option is in the best interest of Metro. This Contract was a result of a competitive IFB in which the option year was evaluated and award was made to the lowest responsive, responsible bidder.

| OPTION YEAR AMOUNT | METRO ICE | MODIFICATION AMOUNT |
|---|---|---|
| $1,474,110.90 | $1,474,110.90 | $1,474,110.90 |

**ATTACHMENT B**

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## BUS BATTERIES
## CONTRACT NO. MA90333-2000

| Mod. no. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Extend Period of Performance | Approved | 9/25/24 | $0.00 |
| **2** | **Exercise one-year option term** | **Pending** | **TBD** | $1,474,110.90 |
| | **Modification Total:** | | | **$1,474,110.90** |
| | **Original Contract:** | Approved | 9.29.23 | **$1,474,110.90** |
| | **Total:** | | | **$2,948,221.80** |

# DEOD SUMMARY

## BUS BATTERIES / MA90333-2000

### A. Small Business Participation

The Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Battery Power, Inc. will continue to provide the services of this contract with its own workforce.

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

The Living Wage and Service Contract Worker Retention Policy is not applicable to this 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

# BUS BATTERIES

**OCTOBER 24, 2024**

Metro

Operations, Safety, & Customer Experience Committee Meeting

# RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. MA90333-2000 with Battery Power, Inc., for Bus Batteries 12V, Group 31. This modification will exercise the one-year option in the not-to-exceed amount of $1,474,110.90, increasing the total contract value from $1,474,110.90 to $2,948,221.80 and extending the contract term from November 9, 2024 to November 8, 2025.

Metro

# ISSUE & DISCUSSION

**AWARDEE -** Battery Power, Inc.

**NUMBER OF BIDS** – Exercising Modification Option Order

**DEOD COMMITMENT** – 0%, The Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities.

**ISSUE**

Bus batteries are required for the engine and all major systems and subsystems on the bus fleet to operate and perform effectively. Bus batteries provide stored electrical energy necessary to start engines on buses, energize control modules, electrical systems, and the alternator which generates additional power. Bus batteries that fail will result in buses being taken out of service due to engine no start or stalling issues. Execution of this contract Modification will ensure the operating divisions have adequate inventory to repair and maintain the buses and avoid service interruptions.

**DISCUSSION**

The bus operating divisions and Central Maintenance Shops use the bus batteries when performing repairs and preventative maintenance on the bus fleet. It is imperative to always have an inventory of bus batteries on hand to service the Metro bus fleet.

Metro

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

**File #:** 2024-0556, **File Type:** Contract **Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**OCTOBER 24, 2024**

**SUBJECT: ENGINE ELECTRICAL WIRING HARNESS KITS**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. SD105427000 with DSM&T Company, Inc., the responsive and responsible bidder for Electrical Wiring Harness Kits. This modification will exercise the one-year option in the Not-to-Exceed (NTE) amount of $543,207.60, increasing the total contract value from $543,207.60 to $1,086,415.20 and extending the contract term from November 9, 2024 to November 8, 2025.

## ISSUE

This procurement is for the acquisition of Compressed Natural Gas (CNG) Engine Conversion Electrical Wiring Harness Kits that are required to maintain the safe and reliable operation of the bus fleet. The harness kits are required to install newer model near-zero emission engines during the Midlife Refurbishment Program of Metro's New Flyer Xcelsior bus fleet. The engine conversion program updates the bus fleet with lower emission and more efficient L9N engines, providing Metro customers safer and more reliable transportation. The three wiring harness assemblies included in the harness kits are installed on the new CNG engines and replace outdated harnesses used on the older engines originally installed in these buses.

The award of this contract modification will ensure that Bus Maintenance has adequate inventory for the Midlife Program to continue repairing and maintaining buses according to Metro maintenance standards.

## BACKGROUND

At its September 2023 meeting, the Board awarded an , Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. SD105427000 to DSM&T Company, INC. The contract base amount is a one-year base term of $543,207.60 inclusive of sales tax, and a one-year option amount is 543,207.60, inclusive of sales tax, for a total contract amount of $1,086,415.20. The first year was successful, and Metro's Central Maintenance Shop's Midlife Program is requesting approval for the 2nd year option. Staff issued a no-cost period of performance extension from September 28, 2024 through November 8, 2024. The 2nd year option would continue the Midlife Program engine harness replacement from

November 9, 2024through November 8, 2025.

Transit bus engines, transmissions, cooling systems, air conditioning systems, doors, and numerous other systems and components are controlled electrically by switches, sensors, and computers located throughout the buses. Electrical harnesses provide the connection to allow communication through electronic signals to control these systems and components. The harnesses are a critical part of the bus electrical systems, and degradation of the harnesses can significantly impact the performance and reliability of the engine, transmission, and cooling systems. Corrosion or wear of electrical connectors can result in performance problems, unnecessary in-service failures, and increased maintenance costs.

The Midlife Refurbishment Program is replacing engines on New Flyer Xcelsior buses that have been in service for over eight years, with an average mileage on these buses approaching 300,000 miles. The Midlife Refurbishment Program replaces the older Cummins ISLG engine with an environmentally cleaner and more efficient Cummins L9N engine. The updated engine improves the reliability of the bus fleet, results in fewer road failures, and provides better overall service for Metro customers. It also provides cleaner emissions for the greater Los Angeles County service area. The electrical wiring harness kits are required to install the new CNG near-zero emission engines during the Midlife Refurbishment of the Metro New Flyer Xcelsior bus fleet.

## DISCUSSION

The Cummins L9N Engine Conversion Electrical Wiring Harness Kits include three wiring harnesses specifically designed by Metro to interface with the Cummins L9N engine. These harnesses are installed on the New Flyer bus fleet during the Midlife Refurbishment process. The three harnesses replace existing harnesses that provide electrical current to components for the Cummins Engine, OBD II diagnostics, and catalytic converter.

Replacing older, high mileage engines with new engines covered by manufacturer warranties provides Metro with a more reliable transit bus fleet and reduced exhaust emissions. The harness kits replace harnesses degraded by engine compartment heat, water intrusion, and corrosion. Wiring harnesses degraded from extended use can often result in defects and engine performance issues. Replacing the harnesses will improve the reliability and extend the service mileage of the vehicle.

The contract to be awarded is an Indefinite Delivery, Indefinite Quantity (IDIQ) agreement in which Metro commits to ordering only from the awardee up to the specified quantity for a specific duration of time. Metro is not obligated or committed to ordering any or all the required Electrical Wiring Harness Kits. The bid quantities are estimates only, with deliveries to be ordered and released as necessary.

Electrical Wiring Harness Kits will be purchased, maintained in inventory, and managed by Material Management. The appropriate budget project numbers and accounts will be charged as they are issued.

## DETERMINATION OF SAFETY IMPACT

Award of the Electrical Wiring Harness Kits contract will ensure that all operating divisions and the Central Maintenance Facility (CMF) have an adequate inventory to maintain the equipment according to Metro Maintenance standards. This action will prevent service impacts and deferred maintenance and ensure bus availability and reliability for revenue service.

## FINANCIAL IMPACT

Funding in the amount of $543,207.60 for these Electrical Wiring Harness Kits is included in the FY25 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating cost centers under project 306002 Operations Maintenance, and in the Central Maintenance Shops (CMS) cost center 3366 under project 203050 New Flyer/El Dorado Bus Midlife.

Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting costs in future fiscal years.

### Impact to Budget

The current funding sources for this action include Federal 5307/5308, Proposition A, Proposition C, Measure M, and TDA. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

## EQUITY PLATFORM

This action will ensure that Metro's bus fleet, which serves most regions in Los Angeles County, can provide vital transportation services to neighborhoods, including many Equity Focus Communities (EFCs) where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an important lifeline for the residents in underserved communities, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these EFCs. The Cummins L9N Near Zero natural gas engines that utilize the Electrical Wiring Harness Kits from this procurement reduces Nitrous Oxide (NOx) emissions by ninety percent (90%) and greenhouse gas emissions by nine percent (9%) compared to the standard ISL-G CNG powered engine currently installed in this bus fleet. Implementation will result in improvements in the air quality along bus routes, benefitting EFCs.

DSM&T Company, Inc. made a 2% Disadvantaged Business Enterprise (DBE) commitment, and the current level of participation is 2.13%, exceeding the DBE commitment by 0.13%.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Electrical Wiring Harness Kits supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Procuring Electrical Wiring Harness Kits for inventory will help ensure the bus fleet's reliability and enable our customers to arrive at their destinations on schedule and without interruption.

## ALTERNATIVES CONSIDERED

The alternative is not to award the contract modification and procure Electrical Wiring Harness Kits on the open market as needed. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability. Not awarding the contract modification would negatively impact the Midlife Refurbishment program and result in delays or deferral of the engine repower program. Additionally, Metro bus maintenance divisions and the fleet would be negatively impacted.

## NEXT STEPS

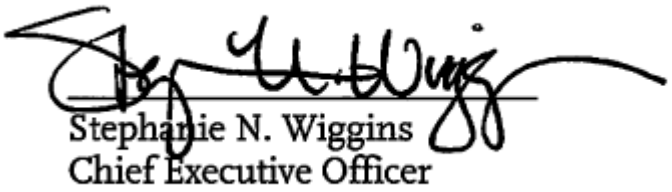
Upon approval by the Board, staff will execute a contract modification to Contract No. SD105427000 for the procurement of Electrical Wiring Harness Kits with DSM&T Company, Inc., exercising the one-year option in the amount of $543,207.60, inclusive of sales tax, for a total contract amount of $1,086,415.20.

## ATTACHMENTS

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

Prepared By: David Ball, Senior Manager, (213) 922-5895
James Pachan, Senior Executive Officer (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



**ATTACHMENT A**

## PROCUREMENT SUMMARY

## ENGINE ELECTRICAL WIRING HARNESS KITS

## CONTRACT NO. SD105427000

| | | | | |
|---|---|---|---|---|
| **1.** | **Contract Number**: SD105427000 | | | |
| **2.** | **Contractor**: DSM&T Company Inc. | | | |
| **3.** | **Modification Work Description:** Exercise Option | | | |
| **4.** | **Contract Work Description**: Electrical Wiring Harness Kits | | | |
| **5.** | **The following data is current as of: 6/6/24** | | | |
| **6.** | **Contract Completion Status** | | **Financial Status** | |
| | | | | |
| | **Contract Awarded:** | 9/29/23 | **Contract Award Amount:** | $543,207.20 |
| | **Notice to Proceed (NTP)** | 9/29/23 | **Total of Modifications Approved:** | 1 |
| | **Original Complete Date:** | 9/28/24 | **Pending Modifications (including this action):** | $543,207.20 |
| | **Contract Est. Completion Date:** | 11/8/25 | **Current Contract Value (with this action):** | $1,086,414.40 |
| **6.** | **Contract Administrator**: Tanya Allen | | **Telephone Number**: (213) 922-1018 | |
| **7.** | **Project Manager**: David Ball | | **Telephone Number**: (213) 922-5895 | |

## A. Procurement Background

This Board Action is to approve Modification No. 2 Contract No.SD105427000 issued in support of:

Exercising the one-year option and increasing the total not-to-exceed amount by $543,207.20 to $1,086,414.40.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is Firm Fixed Price (FFP).

The original contract was approved by the Board on September 28, 2023, to DSM&T Company Inc. for a one-year base period in the amount of $543,207.20 with a one-year option term for a total not-to-exceed amount of $1,086,414.40.

(Refer to Attachment B – Contract Modification/Change Order Log)

## B. Price Analysis

The recommended price has been determined to be fair and reasonable based on the analysis completed as part of the total contract amount. The price of the contract was established in September 2023 as part of the competitive contract award and shall remain unchanged. According to the Producer Price Index, similar industries experienced an average of 2.4% increase from April 2023 to April 2024. The price for this option year is the same price the firm has charged Metro during the initial base term, with no increase. Therefore, exercising the option is in the best interest of Metro. This Contract was a result of a competitive IFB in which the option year was evaluated, and award was made to the lowest responsive, responsible bidder.

| OPTION YEAR AMOUNT | METRO ICE | MODIFICATION AMOUNT |
|---|---|---|
| $543,207.50 | $543,207.50 | $543,207.20 |

**ATTACHMENT B**

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## ELECTRICAL WIRING HARNESS KITS
## CONTRACT NO. SD105427000

| Mod. no. | Description | Status (approved or pending) | Date | $ Amount |
|---|---|---|---|---|
| 1 | Extend Period of Performance | Approved | 9/29/24 | $0.00 |
| **2** | **Exercise one-year option term** | **Pending** | **TBD** | $543,207.60 |
| | **Modification Total:** | | | **$543,207.60** |
| | **Original Contract:** | Approved | 9.29.23 | **$543,207.60** |
| | **Total:** | | | **$1,086,415.20** |

## DEOD SUMMARY

## ELECTRICAL WIRING HARNESS KITS/SD105427000

### A. Small Business Participation

DSM&T Company, Inc. made a 2% Disadvantaged Business Enterprise (DBE) commitment. The contract is 88% complete and the current level of participation is 2.13%, exceeding the DBE commitment by 0.13%.

| Small Business Commitment | 2% DBE | Small Business Participation | 2.13% DBE |
|---|---|---|---|

| | DBE Subcontractors | Ethnicity | % Committed | Current Participation[1] |
|---|---|---|---|---|
| 1. | Say Cargo Express, Inc. | Hispanic American | 2% | 2.13% |
| | | **Total** | **2%** | **2.13%** |

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

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

The Living Wage and Service Contract Worker Retention Policy 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

# ENGINE ELECTRICAL WIRING HARNESS KITS

**OCTOBER 24, 2024**

Metro

Operations, Safety, & Customer Experience Committee Meeting

# RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. SD105427000 with DSM&T Company, Inc. the responsive and responsible bidder for Electrical Wiring Harness Kits. This modification will exercise the one-year option in the Not-to-Exceed (NTE) amount of $543,207.60, increasing the total contract value from $543,207.60 to $1,086,415.20 and extending the contract term from November 9, 2024 to November 8, 2025.

Metro

# ISSUE & DISCUSSION

**AWARDEE -** DSM&T Company, Inc.

**NUMBER OF BIDS** – Exercising Modification Option Order

**DEOD COMMITMENT** – 2%

**ISSUE**

Compressed Natural Gas (CNG) Engine Conversion Electrical Wiring Harness Kits are required for the installation of newer model near-zero emission engines during the Midlife refurbishment of Metro's New Flyer Xcelsior bus fleet. The engine conversion program updates the bus fleet with a lower emission and more efficient engine, providing Metro's customers with safer and more reliable transportation.

**DISCUSSION**

The CNG Engine Conversion Electrical Wiring Harness Kits include three wiring harnesses specifically designed by Metro and installed on the New Flyer Xcelsior buses during the midlife refurbishment process. The replacement of the harnesses will improve the reliability and extend the service mileage of the vehicle.

Metro

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

**File #:** 2024-0557, **File Type:** Contract **Agenda Number:** 33.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**OCTOBER 24, 2024**

**SUBJECT: CALIPER ASSEMBLIES FRONT & REAR**

**ACTION: AWARD CONTRACT**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA121741000 to American Moving Parts, the lowest responsive and responsible bidder to supply Caliper Assemblies Front & Rear in the Not-to-Exceed (NTE) amount of $1,827,743.78, inclusive of sales tax, subject to the resolution of all properly submitted protest(s), if any.

## ISSUE

This procurement is for Caliper Assemblies Front & Rear, a major component used on both front and rear braking systems on Metro's fleet of 1,030 New Flyer buses to maintain the safe and reliable operation of the bus fleet. During bus midlife, the existing caliper assemblies are replaced with new assemblies, and bus operating divisions also replace the caliper assemblies as necessary.

The award of this contract will ensure the Bus Midlife program and operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards. This is necessary to ensure service continuity and prevent interruption to Metro operations.

## BACKGROUND

Metro's fleet of 2,105 buses is comprised of the following bus manufacturers: BYD, ENC, New Flyer and NABI. New Flyer buses make up 49% of the fleet.

The caliper assembly is part of the disc brake system that houses the brake pads and piston. Two caliper assemblies are mounted on the front and rear axles of the buses. The function of the caliper assembly is to apply pressure to the piston that activates the brake pads to slow or stop the bus by creating friction between the brake pads and rotors. Functional caliper assemblies are essential to the safety of the bus fleet. During the service life of buses in normal driving conditions, the caliper assemblies wear down due to the constant braking in heavy stop-and-go traffic conditions to slow or stop the buses. The replacement of the caliper assemblies at bus operating divisions is necessary to

ensure the reliability and safety of the New Flyer bus fleet. Caliper assemblies for the BYD, ENC, and NABI fleet are procured from a contract with a different vendor.

## DISCUSSION

The caliper assembly is one of the key components of the bus braking system, and it is replaced in the Bus Midlife program and at bus operating divisions. The replacement of worn caliper assemblies reduces in-service failures and road calls, which ensures the safety of passengers and provides a high level of customer service. Replacing the caliper assemblies as part of Metro's preventive maintenance program reduces operating costs by reducing in-service failures and keeping buses in revenue service. Replacing the caliper assemblies during the Bus Midlife and at bus operating divisions will ensure the bus fleet will continue to operate safely throughout their useful life.

The contract to be awarded is a "requirements type" agreement in which Metro commits to ordering only from the awardee up to the specified quantity for a specific duration of time. However, we are not obligated or committed to ordering any specific quantity of the caliper assemblies that may currently be required. The bid quantities are estimates only, with deliveries to be ordered and released as necessary.

The caliper assemblies will be purchased and maintained in inventory and managed by Material Management. The appropriate budget project numbers and accounts will be charged as the caliper assemblies are issued.

## DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that the Bus Midlife program and all operating divisions have adequate inventory to maintain the New Flyer bus fleet according to Metro Maintenance standards. This ensures the safety of bus passengers and Metro employees by maintaining the ability of bus fleets to stop in accordance with Federal and State regulatory requirements.

## FINANCIAL IMPACT

The FY25 budget for the various caliper assemblies - disc brakes is $913,871.89, included under multiple bus operating cost centers in project 306002 Operations Maintenance under line item 50441, Parts - Revenue Vehicle, and in Central Maintenance cost center 3366, under project 203050 Bus Midlife Project and line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year contract, the cost center managers and Chief Operations Officer will be accountable for budgeting costs in future fiscal years, including any option exercised.

### Impact to Budget

The current funding sources for this action include Proposition A and C, Measure M, Transportation Development Act, and Federal 5307. These sources are eligible for Bus Operating or Capital projects. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

## EQUITY PLATFORM

This action ensures that the bus fleet that serves most regions in Los Angeles County, including many Equity Focus Communities (EFCs), is able to continuously and safely provide vital transportation services. This helps support riders in EFCs where disparities exist between residents' access to jobs, housing, education, health, and safety.

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% DBE goal for this procurement. American Moving Parts met the goal by making an overall 2% DBE commitment.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The caliper assemblies support Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The caliper assemblies will help to maintain the reliability of the New Flyer bus fleets and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

## ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the caliper assemblies as needed, using the traditional "min/max" replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply, and a guaranteed fixed price for the parts.

## NEXT STEPS

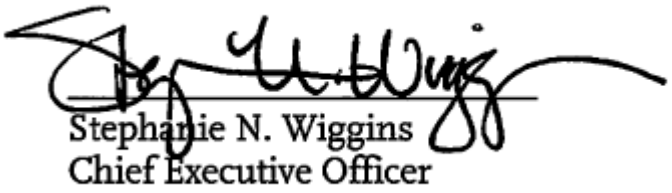
Upon approval by the Board, staff will execute No. MA121741000 for the procurement of calipers assemblies with American Moving Parts., at the two-year base amount of $1,827,743.78 inclusive of sales tax.

## ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared By: Harold Torres, Senior Director, Central Maintenance, (213) 922-5714
James Pachan, Senior Executive Officer (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

# PROCUREMENT SUMMARY
# CALIPER ASSEMBLIES – FRONT & REAR / MA121741000

| | | |
|---|---|---|
| **1.** | **Contract Number**: MA121741000 | |
| **2.** | **Recommended Vendor**:<br>American Moving Parts, 4408 Worth Street, Los Angeles, CA 90063 | |
| **3.** | **Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates** : | |
| | **A. Issued**: 4/18/24 | |
| | **B. Advertised/Publicized**: 4/22/24 | |
| | **C. Pre-proposal/Pre-Bid Conference**: N/A | |
| | **D. Proposals/Bids Due**: 6/5/24 | |
| | **E. Pre-Qualification Completed:** 6/25/24 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: 6/11/24 | |
| | **G. Protest Period End Date: 10/21/24** | |
| **5.** | **Solicitations Picked up/Downloaded**: 7 | **Bids/Proposals Received**: 3 |
| **6.** | **Contract Administrator**:<br>Tanya Allen | **Telephone Number**:<br>(213) 922-1018 |
| **7.** | **Project Manager**:<br>Harold Torres | **Telephone Number**:<br>(213) 922-5714 |

## A. Procurement Background

This Board Action is to approve Contract No. MA121741000 for the procurement of Caliper Assemblies – Front & Rear. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

An Invitation for Bid (IFB) No. MA121741 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

One (1) amendment was issued during the solicitation phase of this IFB:

- Amendment No. 1 was issued on May 5, 2024, to answer questions about the Schedule of Quantities and Prices.

A total of three (3) bids were received on June 5, 2024.

## B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The three bids received are listed below in alphabetical order:

1. American Moving Parts
2. Gillig LLC
3. The Aftermarket Parts Company

All firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, American Moving Parts, the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

## C. Price Analysis

The recommended bid price from American Moving Parts has been determined to be fair and reasonable based upon adequate price competition, the Independent Cost Estimate (ICE), and selection of the lowest responsive and responsible bidder.

This contract will achieve a price savings of 5% based on historical pricing.

| Bidder Name | Bid Amount | Metro ICE |
|---|---|---|
| American Moving Parts | $1,827,743.78 | $1,931,003.00 |
| The Aftermarket Parts Company | $2,588,882.88 | |
| Gillig, LLC | $3,167,322.10 | |

## D. Background on Recommended Contractor

The recommended firm, American Moving Parts is located in Los Angeles, CA and has been in business for 20 years. American Moving Parts (AMP) has provided similar products for Metro and other government entities including the City of Los Angeles, and the Department of Water and Power (DWP) in Los Angeles, CA. AMP has provided satisfactory service and products to Metro on previous purchases.

## DEOD SUMMARY

## CALIPER ASSEMBLIES – FRONT & REAR / MA121741000

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. American Moving Parts met the goal by making an overall 2% DBE commitment.

| Small Business Goal | 2% DBE | Small Business Commitment | 2% DBE |
|---|---|---|---|

| | DBE Subcontractors | Ethnicity | % Committed |
|---|---|---|---|
| 1. | AS Twinz Trucking | Hispanic American | 2% |
| | | **Total Commitment** | **2%** |

### B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

### C. Living Wage and Service Contract Worker Retention Policy Applicability

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

### D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

### E. Project Labor Agreement/Construction Careers Policy

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

# BRAKE CALIPER ASSEMBLIES

**OCTOBER 24, 2024**

Metro

Operations, Safety, & Customer Experience Committee Meeting

# RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA121741000 to American Moving Parts, the lowest responsive and responsible bidder to supply Caliper Kit Assemblies Front & Rear in the Not-to-Exceed (NTE) amount of $1,827,743.78, inclusive of sales tax, subject to the resolution of all properly submitted protest(s), if any.

Metro

# ISSUE & DISCUSSION

**AWARDEE -** American Moving Parts

**NUMBER OF BIDS** - 3

- American Moving Parts - $1,827,743.78
- The Aftermarket Parts Company - $2,588,882.88
- Gillig LLC - $3,167,322.10

**DEOD COMMITMENT** – 2%

**ISSUE**

The caliper assembly is major component of the bus braking system on Metro's fleet of New Flyer buses that is necessary for the safe and reliable operation of the bus fleet.

**DISCUSSION**

The replacement of worn caliper assemblies as part of Metro's preventive maintenance and Bus Midlife programs reduces in-service failures and road calls, which ensures the safety of passengers and provides a high level of customer service.

Metro

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

**File #:** 2024-0642, **File Type:** Contract **Agenda Number:** 34.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 24, 2024**

**SUBJECT: METRO B AND D LINES AUDIO FREQUENCY TRACK CIRCUIT AND INTERLOCKING RELAY LOGIC REPLACEMENT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. AE117449000 to B & C Transit, Inc. for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project in the amount of $59,858,500, effective November 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project (LOP) Budget for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project by $20,000,000 from $50,100,000 to $70,100,000.

## ISSUE

The Metro Railway Train Control system uses track circuit modules and relay logic (electromechanically operated vital and non-vital relay switches) to manage the safe movement of trains. The current train protection system on the B (formerly Red) and D (formerly Purple) Lines has continuously operated since revenue service began in 1993. These track circuit modules and relay logic (non-vital and vital relays) are now reaching the end of their useful life and require replacement. They are no longer supported by the Original Equipment Manufacturer (OEM), are not readily available in the industry, and potential replacement relays are not cost-effective due to the difficulty of installation. Approval of a contract award and an increase in the LOP budget are needed to proceed with the replacement and modernization work.

## BACKGROUND

The track circuit modules and relay logic (non-vital and vital relays) associated with the train control system are reaching the end of their useful life. The OEM no longer supports the relays, and their scarce availability creates a challenge for the Maintenance of Way (MOW) workforces to keep them operational and in good repair. Additionally, new technology in the marketplace would make maintenance of the train control system more manageable by providing diagnostic tools that help

MOW workforces troubleshoot and diagnose potential failures, which reduce unplanned downtime and improve system reliability.

In May 2022, the Board approved the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project with an LOP budget of $50,100,000 as part of the adopted FY23 annual budget. This initial LOP budget was based on the engineering estimate for replacing the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic. Subsequently, the cost increase in the design, procurement, and installation of the train control equipment industry and inflation contributed significantly to the requested increase in LOP.

## DISCUSSION

All train control equipment rooms have many track circuit modules and relay logic (non-vital and vital relays). Vital relays are essential to Metro's Railway Train Control system, which manages critical safety functions. They ensure the safe operation of trains by controlling signals and track switches at interlockings (track sections). They are designed to halt train movements when a train enters a section already occupied by another train. These relays are crucial in preventing collisions and are designed to mitigate unsafe conditions even when failing. Non-vital relays manage other essential functions such as requesting routes, providing status indications, and sending alarms to the Rail Operations Control (ROC) Center.

The project work under Contract No. AE117449000 will replace the current track circuit modules, relay logic (vital and non-vital relays), and associated wiring with microprocessor-based train control equipment. The microprocessor-based train control system will be installed at sixteen (16) Train Control and Communication Room (TCCR) locations along the mainline. To minimize the impact on rail service, the project work will be performed within one TCCR at station locations at a time. A $70,100,000 LOP budget need has been determined based on the necessary project scope and the negotiated amount for Contract No. AE117449000. See Attachment A for the expenditure plan of capital project 205674.

The replacement of the train control relays is part of the Capital Improvement Program (CIP), which aims to renew transit infrastructure assets. Metro is committed to maintaining transit infrastructure assets that are in good repair.

## DETERMINATION OF SAFETY IMPACT

Non-vital and vital train control relays directly impact the safety of train movements and are critical infrastructure assets that work to prevent train collisions and other safety hazards. In accordance with Metro's Transit Asset Management Plan requirements, both non-vital and vital train control relays must be replaced in a timely manner when they begin reaching the end of their useful life to comply with safety and reliability standards, alongside meeting California Public Utilities Commission (CPUC) and Federal Transit Administration (FTA) regulations.

## FINANCIAL IMPACT

This action will increase the LOP budget for capital project 205674-B and D Lines Train Control Non-Vital and Vital Relay Replacement, adjusting it from $50,100,000 to $70,100,000. Funding of

$4,656,029 is included in the FY25 budget.

Since this is a multi-year project, the Project Manager will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Measure R 2%. This funding is eligible for Capital Projects.Using this funding source maximizes the project funding allocation intent allowed by approved provisions and guidelines.

## EQUITY PLATFORM

Metro is committed to maintaining transit assets in marginalized communities, ensuring reliable and equitable transportation options for Metro riders, especially EFCs. The equity benefits of this action modernize transit infrastructure assets on the B (formerly Red) and D (formerly Purple) Lines that directly provide service in many Equity Focus Communities (EFCs) as well as low-income riders, who are the primary users of the Metro transit system.

The B & D Lines serve numerous communities with a high EFC concentration, including Westlake/MacArthur Park, Koreatown, East Hollywood, and North Hollywood. They also serve as a key transfer connection to other Metro rail lines and multiple bus lines for workers, students, and residents in these EFCs.

The Diversity and Economic Opportunity Department (DEOD) set goals of 7% for Small Business Enterprise (SBE) and 3% for Disabled Veteran Business Enterprise (DVBE) participation in this solicitation. B & C Transit, Inc. fulfilled these requirements by committing to a 7% SBE and 3% DVBE participation.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

- Goal # 2: Deliver outstanding trip experiences for all users of the transportation system.
- Goal # 3: Enhance communities and lives through mobility and access to opportunity.

## ALTERNATIVES CONSIDERED

The Board may choose not to award Contract No. AE117449000 and not increase the LOP budget for project 205674. Staff does not recommend this because the current Audio Frequency Track Circuit and Interlocking Relay Logic along the B and D Lines are nearing the end of their useful life. They are safety-sensitive, and choosing not to perform or postpone replacement will impact service reliability if the relays become non-operational, halting train movements and disrupting railway service. Functioning non-vital and vital relays are required for train operations. Additionally, unscheduled maintenance repair costs per component will result in higher operating costs versus

reduced costs when performing work as scheduled.

## NEXT STEPS

Upon Board approval of the recommendations, staff will increase the authorized LOP budget and execute Contract No. AE117449000 with B & C Transit, Inc. for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project.

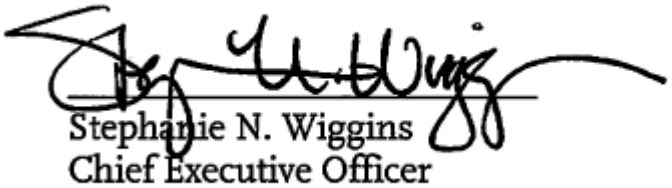
## ATTACHMENTS

Attachment A - Capital Project 205674 Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by:

Aderemi Omotayo, Deputy Executive Officer, Wayside Systems Engineering and Maintenance, (213) 922-3243
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

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



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

**Capital Project 205674 Funding and Expenditure Plan**

**B / D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement**

| Use of Funds | ITD | FY25 | FY26 | FY27 | FY28 | Total |
|---|---|---|---|---|---|---|
| Contract No. AE117449000 B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement | | $ 5,000,000 | $ 18,000,000 | $ 18,000,000 | $ 18,858,500 | $ 59,858,500 |
| Metro Workforces | | $ 900,000 | $ 900,000 | $ 900,000 | $ 955,650 | $ 3,655,650 |
| Agency Costs (Design Support During Construction, Construction Management, Project Management, Procurement, Labor Compliance) | $ 50,144 | $ 99,856 | $ 150,000 | $ 150,000 | $ 150,000 | $ 600,000 |
| Contingency 10% | | | | | $ 5,985,850 | $ 5,985,850 |
| **Total Project Costs** | **$ 50,144** | **$ 5,999,856** | **$ 19,050,000** | **$ 19,050,000** | **$ 25,950,000** | **$ 70,100,000** |

| Source of Funds | ITD | FY25 | FY26 | FY27 | FY28 | Total |
|---|---|---|---|---|---|---|
| Local : Measure M 2% - Active Transportation | $ 50,144 | $ 5,999,856 | $ 19,050,000 | $ 19,050,000 | $ 25,950,000 | $ 70,100,000 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| **Total Project Funding** | **$ 50,144** | **$ 5,999,856** | **$ 19,050,000** | **$ 19,050,000** | **$ 25,950,000** | **$ 70,100,000** |

Note: Future fundng sources will be pursued as opportunites become available.

# PROCUREMENT SUMMARY

## METRO B AND D LINES AUDIO FREQUENCY TRACK CIRCUIT AND INTERLOCKING RELAY LOGIC REPLACEMENT/AE117449000

| | | |
|---|---|---|
| **1.** | **Contract Number**: AE117449000 | |
| **2.** | **Recommended Vendor**: B & C TRANSIT, INC. | |
| **3.** | **Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E**<br>☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** | |
| **4.** | **Procurement Dates**: | |
| | **A. Issued**: March 1, 2024 | |
| | **B. Advertised/Publicized**: March 1, 2024 | |
| | **C. Pre-Proposal Conference**: March 12, 2024 | |
| | **D. Proposals Due**: April 18, 2024 | |
| | **E. Pre-Qualification Completed**: July 11, 2024 | |
| | **F. Conflict of Interest Form Submitted to Ethics**: April 18, 2024 | |
| | **G. Protest Period End Date:** October 29, 2024 | |
| **5.** | **Solicitations Picked up/Downloaded**:<br>16 | **Proposals Received**:<br>1 |
| **6.** | **Contract Administrator**:<br>**Ernesto N. De Guzman** | **Telephone Number**:<br>**(213) 922-7267** |
| **7.** | **Project Manager**:<br>**Aderemi Omotayo** | **Telephone Number**:<br>**(213) 922-3243** |

## A. Procurement Background

This Board Action is to approve award of Contract No. AE117449000 to B & C Transit, Inc. issued in support of the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement project. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

On March 1, 2024, Request for Proposal (RFP) No. AE117449 was released as a competitive procurement, in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 7% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

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

- Amendment No. 1, issued on March 11, 2024, revised Section LOI-01 Notice and Invitation, to include the 7% SBE goal and 3% DVBE goal.
- Amendment No. 2, issued on March 18, 2024, updated the scope of services to add event recorder(s) per location as recommended by the American Railway Engineering and Maintenance-of-Way Association (AREMA), and clarified the insurance requirements for professional services.
- Amendment No. 3, issued on March 19, 2024, added Section LOI – 16 SBE/DVBE PROGRAM to the solicitation.

- Amendment No. 4, issued on March 27, 2024, revised the Proposal due date to April 18, 2024.

A total of sixteen (16) firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on March 12, 2024, and was attended by nine participants representing three firms. Sixty-four questions were received for this RFP and responses were provided prior to the proposal due date.

One proposal was received by the due date of April 18, 2024 from B & C Transit, Inc.

Since only one proposal was received, staff conducted a market survey of the planholders to determine why no other proposals were submitted. Responses were received from four firms and they included the following reasons:

- the scope of services not being within their area of expertise
- product would be incompatible with Metro system
- RFP downloaded for information purposes only

The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive award.

**B. <u>Evaluation of Proposal</u>**

A Proposal Evaluation Team (PET) consisting of staff from the Wayside Systems Engineering and Maintenance, and the Facilities Contracted Maintenance Services departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following criteria:

Minimum Qualification Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, the proposer must meet the following:

1. Proposer shall be a train control equipment manufacturer or train control systems integrator with at least five (5) years of experience in the design, installation, assembling, manufacturing, testing, and integrating a train control system on an active transit system.

2. Proposer must have an active California State Contractor License(s) in the appropriate field(s) for the performance of the work.

The proposer met the minimum qualification requirements and was evaluated based on the following weighted evaluation criteria:

| | |
|---|---|
| • Experience and Qualifications of the Team | 35% |
| • Experience and Qualifications of the Proposed Key Personnel | 20% |
| • Effectiveness of Management Plan | 10% |
| • Work Plan/Project Approach | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architecture and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and qualifications of the team and the work plan/project approach.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of May 9, 2024 to May 23, 2024, the PET independently evaluated and scored the technical proposal and determined that the proposal met the requirements of the scope of services.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|---|---|---|---|---|---|
| 2 | **B & C Transit, Inc.** | | | | |
| 3 | Experience and Qualifications of the Team | 93.34 | 35.00% | 32.67 | |
| 4 | Experience and Qualifications of the Proposed Key Personnel | 96.70 | 20.00% | 19.34 | |
| 5 | Effectiveness of Management Plan | 92.70 | 10.00% | 9.27 | |
| 6 | Work Plan/Project Approach | 80.66 | 35.00% | 28.23 | |
| 7 | **Total** | | **100.00%** | **89.51** | **1** |

## C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), technical analysis, cost analysis, fact finding, and negotiations. Staff successfully negotiated savings of $9,104,000 as a result of the contractor re-engineering some tasks.

| Proposal Amount | Metro ICE | Recommended Amount |
|---|---|---|
| $68,962,500 | $50,650,000 | $59,858,500 |

The variance between the ICE and the recommended amount is due to a 15% rise in the cost of materials since the ICE was developed and the sales tax not being included as part of the ICE.

## D. Background on Recommended Contractor

B & C Transit, Inc., founded in 1999, is a transit engineering firm based in Oakland, California, and is a wholly owned subsidiary of Alstom Signaling, Inc. They focus on automated train control design, technical engineering, system installations, field testing, networked and stand-alone control, office monitoring systems, station communications,

and design-build engineering.  B & C Transit, Inc. has previously satisfactorily performed work for Metro as a prime contractor and subcontractor.

## DEOD SUMMARY

## METRO B AND D LINES AUDIO FREQUENCY TRACK CIRCUIT AND INTERLOCKING RELAY LOGIC REPLACEMENT/AE117449000

### A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. B & C Transit, Inc. met the goal by making a 7% SBE and 3% DVBE commitment.

| Small Business Goal | 7% SBE 3% DVBE | Small Business Commitment | 7% SBE 3% DVBE |
|---|---|---|---|

| | SBE Subcontractors | % Committed |
|---|---|---|
| 1. | KPA Constructors, Inc. | 7.00% |
| | **Total SBE Commitment** | **7.00%** |

| | DVBE Subcontractors | % Committed |
|---|---|---|
| 1. | Professional Telecommunications Services, Inc. | 3.00% |
| | **Total DVBE Commitment** | **3.00%** |

### B. Local Small Business Preference Program (LSBE)

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

### C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

### D. Living Wage Service Contract Worker Retention Policy Applicability

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

### E. Project Labor Agreement/Construction Careers Policy

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

# METRO B AND D LINES AUDIO FREQUENCY TRACK CIRCUIT AND INTERLOCKING RELAY LOGIC REPLACEMENT PROJECT

## OCTOBER 24, 2024

Metro

Operations, Safety, & Customer Experience Committee Meeting

# RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. AE117449000 to B & C Transit, Inc. for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project in the amount of $59,858,500, effective November 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project (LOP) Budget for the Metro B and D Lines Audio Frequency Track Circuit and Interlocking Relay Logic Replacement Project by $20,000,000 from $50,100,000 to $70,100,000.

Metro

# ISSUE & DISCUSSION

**ISSUE**

- The B and D Lines track models and relay logic are now reaching the end of their useful life and require replacement. They are also no longer supported by the OEM.

**DISCUSSION**

- This project replaces existing equipment with a microprocessor-based train control system.

**RECOMMENDED AWARDEE**

- B & C Transit

**NUMBER OF PROPOSALS RECEIVED**

- One

**DEOD COMMITMENT**

- SBE 7%/DVBE 3% commitment percentages met

Metro

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

**File #:** 2024-0799, **File Type:** Project **Agenda Number:** 35.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 24, 2024**

**SUBJECT: RAIL CROSSING GATE OPTIMIZATION DEMONSTRATION PROJECT**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AMEND the Fiscal Year (FY) 2025 budget to add $2,000,000 for the Rail Crossing Gate Optimization Demonstration Project, federally funded by the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Award; and

B. EXECUTE agreements and any contracts within the grant amount for the Rail Crossing Gate Optimization Demonstration Project.

## ISSUE

In March 2024, the United States Department of Transportation (USDOT) awarded Metro a $2 million grant to test a wireless crossing gate activation system. Metro executed the grant agreement with USDOT in July 2024 but needs to allocate funds for FY25 for this project. Metro received notice of the award after the budget drafting process had concluded. Approval of these recommendations will allow staff to begin work on the Rail Crossing Gate Optimization Demonstration Project, which will test whether wireless technology can activate at-grade crossing gates on Metro's light rail system.

## BACKGROUND

The Strengthening Mobility and Revolutionizing Transportation (SMART) Program provides grants to public sector agencies to conduct demonstration projects that advance smart technologies and systems that improve transportation efficiency and safety. The Bipartisan Infrastructure Law established this discretionary grant program with a $100 million appropriation annually for FY 2022-2026.

The SMART Program has two stages of funding. Stage One, which Metro received, is open to any eligible entity for the purpose of conducting a demonstration project. The maximum award for Stage One is $2 million for a project period of 18 months. Stage One grantees can apply to expand their projects through Stage Two grants, which award a maximum of $15 million for 36 months. Stage Two

grants are intended to fund the implementation of plans or prototypes previously tested during Stage One.

## DISCUSSION

Current Crossing Gate Activation System

Crossings on Metro's light rail lines are currently equipped with hardwired track loop circuits that trigger the opening and closing of crossing gates at a fixed point of activation (i.e., when light rail vehicles enter and exit the circuit). The point at which the light rail vehicle enters or exits the track loop circuit, which triggers when the gates open and close, is based on a calculation that assumes the light rail vehicle is traveling at its posted speed for the given area. However, when the light rail vehicle is stopped or traveling slower than its posted speed, crossing gates remain closed for longer than necessary.

A review of data over a six-month period in 2019 concluded that of more than two million gate events, nearly 3,000 instances of downtimes greater than five minutes occurred across Metro's light rail system. Prolonged crossing gate downtimes result in delays that can increase localized congestion and the potential for risky behavior among drivers and pedestrians waiting to cross the train tracks. These delays affect thousands of residents who travel through grade crossings every day, including passengers onboard Metro buses.

Wireless crossing gate systems, such as the one being tested for this project, have been proven to optimize crossing gate activation times on commuter rail, but they have not yet been implemented on a light rail system. The Rail Crossing Gate Optimization Demonstration Project will provide Metro and other transit agencies with a greater understanding of how such a system could improve crossing gate efficiencies.

About the Rail Crossing Gate Optimization Demonstration Project

Metro will use the SMART grant award to test whether a wireless crossing system can trigger the opening and closing of the crossing gate systems safely and reliably at five crossings along the A and E lines. The technology, which Metro would test in a shadow mode with no impact to current operations, would communicate between the crossing activation system and onboard vehicle systems to record the point of gate crossing activation, allowing Metro to compare with activation times using the conventional loop circuit. Rather than a fixed point of activation, as is the current default, this technology would allow for a more dynamic warning system sensitive to the train's speed, position, and direction.

Staff will review log files that record crossing time warning results to determine the viability of this technology. If viable, this wireless technology can bring many benefits to communities that surround Metro's light rail system. These benefits extend beyond drivers and include transit riders, pedestrians, cyclists, and people with disabilities. Optimized gate downtimes can reduce delays, resulting in faster travel times as these groups travel within and around their communities. Due to more efficient traffic circulation, residents adjacent to railroad crossings can benefit from anticipated reductions in greenhouse gas emissions. These positive impacts will compound if this wireless technology is widely implemented, benefitting many Equity Focus Communities (EFCs) that intersect with Metro's

light rail system.

Beyond optimizing gate downtimes, this wireless gate activation system could streamline communication with traffic signals and provide more accurate arrival times, ensuring that trains arrive at intersections within a specified window. This functionality could increase the efficiency and reliability of the light rail system, reduce travel times for passengers, and increase the overall throughput of the transit system.

If this testing phase is successful, staff will apply for a Stage Two grant to expand testing, allow the technology to activate the crossing gates, and collect pre- and post-implementation data to measure the anticipated benefits.

## DETERMINATION OF SAFETY IMPACT

Approval of staff recommendations presented in this Board Report will have no immediate negative safety impacts to Metro employees or customers due to the testing occurring in shadow mode.

## FINANCIAL IMPACT

The Rail Crossing Gate Optimization Demonstration Project is fully funded by the USDOT SMART Grant Program. The $2 million grant was awarded specifically for this project.

Since this is a multi-year project, the cost center manager and the Chief Innovation Officer will be accountable for budgeting the cost in future years, based on the executed grant agreement.

Impact to Budget

The FY25 budget will need to be amended in an amount not-to-exceed $2 million for this project. Funds will be transferred to cost center 2031 (Office of Strategic Innovation) under project number 405701 (P3, UPs, Pilots & Other).

## EQUITY PLATFORM

Metro will conduct testing for this project at five at-grade crossings along Metro's A and E lines. Three of the five crossings are in EFCs: Mountain Avenue (Duarte), Degnan Boulevard (Central Los Angeles), and Spring Street (Long Beach). Because this demonstration project will occur in shadow mode (i.e., crossing gates will be activated using the existing setup), there are no negative equity impacts on riders.

If Metro receives a Stage Two grant, staff will work extensively with Community Relations and community based organizations to create and execute an Outreach Plan that ensures surrounding communities understand the project details and can provide feedback.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Rail Crossing Gate Optimization Demonstration Project supports the following Strategic Plan

goals:

- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity

If successful, the tested technology can reduce localized congestion, reduce idling vehicles, and lower greenhouse gas emissions. As mentioned above, this wireless technology can contribute to Metro's pursuit of light rail vehicle signal preemption, which would reduce trip times for transit users.

## ALTERNATIVES CONSIDERED

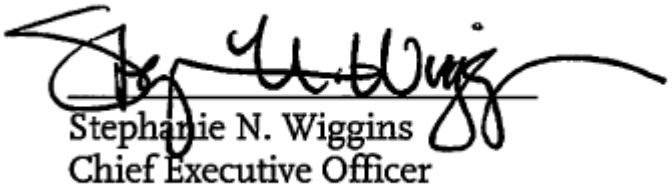
The Board could elect not to approve the staff recommendation. However, this is not recommended as the federal grant has been awarded to Metro, thereby removing the need to use local funds for the demonstration project. Metro would also be excluded from applying for Stage Two of this grant, which has a maximum award amount of $15 million. If testing in Stage One is successful, Metro would apply for Stage Two funds to conduct additional testing prior to systemwide implementation.

## NEXT STEPS

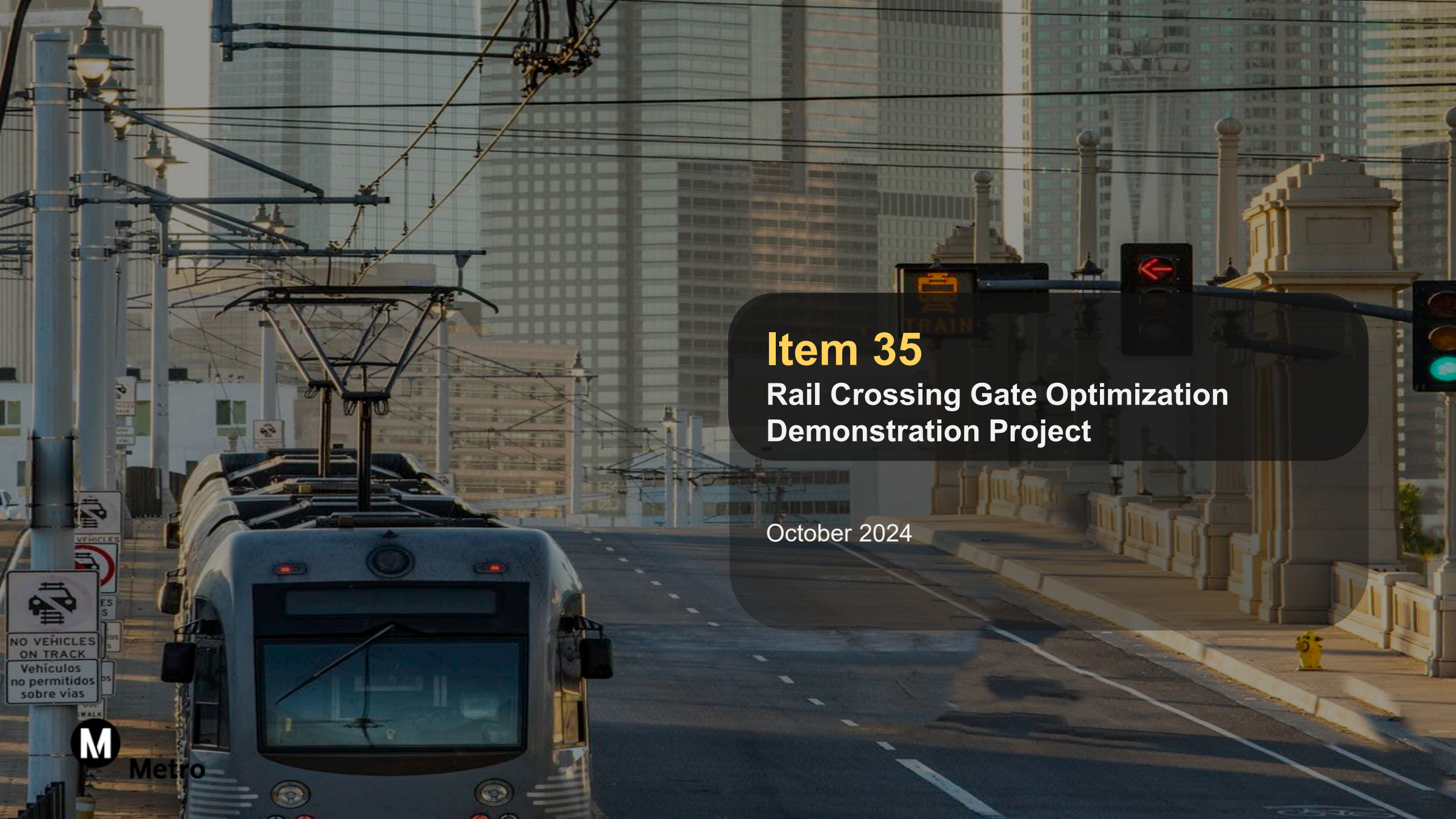
Upon Board approval, staff will begin the project and follow the project milestones and deliverables set forth by USDOT, which include regular progress reports, an Evaluation Plan, a Data Management Plan, and an Implementation Report.

Prepared by: Jewel DeGuzman, Senior Manager, Office of Strategic Innovation (213) 392-0963
Henry Phipps, Senior Transportation Planner, Office of Strategic Innovation (213) 922-3738
Aderemi Omotayo, Deputy Executive Officer, Wayside Systems Engineering and Maintenance (213) 922-3243
Errol Taylor, Deputy Chief Operations Officer, (213) 922-3227

Reviewed by: Seleta Reynolds, Chief Innovation Officer, (213) 922-4098
Conan Cheung, Chief Operations Officer, (213) 418-3034



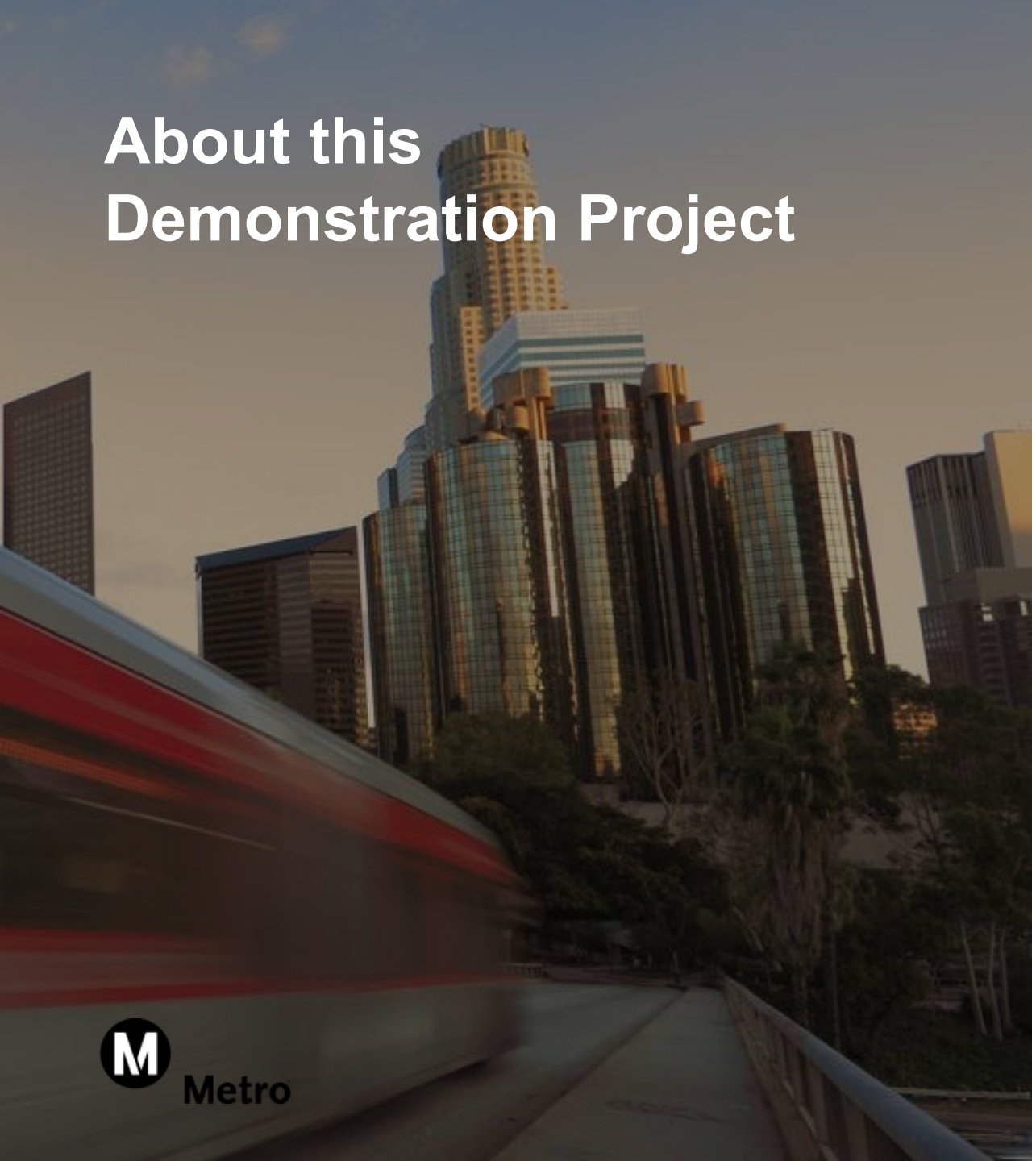
Stephanie N. Wiggins
Chief Executive Officer




# Item 35

## Rail Crossing Gate Optimization Demonstration Project

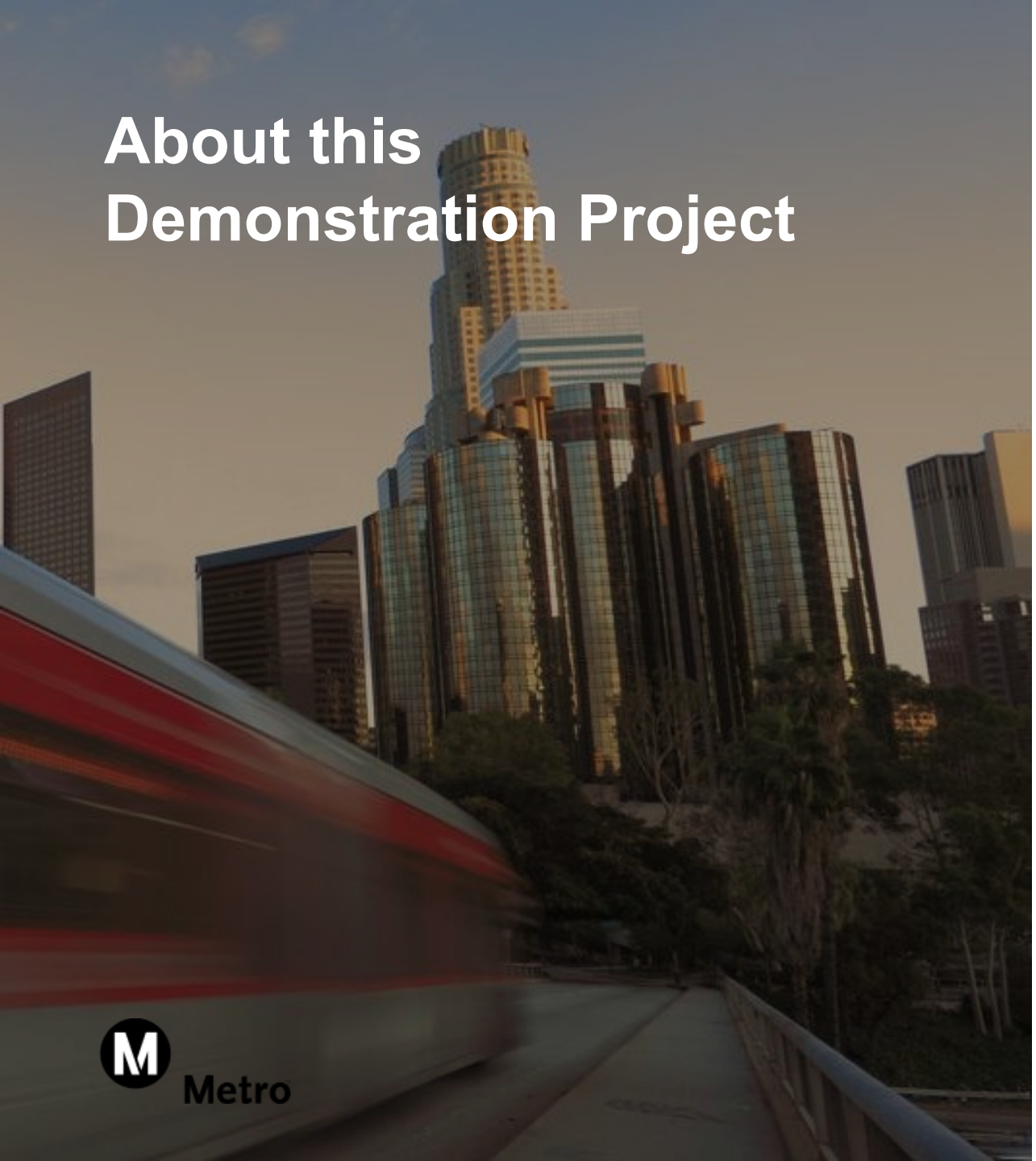
October 2024



# About this Demonstration Project

**USDOT Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program**

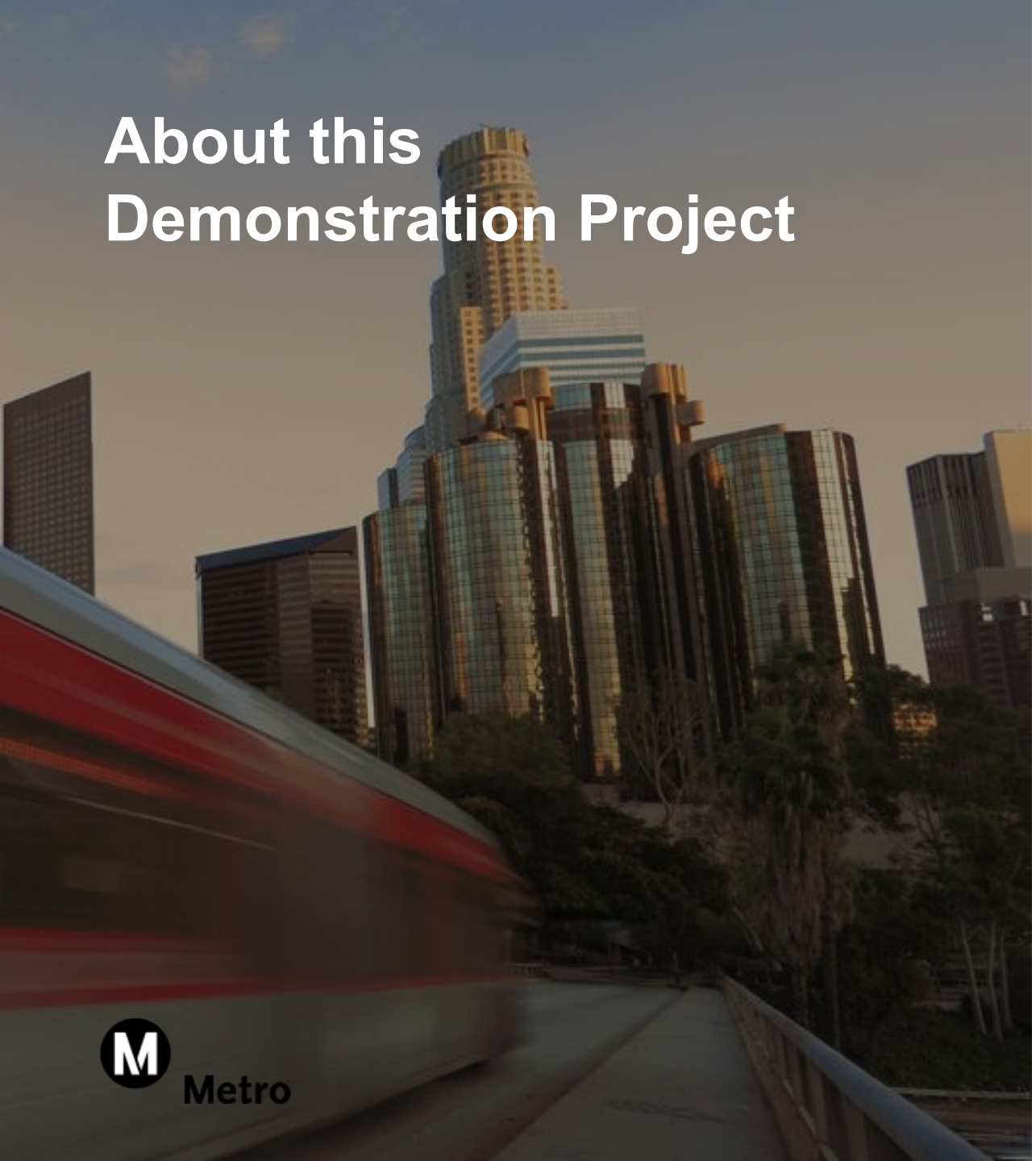
- Award amount: $2 million
- Project period: 18 months (Jul ’24-Jan ’26)
- Test wireless crossing gate activation system in shadow mode at five locations along A and E lines
- Metro eligible to apply for Stage Two implementation grant (up to $15 million)



# About this Demonstration Project

**Challenge with Current Crossing Gate Activation System**

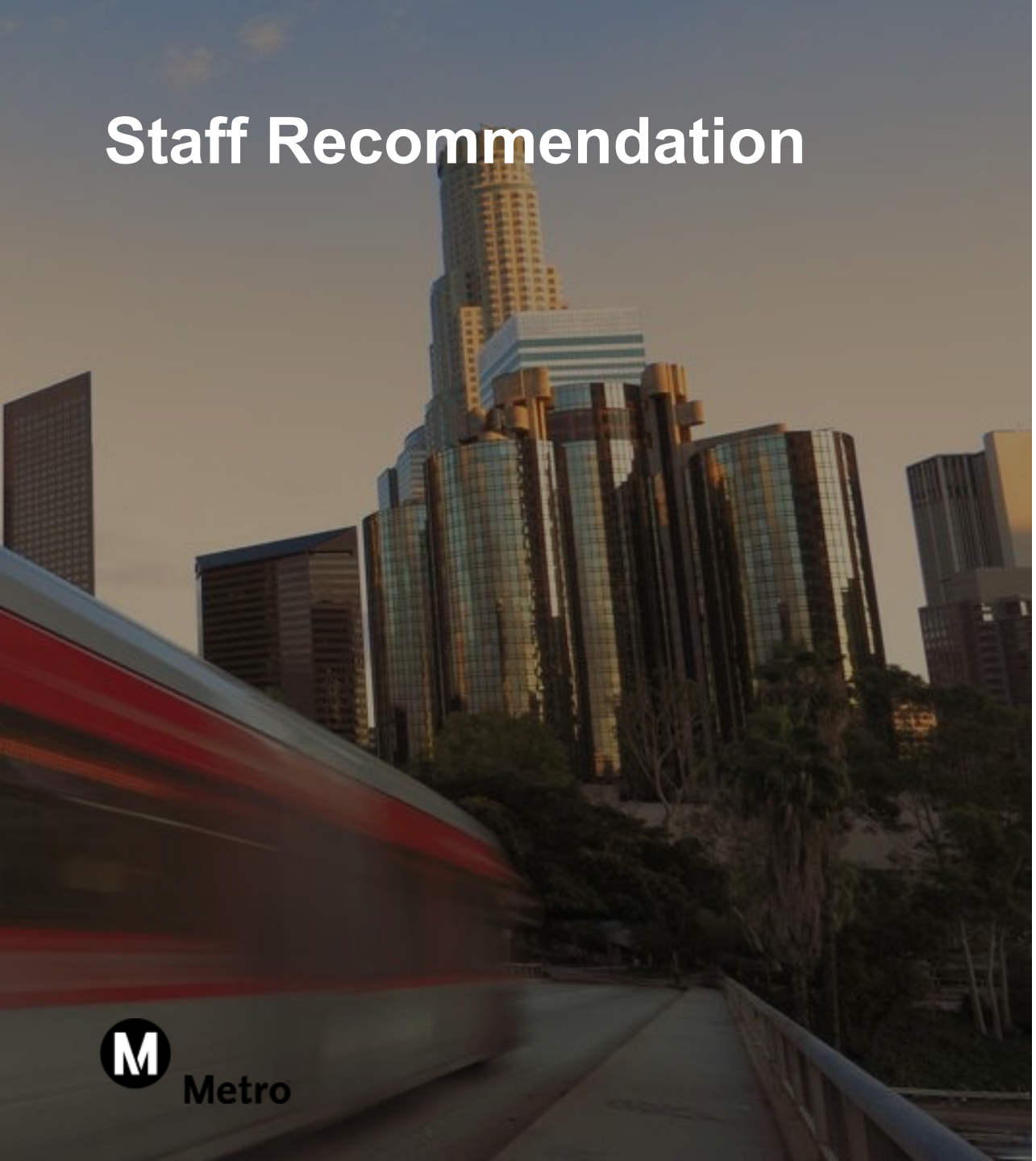
- Hardwired circuits trigger crossing gates at fixed point of activation
- Crossing gates can remain closed for longer than necessary due to current configuration
- In 2019, there were nearly 3,000 instances of gate downtimes greater than five minutes on light rail system



# About this Demonstration Project

**Potential Benefits:**

- Optimize crossing gate downtimes
- Reduce delays for all travelers
- Greenhouse gas emissions reductions
- Streamline communication with traffic signals, increasing efficiency and reliability of light rail system (in the long-term)



# Staff Recommendation

AUTHORIZE Chief Executive Officer to:

A. PROGRAM $2,000,000 of the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program award for the Rail Crossing Gate Optimization Demonstration Project, and

B. EXECUTE agreements and any contracts within the Board Approved project cost for the Rail Crossing Gate Optimization Demonstration Project.

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

Metro

# Board Report

**File #:** 2024-0520, **File Type:** Contract **Agenda Number:** 36.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 24, 2024**

**SUBJECT: MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES COMMUNITY COLLEGE DISTRICT (LACCD) ON BEHALF OF LOS ANGELES TRADE TECHNICAL COLLEGE (LATTC) TO PROVIDE TRAINING SERVICES**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the Los Angeles Community College District (LACCD) on behalf of the Los Angeles Trade Technical College (LATTC) to provide training services in support of the Rail Technical Training and Rail Apprentice Programs for up to $300,000 each year for a total five years and a value of $1,500,000, effective January 1, 2025, through December 31, 2029.

## ISSUE

The current MOU with LATTC expires on December 31, 2024. A new MOU is required to ensure Metro has available and trained technical personnel to maintain rail vehicles and systems that meet existing infrastructure and expansion efforts.

## BACKGROUND

Metro's technical personnel for maintenance are represented by Amalgamated Transit Union (ATU). In April 2013, the Metro Board of Directors approved an MOU between LATTC and Metro to design, develop, and deliver a standardized training curriculum to support the following programs:

The Joint Apprenticeship Committee (JAC) Program is a Metro/ATU initiative that offers an opportunity for ATU members who are interested in career progression to receive basic foundational coursework in rail technical areas.

Rail Technical Training Courses for Maintenance of Way and Rail Fleet Services that are required for specific job classifications and ensure Metro's workforce receives ongoing training based on management's recommendation, including but not limited to the National Electrical Code Training, basic math training, and instructor training. These courses will equip Metro's workforce with training to remain current in rail technical areas.


powered by Legistar™

Over the last decade, 200 ATU members have graduated and been promoted to several hard-to-fill jobs within the Operations department.

## DISCUSSION

The new MOU will allow Metro to continue training and developing personnel for critical positions and maintain career pathways for current Metro employees and new hires interested in technical careers such as:

- Maintenance Specialist
- Signal Inspector
- Traction Power Inspector
- Track Inspector

The JAC program offers ATU members the opportunity to apply for hard-to-fill job classifications. Positions such as Track Inspector, Traction Power Inspector, Signal Inspector and Maintenance Specialists all provide career progression. The partnership with LATTC and Metro is critical to meeting workforce needs as employees retire, rail expansion efforts continue, and Metro prepares for large scale events.

Additionally, the Access to Career Opportunities Motion 21 by Directors Hahn, Solis, Dupont-Walker, Krekorian and Mitchell approved by the Board in June 2022, (Attachment A) calls for Metro to work with community colleges located along Metro's major transit projects to establish skills-based courses for transit project construction, transit operations and pre-apprenticeships/apprenticeships. The motion ensures curricula align with Metro's workforce requirements and that Metro identifies career pathways and upskilling opportunities such as the JAC Program and the additional Rail Technical Training Courses offered at LATTC.

More recently, Cerritos College responded to Metro's Board of Directors request to apply for the California Apprenticeship Initiative (CAI) grant. This effort will replicate a similar Rail Training initiative and Apprenticeship program in the Southeast Gateway Line corridor to ensure there are opportunities for Metro employees and new entrants.

Looking ahead, in an effort to increase outreach to underrepresented populations, Metro will partner with community-based-organizations (CBOs) through our Workplace Initiative Now (WIN) LA Program to focus further on creating career pathways in the transportation industry. Metro will also partner with LATTC to track demographic data of participants, add curriculum related to Diversity, Equity & Inclusion (DEI), and conduct targeted outreach with CBOs representing women and other underrepresented groups to increase diversity in the Rail Technical field.

## DETERMINATION OF SAFETY IMPACT

Approval of this item will positively impact overall rail safety by providing Metro's incumbent workforce with the most current rail training information and knowledge which will improve and ensure the safety of our customers and employees.

## FINANCIAL IMPACT

Funding of $300,000 for the MOU is included in the FY25 budget in the Chief People Office under project 100001 (Governmental Oversight & Activities) and in various Operations cost centers in project numbers 300040 (Rail Operations Management and Administration), 300022 (A Line Operations), 300044 (B Line Operations), 300033 (C Line Operations), 300066 (E Line Operations), and 300077 (K Line Operations). The Chief People Office and Operations will continue to share costs related this MOU in future fiscal years. Since this is a multi-year MOU, the cost center managers will ensure that program funds are budgeted in future fiscal years.

Impact to Budget

The funding for this action will come from Enterprise Operating and General Overhead funds. This project is part of Metro's on-going staff training program.

## EQUITY PLATFORM

Metro continues to work with various community colleges to provide industry-based trainings, specifically in economically disadvantaged areas. These programs have enabled Metro to work in partnership to focus on creating transportation career pathways focused on pre-apprenticeships/apprenticeships for veterans, young adults, and women from under-represented communities. Additionally, LATTC is one of nine community colleges that make up the Los Angeles Community College District. Located in the southern tip of downtown Los Angeles, LATTC is within a U.S. Department of Housing and Urban Development Promise Zone, a designation for high poverty areas in select urban, rural, and tribal communities. LATTC's student population is made up of mostly minority, first-time college students of color. While LATTC offers a comprehensive range of liberal arts and transfer programs, over 70% of the college programs are focused on career technical education.

The JAC Program is a joint initiative that offers ATU members who are interested in career progression to receive basic foundational coursework in rail technical areas. The current ATU collective bargaining agreement takes into account the importance of career pathways and upskilling opportunities for ATU members. Further, the ATU agreement will benefit Metro's workforce represented by ATU, which is predominately people of color (see table below):

**Demographic Summary (ATU & LA County)**

| | ATU | | LA County | |
|---|---|---|---|---|
| **Ethnicity** | **Staff** | **Percentage** | **Population** | **Percentage** |
| African American | 336 | 12.66% | 730,328 | 7.4% |
| American Indian | 8 | 0.30% | 16,266 | 0.2% |
| Asian | 460 | 17.33% | 1,445,673 | 14.7% |
| Hispanic | 1,425 | 53.69% | 4,824,271 | 49.1% |
| Native Hawaiian | 31 | 1.17% | 20,941 | 0.2% |
| Two or more | 58 | 2.19% | 330,832 | 3.4% |
| White | 289 | 10.89% | 2,391,062 | 24.3% |
| N/A | 47 | 1.77% | 66,335 | 0.7% |
| **Total** | 2,654 | 100% | 9,825,708 | 100% |

These types of partnerships will ensure that future industry-related training opportunities will be developed with an equity lens addressing both geographic and socioeconomic barriers. Over the past decade, Metro has offered career pathway opportunities to its employees who are ATU members. There have been 200 participants in the JAC Program, 12 of which identify as female. Please see the JAC Program graduate demographic information below:

**JAC Graduate Demographics**

| Ethnicity | Female | Female % | Male | Male % | Grand Total | Total % |
|---|---|---|---|---|---|---|
| African American | 5 | 2.5% | 22 | 11.0% | 27 | 13.5% |
| Asian | 1 | 0.5% | 31 | 15.5% | 32 | 16.0% |
| Hispanic | 4 | 2.0% | 123 | 61.5% | 127 | 63.5% |
| NA | | | 2 | 1.0% | 2 | 1.0% |
| Native Hawaiian | | | 2 | 1.0% | 2 | 1.0% |
| Two or More | | | 1 | 0.5% | 1 | 0.5% |
| White | 2 | 1.0% | 7 | 3.5% | 9 | 4.5% |
| **Grand Total** | **12** | **6.0%** | **188** | **94.0%** | **200** | **100.0%** |


powered by Legistar™

To address the under-representation of females in these technical roles, Metro will collaborate with LATTC to consider the following strategies as part of the new MOU to increase participation:

- Ensure that LATTC tracks and provides regular reporting of demographic information, including the number of females enrolled in the Rail Technical Training courses and the JAC program.
- Promote Diversity, Equity & Inclusion (DEI) training which highlights the importance of DEI goals and the benefits of building DEI competencies in the workplace which are critical to rail technical careers.
- Conduct targeted outreach with community-based-organizations representing women and other underrepresented groups to increase diversity overall in the field of Rail Technical training.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports LA Metro Vision 2028 Goal # 3: Enhance communities and lives through mobility and access to opportunity. Approval of this board item will allow Metro in partnership with LATTC to continue to offer ATU members to be trained in additional crafts, thereby creating additional career growth opportunities as Metro employees deliver transportation service to the residents of Los Angeles County.

## ALTERNATIVES CONSIDERED

The Board could choose not to approve the proposed program and address the individual elements of the program on an ad hoc basis as new training needs are identified. However, this is not recommended because Metro risks having insufficient personnel with the technical skills needed to support our rail system, and further widening the skills gap for critical technical expertise. In addition, discontinuing the program would impact employment opportunities for the residents of Los Angeles County seeking technical careers in transportation.

## NEXT STEPS

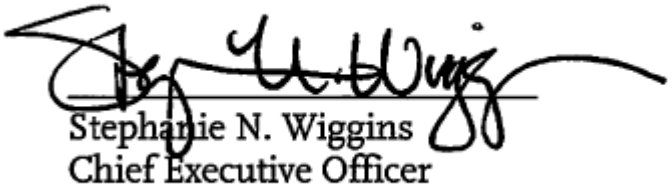
Upon approval, staff will execute an MOU with LATTC to ensure Metro has available and trained technical personnel to maintain rail vehicles and systems that meet existing infrastructure and expansion efforts. Also, in collaboration with LATTC, CBOs, and other key stakeholders, Metro commits to enhancing outreach efforts to actively engage underrepresented communities. These partnerships will increase diversity in the field of rail technical training and better support career pathways within the transportation industry.

## ATTACHMENTS

Attachment A - Access to Career Opportunities Motion 21

Prepared by: Marion Jane Colston, Senior Director, Strategic & Organization Planning, Talent Development, (213) 922-2260
Ayda Safaei, Deputy Executive Officer, Talent Development, (213) 922-5229

Reviewed by: Dawn Jackson-Perkins, Interim Chief People Officer, (213) 418 3166



Stephanie N. Wiggins
Chief Executive Officer

# Metro

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

## Board Report

**File #:** 2022-0162, **File Type:** Motion / Motion Response **Agenda Number:** 21.

**REVISED**
**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE**
**MARCH 17, 2022**

**Motion by:**

**DIRECTORS HAHN, SOLIS, DUTRA, DUPONT-WALKER, KREKORIAN, AND MITCHELL**

Access to Career Opportunities Motion

Since the passage of Measure M, Metro's infrastructure construction program has generated thousands of new jobs across LA County. What's more**,** the Los Angeles Economic Development Corporation estimates that 778,000 jobs and $133.6 billion in economic output will be generated as a result of Metro's Measure M program over the next fifty years.

This construction program includes major transit projects like the West Santa Ana Branch, East San Fernando Valley, and Gold Line Eastside and Foothill Extensions. For the communities these projects will serve, the opportunity is not simply future high-quality transit service but also jobs, including rail construction, operations, and maintenance.

In January 2022 as part of its action on the West Santa Ana Branch, the Board directed Metro to partner with community-based organizations to develop a targeted hiring policy and project labor agreement (PLA) for construction training and employment opportunities to be created by that project (Board File 2022-0023). Given the urgent need for skilled labor to help build current and future capital projects, Metro should further develop and strengthen pipelines for local construction talent across LA County.

Metro's Workforce Initiative Now-Los Angeles (WIN-LA) Program offers targeted skills-based trainings to disadvantaged communities to work on major projects. With the continued advancement of Metro's major transit projects, there is an opportunity to collaborate with local, accredited technical-trade community colleges and vocational schools located along and near Metro's future transit projects' alignments. Students can be connected to transit-related educational and career opportunities for construction, operations, and maintenance of major transit projects.

Access to skills-based trainings will be critical to ensure residents' access to the many new jobs created by these projects.

**SUBJECT: ACCESS TO CAREER OPPORTUNITIES MOTION**

## RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Dutra, Dupont-Walker, Krekorian, and Mitchell that the Board direct the Chief Executive Officer to:

A. In partnership with Metro's Office of Equity and Race, Transit Operations, Program Management, and WIN-LA, create a working group with community colleges and regional occupational centers from communities located along Metro's major transit projects and consisting of members and stakeholders based in these communities to begin discussions for the establishment of future skills-based courses at such institution(s), including but not limited to:

    1. transit project construction
    2. transit operations, and
    3. pre-apprenticeships/apprenticeships;

B. Ensure course curricula align with Metro's workforce requirements, including the need for multilingual employees;

C. Provide skills-based Certificates upon completion;

D. Focus opportunities for residents in communities located along and near future transit projects in order to increase access to the jobs created by Metro's infrastructure construction program; and

E. Identify additional career pathways and upskilling opportunities within Metro;

F. Continually seek state and federal funding, including but not limited to State of California High Road Training Partnership funding, to support the development of career pathways; and

G. Report back to the Board on progress toward this effort in June of 2022.

ITEM 36

# MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES COMMUNITY COLLEGE DISTRICT (LACCD) ON BEHALF OF LOS ANGELES TRADE TECHNICAL COLLEGE (LATTC) TO PROVIDE TRAINING SERVICES



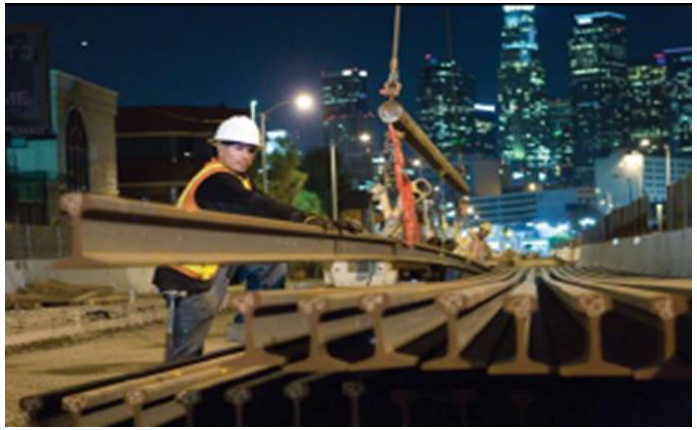


Metro

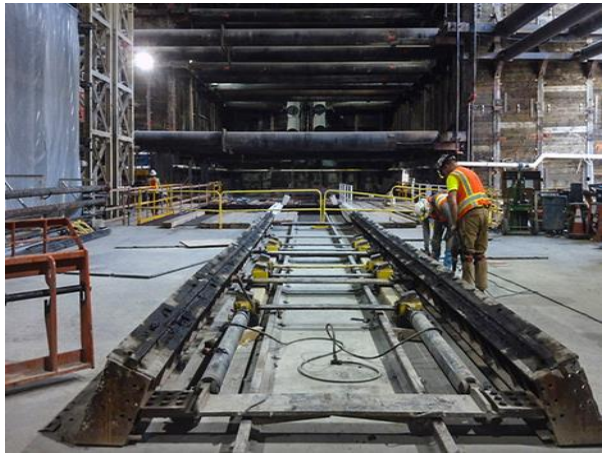
**Operations, Safety, and Customer Experience Committee**
**October 24, 2024**

# Staff Recommendation

AUTHORIZE the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the Los Angeles Community College District (LACCD) on behalf of Los Angeles Trade Technical College (LATTC) to provide training services in support of the Rail Technical Training and Rail Apprentice Programs for up to $300,000 each year for a total of five years and a value of $1,500,000, effective January 1, 2025, through December 31, 2030.







Metro

# Background

Metro's technical personnel for maintenance are represented by Amalgamated Transit Union (ATU).

In April 2013, the Metro Board of Directors approved an MOU between LATTC and Metro to design, develop, and deliver a standardized training curriculum to support the following programs:

- The Joint Apprenticeship Committee (JAC) Program, a Metro/ATU initiative, that offers an opportunity for ATU members who are interested in career progression to receive basic foundational coursework in rail technical areas.

- Rail Technical Training Courses for Maintenance of Way and Rail Fleet Services that are required for specific job classifications to ensure Metro's workforce receives ongoing training to remain current in rail technical areas.

Over the last decade, 200 ATU members have graduated and been promoted to several hard-to-fill jobs within the Operations department.

Metro

# Metro/LATTC MOU

- The new MOU will:
  - Allow Metro to continue training and developing personnel for critical positions and maintain career pathways for current Metro employees and new hires interested in technical careers.

  - Increase diversity in the Rail Technical field by partnering with LATTC to continue tracking demographic data of participants; increasing outreach to community-based-organizations (CBOs), and adding curriculum related to Diversity, Equity & Inclusion (DEI).

## JAC Program Testimonials

***"The best part of the JAC Program was the hands-on training which gave me a better understanding of what I was learning by putting it into practice."***

Vanessa Gonzalez, Maintenance Specialist
(formerly a Service Attendant)



***"It helped me improve on my career path and it gave me an opportunity to advance at Metro and learn a new a trade."***

Joseph Miranda, Maintenance of Way Track Inspector
(formerly a Sr. Service Attendant)



# Next Steps

- Upon receiving Board approval, staff will execute an MOU with LATTC to ensure Metro has trained personnel to meet existing infrastructure and expansion efforts.

- In collaboration with LATTC, CBOs, and other key stakeholders, Metro commits to enhancing outreach efforts to actively engage underrepresented communities.



Metro

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

**File #:** 2024-0175, **File Type:** Rule / By-law **Agenda Number:** 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 24, 2024**

**SUBJECT: REVISION OF METRO SERVICE COUNCIL BYLAWS**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

ADOPT the revised Service Council Bylaws (Attachment A).

## ISSUE

The Bylaws of Metro's Service Councils were last updated in 2011. Since then, Metro has adopted policies and programs that affect the Service Councils, such as the NextGen Bus Plan and the Advisory Body Compensation Policy. This update incorporates Metro policies and clarifies the functions and responsibilities of the Service Councils, which have also evolved since the last iteration of the Bylaws, which were approved in 2011. The Service Council Bylaws state that amendments are subject to approval by the Board of Directors.

## BACKGROUND

The Board created the Governance Councils in 2002 to guide the Service Sectors. The Governance Councils were given the primary role of conducting public hearings and reviewing and approving proposed bus service changes to the bus routes operating from the divisions their General Managers oversaw, regardless of where the bus routes operated. Service Council members are nominated by the regional nominating authorities and appointed by the Board of Directors.

In Fiscal Year 2010, the functions performed by the Service Sectors were recentralized. These changes were memorialized in the 2011 update to the Bylaws, including oversight of the General Managers, removing their duties and budgets, and re-centering the five Service Sector staff and headquarters to be within Metro Gateway headquarters. Operations, Service Planning, Scheduling, Labor Relations, and Safety functions were realigned, and the primary role of the Councils was preserved, as were the requirements for membership and the nominating authorities and process.

Adopting the Service Council's NextGen Bus Plan recommendations by the Metro Board in October 2020 necessitated updating each Council's bus line assignments. This presented an opportunity to update the bylaws to incorporate Metro policy changes and better reflect Service Council practices and functions, as well as incorporate the restructured bus network assignments and upgrade

Councilmember compensation in accordance with the Advisory Body Compensation Policy adopted by the Metro Board in September 2021.

## DISCUSSION

The current Bylaws state that each of the five Councils must approve changes to the Bylaws by a supermajority vote, which then must be brought to the Board for approval. The proposed changes were periodically shared with the Service Councils for feedback, and a final draft was shared at their Quarterly Meet and Confer on November 8, 2023. The Service Councils recommended modifications during the review process, such as strengthening the language regarding transit use, incorporating ethics training requirements, and providing periodic updates to the Metro Board, further improving the document. They were then taken to each of the Service Councils for approval.

The San Fernando Valley and San Gabriel Valley Service Councils voted on the approval of the revised Bylaws at their March 2024 meetings; the South Bay Cities and Gateway Cities Service Councils voted at their April 2024 meetings, and the Westside Central Service Council voted at their July 2024 meeting. These Revised Service Council Bylaws presented have been reviewed and approved by at least a two-thirds supermajority of each of the five Service Councils.

The significant changes to the Bylaws are as follows:

- Clarification that the Service Councils have the authority to convene public hearings for Title VI major changes in rail service;
- Align with the Advisory Body Compensation Policy, including upgrading the tier of compensation from Advise to the Advise and Prepare tier;
- Incorporate completion of biannual AB 1234 Ethics Training and annual completion of the Statement of Economic Interest (Form 700);
- Update the allocation of bus lines to each region to reflect the NextGen Bus Network; clarify the determination of the primary and secondary authority of bus lines;
- Update staff position references, such as changing Board Secretary to Board Clerk;
- Clarify and formalize requirements and processes for public meetings, hearings, and events convened by the Service Councils to ensure that locations, dates, and times are conducive to maximizing public participation;
- Formalize the reporting relationship between the Service Councils and the Metro Board;
- Better reflect actual practices such as the annual work plan adoption, annual evaluation of the performance of Service Council staff, and resignation of Councilmembers;
- Reinforce the goal of appointing Councilmembers that reflect the region's demographics and riders.

This revision of the 2011 Service Council Bylaws better reflects the Service Council's operations, incorporates best practices for community outreach and engagement efforts, and references Metro policy changes that affect the Service Councils.

## DETERMINATION OF SAFETY IMPACT

There is no safety impact from this action.

## FINANCIAL IMPACT

Adopting the revised bylaws and the new compensation tier would increase the current stipend payment amount from $100 to $150 per eligible member per meeting. A total of $13,000 has been budgeted under Project No. 100035 for Advisory Body Compensation for FY25; the needed budget is $50,000. Additional funding will be transferred from other projects, reflecting a net zero budget change.

## IMPACT TO BUDGET

Measure R, Measure M., and TDA Administration funds are the source of funds for this action. These funds are not eligible for rail and bus operations.

## EQUITY PLATFORM

Metro's Service Councils' work is intended to benefit Metro bus and rail system riders and the communities where those services are operated. The revisions to the Service Council Bylaws help address more equitable and accessible participation and compensation for MSC representatives.

The revisions also clarify and formalize the requirements for Service Council meetings and events, requiring that they be held at locations accessible by Metro service, with a preference for locations with frequent service and at times and days conducive to maximizing public participation.

This update to the Service Council Bylaws also updates the allocation of bus lines by the Service Council region, ensuring that any significant bus service changes are brought to the Service Council that best represents their ridership.

Lastly, this update includes recommendations that address one of Metro's Equity Platform pillars, Listen and Learn: Supporting More Equitable Community Engagement. This update to the Bylaws specifies that as much as possible, representatives nominated by the region’s nominating authorities and appointed to the Councils by the Board of Directors shall be selected to reflect the demographic profile of the region and the region’s ridership, as well as a broad spectrum of the interests and geographic areas of the region over which the Service Councils have jurisdiction; multiple representatives from the same jurisdictions are strongly discouraged. The inclusion of this goal will support broader representation in each Service Council.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

2. Deliver outstanding trip experiences for all users of the transportation system
3. Enhance communities and lives through mobility and access to opportunity

## ALTERNATIVES CONSIDERED

An option is not to approve the Metro Service Council Bylaws update. This option is not recommended as the Bylaws should be modified to reflect the reality of the existing functional alignment of Metro with the Service Councils, the Service Councils' processes and functions as reflected in practice, and to incorporate Metro policies that have been adopted since the 2011 iteration of the Bylaws.

## NEXT STEPS

Upon adoption, staff will distribute a copy of the adopted Bylaws to all Service Council Members and nominating authorities.

## ATTACHMENTS

Attachment A - Revised Service Council Bylaws

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 598-9715

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

Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A** **SEPTEMBER 26, 2024**

# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY METRO REGIONAL SERVICE COUNCIL BYLAWS

~~March 24, 2011~~

~~LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY METRO SERVICE COUNCIL BYLAWS~~

## ARTICLE I: ~~.~~PURPOSE

The purpose of ~~Metro~~Metro's Regional Service Councils (MSC or Service Councils) is to improve bus service~~,~~ and promote service coordination with municipal and local transit providers. ~~The Service Councils are composed of representatives that should use public transit within the region they represent. Representatives should have an understanding of the mobility needs of their community and a knowledge and appreciation of their region's history. One of the Service Council's primary responsibilities is to receive community input on proposed service modifications, and to render decisions on proposed bus route changes considering staff's recommendations and public comments.~~

~~Metro Service Councils (MSC) will be responsible for approving all proposed permanent route changes, excluding turnaround and out of service route modifications, which exceed a cumulative $100,000 annual operating cost change. Metro staff may implement all temporary route changes without council approval. In addition, all major service level changes that require public hearings will be brought to the MSC for approval. Any significant temporary service change should be brought to the Council for their information but not approval. Minor route changes that are expected to be permanent may be implemented prior to MSC approval. These minor route changes will be brought to the appropriate Service Council for approval within two months of implementation.~~

~~All route and major service changes that are approved by the MSC will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move a Service Council approved service change to an Action Item, the Service Council will be notified of this change, prior to the next Service Council monthly meeting.~~

~~In order to~~
To achieve Metro's mission of ~~being responsible~~providing for the continuous improvement of an efficient and effective transportation system for Los Angeles County, ~~Metro~~Metro's Regional Service Councils, and staff supporting the Councils, shall be responsible for:

- ~~Contributing to the planning and approving~~Approving the implementation of transit route service changes within their area;
- ~~Calling~~Receiving community input on proposed bus service modifications; calling and conducting public hearings for all major service changes within their area;

rendering decisions on proposed bus route changes after considering staff recommendations and public comments;

- Providing locally accessible public forums (monthly meetings, public hearings) for transit users and others interested in transit ~~in each of the Council's regions~~ to voice their concerns, suggestions, questions, and input on how ~~we~~Metro can best serve ~~our~~its customers; and
- Facilitating a partnership that promotes a shared vision with service providers (municipal and local operators) to improve service integration, coordination in ~~geographical~~geographic areas, resulting in more efficient service and better use of public resources.

~~The Director of Metro Service Councils, in concert with the Councils, will monitor and make regular reports to the Chief Operations Officer (COO) of Council recommendations to improve service quality, safety and performance of bus service operated within the Council's jurisdiction. The Director will provide input to Operations staff to consider route and schedule adjustments, fleet reliability, cleanliness, on-time performance, safety, customer information and Operator courtesy. The Director will actively work with Service Planning to develop and implement changes in bus service that improve service quality, ridership and/or operational efficiency, and to develop and implement a planning and public communication process that listens and responds to the community and current and potential customers.~~

The Service Councils serve as one of Metro's primary sources of public input on projects, programs, initiatives, and transit services as reflected in the Public Participation Plan which is submitted to the Federal Transit Administration as part of Metro's commitment to meet and exceed the prescribed requirements of the U.S. Department of Transportation (USDOT), including Federal Transit Administration (FTA) Circular C 4702.1B prescribing recipients' responsibilities to Limited English Proficient persons, FTA Circular C 4703.1, guiding recipients on integrating principles of Environmental Justice into the transportation decision-making process, and the Federal Highway Administration's (FHWA) Title VI program.

## ARTICLE II: ~~-~~MEMBERSHIP

A. COMPOSITION: ~~The Councils are~~Each Council is comprised of up to nine Representatives ~~that live, represent or work in the communities within the boundaries of a designated region they represent.~~ . There are five Metro Service Councils representing the following areas: Gateway Cities (Southeast LA County), San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside/Central. These geographic regions are ~~detailed~~depicted in **Attachment A**.

Aligned with Metro's Equity Platform adopted in February 2018, to the maximum extent possible, representatives nominated to the Councils shall be selected to reflect the demographic profile of the region and the region's ridership, as well as a broad spectrum of the interests and geographic areas of the region over which the

MSC has jurisdiction; multiple representatives from the same jurisdiction are strongly discouraged. Membership on the Council is not transferable or assignable. ~~1.~~All members will be asked to voluntarily complete an Advisory Body Member Demographic Form. The Office of Equity and Race seeks collection of this data as a strategy to highlight areas for improved representation across gender, race/ethnicity, and income brackets for Metro to track and strive for more equitable demographic representation on its various advisory bodies.

~~A.~~B. QUALIFICATIONS: Representatives ~~of the MSC may be elected officials and/or private citizens, and at~~must live, represent, or work in the communities within the boundaries of the designated region they represent (See **Attachment A**). At least fifty percent of each ~~Council~~Council's members shall be regular users of Metro Rail or Bus (public transit ~~services.~~ ) service. A regular public transit user is defined as one normally using public transit multiple times each month. ~~The bodies that appoint MSC Representatives listed in **Attachment 2**, have the option of retaining structures already in place, or may request of the Metro Board a change in the number of members represented on the Council (no more than 9 members). Metro Board Members and employees are prohibited from membership on any Service Council~~All Council members must have at least some experience using Metro Rail or Bus service. Representatives should have a basic understanding of the public transit network/service within their region and an understanding of passenger transit needs~~.~~ To do so, each Representative is expected to ride at least one transit service per month.

C. ~~TERMS~~ELIGIBILITY TO SERVE: Representatives of the MSC may be elected officials and/or private citizens; Metro Board Members, employees, and consultants working directly on projects or initiatives in their region related to bus service or that may impact bus service are not eligible to serve on a Service Council. An essential criteria for municipal and other agency representative nominations and appointments is the improved coordination and cooperation between the municipalities/agencies and Metro for the provision of efficient and effective transit within Metro~~'~~s service area.

D. NOMINATIONS AND APPOINTMENTS: Nominations to the MSC are submitted in writing to MSC staff, who then takes them to the Metro Board for confirmation and appointment. Each region's designated nominating authority/authorities that nominate MSC Representatives for appointment are listed in **Attachment B.** The nominating authority/authorities, have the option of retaining the composition structure already in place, or may request that the Metro Board change the number of members on the Council (no more than 9 members). Metro Board Members shall confirm and appoint representatives of Service Councils based on the nominations submitted through the locally adopted process by the designated nominating authorities.

~~B.~~ E. TERM OF SERVICE:~~-~~ Each Representative of the MSC shall serve a term of three-years, which shall be staggered among members~~.~~ so that the terms of three

members per Council, per year will expire; Service Council terms are tied to the individual seat, rather than the representative and the date of their nomination or appointment. Representatives can serve more than one three-year term if ~~re-appointed~~they have maintained compliance with the requirements of the position and are re-nominated by the nominating authority and confirmed by the Metro Board.

~~**C.** APPOINTMENTS: Metro Board Members shall confirm and appoint representatives of Service Councils based on nominations submitted through a locally adopted process by a coalition comprised of Councils of Governments and any cities and unincorporated county areas. As much as possible, representatives of the Councils shall be selected to reflect a broad spectrum of the interests and geographic areas of the region over which the MSC has jurisdiction. Membership on the Council is not transferable or assignable. The specific terms of service and nominating authority are shown in **Attachment 2**.~~

~~**D.**~~F. CODE OF CONDUCT: ~~-~~Representatives of the MSC shall adhere to the ~~Metro Board Code of Conduct and~~Metro Board of Directors Code of Conduct, all other ~~relevant~~applicable State and Federal laws~~.~~, and the sanctions for non-compliance detailed therein. **Metro Council Representatives have no individual authority over Metro Operations and must act only through the Service Council of which they are a member.**

1. Service Council Members shall file Statements of Economic Interest with the Ethics Officer pursuant to state law, within 30 days of assuming office, annually, and within 30 days of leaving office.

2. Council Members shall file an addendum to the required statement under subdivision disclosing all financial interests both within and outside Los Angeles County, including those financial interests received during the reporting period by all entities in which the member is an officer, principal, partner, or major shareholder.

3. Any amendments to the Statement of Economic Interest or addendum shall be filed within 30 days of the occurrence of the change.

4. Service Council Members complete and maintain compliance with AB 1234 Ethics Training.

G. ID BADGE/TRANSPORTATION PASS: Each MSC Member shall be issued a Metro badge to serve as unlimited fare media on Metro Bus and Rail services, so as to facilitate Member use of Metro transit service on a regular basis. Only the MSC Member is eligible to receive a badge; staff, family members, and dependents are not eligible to be issued passes. Metro may charge the individual a designated fee for replacing a lost or stolen ID Badge/Transportation Pass. Misuse of the issued Transportation Pass or allowing an unauthorized person to use their Transportation Pass will be considered cause for removal.

~~E.~~H. VACANCIES: ~~-~~Council vacancies will be filled in the same manner as appointments are made. ~~-~~When filling an unexpired term, the appointee shall serve ~~out~~the remainder of the term of the Council Representative they ~~replaced~~replace.

~~F.~~I. ATTENDANCE: ~~-~~If a Representative has more than three absences over a floating six-month period, staff will notify the Council Chair ~~or~~and Vice~~-~~ Chair~~,~~ who may ~~ask~~propose that the Council ~~if they would like to~~ declare the ~~council~~Council representative inactive and direct staff to initiate a nomination process to have the nominating authority fill the vacancy of the inactive member.

~~G. Knowledge: Representatives should have a basic working knowledge of public transit service within their region and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.~~

~~H.~~J. RESIGNATION: ~~-~~A Representative may tender their resignation from ~~the Council by writing a letter to the Metro Board Secretary and the Director of~~a Metro Service ~~Councils, with copies to the Metro Board~~Council by notifying the lead staff member of the Council, the nominating authority, and Chair of ~~that~~the Service Council in writing.

~~I.~~K. REMOVAL: ~~-~~The Service Council can remove any representative of the Council at any time if ~~it deems this is~~deemed to be in the best interest of Metro.~~-~~ Removal by MSC requires a two-thirds (2/3) supermajority vote of those Representatives of the Council and confirmation by the Metro Board. ~~-~~**Representatives may also be removed by a simple majority of the Metro Board if: 1) removal of the Representative is requested by the nominating authority of the member; or 2) for any cause for which the Board deems removal of the member to be warranted.**

## ARTICLE III: ~~-~~DUTIES OF OFFICERS, COUNCILS, AND STAFF

A. OFFICERS: ~~-~~Each MSC shall include a Chair and Vice~~-~~ Chair, ~~whom~~who shall be elected from among Representatives of the Council on an annual basis at its June meeting or at such other time as there may be a vacancy. The term of Chair and Vice-Chair shall be one year, beginning July 1. Chairs and Vice~~-~~ Chairs may serve more than one term in that capacity if they are re-elected by their fellow Service Council Representatives~~;~~.

1. Duties of the Chair:~~-~~ The Chair shall preside at all meetings of the Service Council and shall exercise and perform such other powers and duties as may be ~~assigned by the Council or~~ prescribed herein.

2. Duties of the Vice~~-~~ Chair: ~~-~~The Vice~~-~~ Chair shall perform the duties of the Chair in his or her absence, and when so acting shall have all the powers of and be subject to all the restrictions of the Chair.

3. ~~SECRETARY:~~ In the absence of the Chair and Vice Chair, the attending Service Council Representatives present shall determine the presiding officer for the meeting.

B. CLERK: A member of the Metro Board ~~Secretary's~~Clerk's office shall keep or cause to be kept minutes of each Council meeting for distribution to ~~the Metro Board and the Metro Chief Executive Officer,~~ Metro Service Council Representatives, and posting on the Metro website. ~~The Metro Board Secretary~~Service Council staff shall maintain, or cause to be maintained, an up-to-date roster of Representatives, (and those individuals receiving agendas and minutes~~) and have it available at all meetings of the Council;~~).

~~**C.** In the absence of the Chair and Vice-Chair, the attending Service Council Representatives present shall determine the presiding officer for the meeting; and,~~

~~**D.** The Chair and Vice-Chair of each Council, in collaboration with their Service Council, shall provide input to the Deputy Chief Executive Officer on the performance of the Director of Metro Service Councils and an evaluation of each Service Council's progress toward set goals and objectives.~~

## ~~ARTICLE IV: WORK PROGRAM~~

~~In June of each year, the Director of Metro Service Councils shall present to each Council a draft work plan for review and comment. The work plan, which will be for the fiscal year starting in July, will be submitted for adoption in June. This work plan will outline the activities and priorities of the Council for that year. The work program will include the process and targets for monitoring transit service and collaborating with COO regarding service quality and safety. In addition, the work plan will include items such as a review of the proposed Metro budget in February, or as soon as available, each year. The work program shall be consistent with the Metro Board adopted mission, vision and goals and must comply with all Board adopted policies, service standards and other criteria.~~

## ~~ARTICLE V: MEETINGS~~

~~**A.** AGENDA: Matters to be placed on the agenda for any regular meeting will be coordinated through the Director of Service Councils. Any Representative of the Council may also place items on the agenda through the Director of Service Councils. The Service Council Secretary shall work with the Director to prepare, finalize and make copies of agendas and previous meeting's minutes to be mailed or delivered at least five days prior to the regular meeting date to council~~

representatives and appropriate Metro staff, and ensure that MSC agendas are posted in accordance with Brown Act regulations;

**B.** REGULAR MEETINGS: The Councils will hold regularly scheduled monthly meetings. If a regularly scheduled meeting day falls on a national holiday, the meeting shall be rescheduled or cancelled. Scheduled meetings should not conflict with regularly scheduled Metro Committee and Board meetings. Service Councils can also vote to reschedule, relocate, or cancel an upcoming monthly meeting if circumstances necessitate a change. MSC meetings shall be conducted pursuant to Robert's Rules of Order;

**C.** RALPH M. BROWN ACT: All meetings of MSC shall be called, noticed and conducted in the manner prescribed by the Section 54952.3 of the Government Code (the Ralph M. Brown Act) as amended from time to time;

**D.** PARTICIPATION: Anyone attending a meeting is eligible to be heard. No person or representative shall address the Council at any meeting until first recognized by the Chair. The decision of the Chair not to recognize a person may be changed by vote of a majority of the Representatives of the Council present at the meeting. The Chair may, in the interest of facilitating the business of the Council, limit the amount of time which a person or Representative may use in addressing the Council;

C. PUBLIC HEARINGS: All major bus service changes that require public hearings will be brought to the MSC for approval. Metro defines major bus service changes in Metro's 2022 Title VI Program Update as follows:

1. A revision to an existing transit route that increases or decreases the route miles and/or the revenue miles operated by 25% or more at one time or cumulatively in any period within 36 consecutive months since the last major service change;

2. A revision to an existing transit service that increases or decreases the scheduled trips operated by at least 25% at one time or cumulatively in any period within 36 consecutive months since the last major service change;

3. An increase or decrease to the span of service of a transit line of at least 25% at any one time or cumulatively in any period within 36 consecutive months since the last major service change;

4. The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes;

5. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the subsections 1 - 4 above to be inclusive of any bus/rail interface changes.

- Experimental, demonstration or emergency service changes may be instituted for one year or less without a Title VI Equity Analysis being completed and considered by the Board of Directors. If the service is required to be operated beyond one year the Title VI Equity Analysis must be completed and considered by the Board of Directors before the end of the one year experimental, demonstration or emergency.

- A Title VI Equity Analysis shall not be required if a Metro transit service is replaced by a different route, mode, or operator providing a service with the same headways, fare, transfer options, span of service and stops.

Title VI analyses are also to be considered as part of any proposed major service changes. The Service Councils will not vote on Title VI analyses, but forward any related comments received through the public hearing process to the Board to be considered in their adoption of the analyses.

~~**E.** QUARTERLY MEETINGS: The MSC shall meet and confer with the Metro Chief Executive Officer and other executive staff on a quarterly basis to discuss the overall effectiveness of the Service Councils and other related matters. The Director of Metro Service Councils, in coordination with the Chairs for all Service Councils will develop the agenda for these quarterly meetings;~~

~~**F.** QUORUM: A majority of council Representatives (50%+1) shall constitute a quorum to do business; two-thirds (2/3) of the Council shall constitute a supermajority. Even if all Representatives are not present, passage of items require a majority vote based on all council seats (i.e., nine-member councils would require five votes to pass even if only five Representatives are in attendance);~~

~~**G.** STIPEND: Representatives of the Service Councils will be paid a stipend of $100 per meeting, with a maximum of two meetings per month;~~

~~**H.** PUBLIC HEARING: Each MSC will be responsible for holding public hearings that relate to major service changes to Metro bus and rail lines that provide significant service within their Region. Following public input, the Councils will be responsible for approving all major service changes that are to be implemented;~~

~~**I.**~~D. CENTRALIZED HEARING: When a major service change program requires three or more Councils to hold public hearings, an additional hearing will be held at a central location, normally at the Metro headquarters building, on an appropriate Saturday~~; and,~~.

E. MAJOR BUS SERVICE CHANGE DECISIONS: At their meeting subsequent to the public hearing(s) to receive public input, the Service Council(s) will vote to approve, modify, or deny the proposed major service changes proposed for implementation.

Results of Service Council deliberations shall be forwarded to the Board as the final recommended bus service changes.

F. MINOR AND TEMPORARY ROUTE CHANGES: Metro staff may implement all minor (i.e. below above thresholds) or temporary route changes including turnaround and out of service route modifications without Council approval, though the Council should be given informational updates on minor changes where they may be refinements to previous major changes in response to multiple public comments. Similarly, any significant temporary service change should be brought to the Council for their information but not approval. Should a temporary or pilot service meeting the definition of a major service change be in operation for a period of more than six months, MSC will convene public hearings to gather public comment on those route or service changes and approve/modify the continued operation of such services.

G. ANNUAL WORK PLAN: Each year, Metro Service Council Representatives shall review their annual work plan and provide comments and revisions for updates to be incorporated for the upcoming fiscal year. The work plan, which will be for the fiscal year starting in July, will be submitted for adoption in June. This work plan will outline the activities and priorities of the Council during the upcoming fiscal year. The work program will include the process and targets for monitoring transit service and collaborating with Metro's Chief Operating Officer regarding service quality and safety. In addition, the work plan will include items such as a review of the proposed Metro budget in February, or as soon as available, each year. The work program shall be consistent with the Metro's adopted mission, vision and goals and must comply with all Board adopted policies, service standards and other criteria.

H. SERVICE COUNCIL RECOMMENDATIONS/FEEDBACK: Service Council staff will provide input to Metro Operations staff to improve service quality, safety and performance of bus service.. Service Councils will continue to receive regular reports from Metro staff on service performance within the Council's jurisdiction. The Service Councils will work to develop and implement changes in bus service that improve service quality, ridership and/or operational efficiency, and facilitate a planning and public communication process that listens and responds to the community and current and potential customers.

I. PERIODIC REPORTS TO METRO BOARD: Updates to the Metro Board regarding MSC recommendations on Metro service, programs, initiatives, and other issues that the MSC feel the Metro Board should be informed of on a periodic basis.

J. AREA TRANSIT OPERATORS: MSC shall invite municipal and local transit operators to a regular monthly meeting on a quarterly basis to discuss service plans and opportunities for service coordination.

K. EVALUATION OF STAFF: Service Council Representatives shall annually submit an evaluation to the department's Executive Officer on the performance of the staff

responsible for managing the Metro Service Councils and an evaluation of each Service Council's progress in meeting established goals and objectives.

## ARTICLE IV: MEETINGS

A. AGENDA: Matters to be placed on the agenda for a regular meeting will be coordinated through the Service Council's staff. Any Representative of the Council may also place items on the agenda through this process. Service Council staff will prepare, finalize and have the agendas and previous meeting minutes posted online prior to the regular meeting, and ensure that MSC agendas are posted in accordance with Brown Act. All meeting presentations will be posted at least 24 hours in advance of the meeting.

B. REGULAR MEETINGS: The Councils will hold regularly scheduled monthly meetings at times and locations accessible to members of the public. Metro Service Council meetings will be held at locations accessible using Metro services, with preference given to locations with frequent transit service. If a regularly scheduled meeting day falls on a national holiday, the meeting shall be rescheduled or cancelled. Scheduled meetings should not conflict with regularly scheduled Metro Committee and Board meetings. Service Councils can also vote to reschedule, relocate, or cancel an upcoming monthly meeting if circumstances necessitate a change. MSC meetings shall be conducted pursuant to Robert's Rules of Order.

C. RALPH M. BROWN ACT: All meetings of MSC shall be called, noticed and conducted in the manner prescribed by the Ralph M. Brown Act.

D. PARTICIPATION:. Anyone attending a meeting may submit public comments. Members of the public may also submit comments by mail, email, phone, or online. No person or representative shall address the Council at any meeting until first recognized by the Chair. The decision of the Chair not to recognize a person may be changed by vote of a majority of the Representatives of the Council present at the meeting. The Chair may, in the interest of facilitating the business of the Council, limit the amount of time which a person or Representative may use in addressing the Council.

E. QUARTERLY MEETINGS: The MSC shall meet and confer with the Metro Chief Executive Officer and other executive staff on a quarterly basis to discuss the overall effectiveness of the Service Councils and other related matters. MSC staff, in coordination with the Chairs of all Service Councils will develop the agenda for these quarterly meetings.

F. QUORUM: A majority of Council Representatives (50%+1 or 5 members) shall constitute a quorum to do business; two-thirds (2/3 or 6 members) of the Council shall constitute a supermajority. Passage of items requires a majority membership vote based on all Council seats rather than Representatives present at the time of

the vote (i.e., nine-member Councils would require five votes to pass an item even if only five Representatives are in attendance).

G. STIPEND: Representatives of the Service Councils are eligible to be paid a stipend of $150 for their attendance per meeting in accordance with their responsibilities as defined in Metro's Advisory Body Compensation (ABC) Policy. Representatives may be compensated for attendance at a maximum of two meetings per month. To receive the stipend, members must first submit a completed ABC Policy agreement. In accordance with the ABC Policy Section 2.3, public agency, Council of Governments, or elected office staff who serve on advisory bodies as part of their professional role are not eligible to receive the stipend. Members who 1) work for a contractor or organization holding an active contract with LACMTA and 2) participate or are listed in the contract activities while serving on an advisory body are not eligible for advisory body compensation for the duration of the contract.

## ARTICLE V:~~VI:~~ AMENDMENTS

AMENDMENTS TO BYLAWS: ~~the~~The Metro Board, by a simple majority, may amend the bylaws from time to time. In addition, a Metro Service Council, by a supermajority vote~~ of the membership as listed on the membership roster at the time of such a vote,~~ may recommend amendments to bylaws, which ~~should~~must then be reviewed and similarly agreed upon by all other Regional Service Councils by a supermajority vote. Any proposed bylaws amendments must be properly noticed on the agenda of a regularly scheduled Council meeting~~ and scheduled for a membership vote at that same regularly scheduled Council meeting.~~ . Any Council amendments to the bylaws are subject to Metro Board approval**.**

## ARTICLE ~~VII:~~ VI: AUTHORITY

Metro Service Councils were created and given perpetual succession by terms of the Los Angeles County Metropolitan Transportation Authority. ~~-~~MSC are responsible for Metro bus lines operating a significant amount of service within their geographical region. A significant amount of service shall be defined as any Metro bus or rail line that operates more than ~~1/3~~30% of its service miles within a region, excluding ~~the LACBD. A listing of~~ downtown Los Angeles.

Metro's Administrative Code (§2-50-025(E)) authorizes the Metro ~~bus lines allocated~~Board of Directors to ~~each~~delegate to another body or a hearing officer appointed by the CEO the authority to hold the public hearing related to a change in transit service. The Metro Board has designated the Service Councils as the bodies responsible for calling and conducting public hearings for all major service changes within their area. As such, Metro's Regional Service Councils (MSC) are responsible for convening public hearings to receive public comments regarding proposed permanent major bus and rail service changes, and approving, modifying, or denying the service change proposals for their region~~ as of December 2010 is provided in **Attachment 3**. ~~.~~

Metro Regional Service Councils shall be responsible for convening public hearings as described in Article III. If a bus line operates a significant amount (over 30% of full one-way route alignment miles) of service in more than one region, the Councils responsible for service in those regions will share responsibility for the line. ~~If~~The Council region with the larger share of one-way route mileage shall be assigned primary authority of a given line; secondary authority shall be assigned to the Council region with the next largest portion of one-way revenue service miles outside of the primary region. Lines operating in downtown Los Angeles (see **Attachment D**) where the segment in downtown is less than (30%) of revenue service miles shall be excluded from the calculation of route authorities. Where a line does not have at least 30% of its revenue miles within a Council region, that line would be allocated to the region(s) with the largest shares over 25%, and the region with the largest share would be designated as primary. A listing of the Metro bus lines with the primary and secondary authorities allocated to each region as of December 2023 is provided in **Attachment C**.

Each primary and secondary MSC will be responsible for convening public hearings that relate to major service changes to Metro Bus and Rail lines that provide significant service within their region. Hearings will be scheduled at times and dates intended to maximize public involvement. Public hearings will be held at locations accessible using Metro services, with preference for locations with frequent service and near the area of the proposed change(s) to facilitate participation of the riders that would be most affected by the changes.

All major route and service changes approved by the MSC will be brought to the Metro Board of Directors as an informational item. Should the Metro Board decide to move a Service Council approved service change to a Board Action Item, the Service Council will be notified of this change during their next monthly Service Council meeting subsequent to the Board's action, and be informed of the outcomes of any decisions made by the Board. Title VI analyses are also to be considered as part of any proposed service changes. The Service Councils ~~do~~ will not vote on Title VI analyses, but forward any related comments received through the public hearing process to the Metro Board for its consideration.

Should the assigned Service Councils not agree about service decisions affecting a shared line, ~~the Director of~~ Metro Service Councils staff will work with the Service Development staff and the ~~chairs~~Chairs of the Councils to develop a mutually agreeable resolution, which will be presented to both Councils for approval. If a resolution cannot be reached, the Metro Board of Directors will ~~render a decision.~~resolve the matter.

Each MSC shall work with the ~~Director of~~ Metro Service Councils staff to coordinate with Metro's Service Development and Operations staff to:

A. Review route planning studies to better route and schedule services operated within each Service ~~Council's~~Council region;

B. Call public hearings pertaining to major bus route changes and Title VI analysis for rail project operating plans within the Service Council's jurisdiction consistent with State and Federal laws and with Metro policies pertaining to public hearings;

C. Approve changes that modify, add, or delete Metro bus routes within the Service Council's jurisdiction in conformance with Metro service standards, collective bargaining agreements and Metro policies;

D. Coordinate with planning staff, businesses, consultants, other local transit operators and to address any other transit needs unique to the Service Council's region in accordance with agency Metro guidelines;

E. Promote coordination of transit services, including Metro Bus and Rail service, and Municipal and Local Return Operators;

F. Conduct on-going meetings with Invite Municipal and Local Operators to discuss their proposed service plans changes and develop service coordination plans;

~~G. Meet in a general forum with Representatives from each of the Service Councils and the Metro Board of Directors to report on the progress each Council has made and establish lines of communication to ensure cooperation between each of the Councils and the Metro Board at least once per year;~~

~~H. The Director or his designee will provide input to the Metro Board regarding service plans and other issues the MSC feel the Metro Board should be informed of;~~

~~I.~~G. Identify other issues related to transit user experience, including customer information and way finding, fare collection, safety, cleanliness of vehicles and facilities; ~~and,~~

~~J.~~H. Monitor key performance indicators and provide feedback to ~~the COO~~appropriate staff or departments regarding areas ~~to address for~~needing improvement; and

I. Monitor and provide feedback on Metro programs, projects, and policies affecting their region.

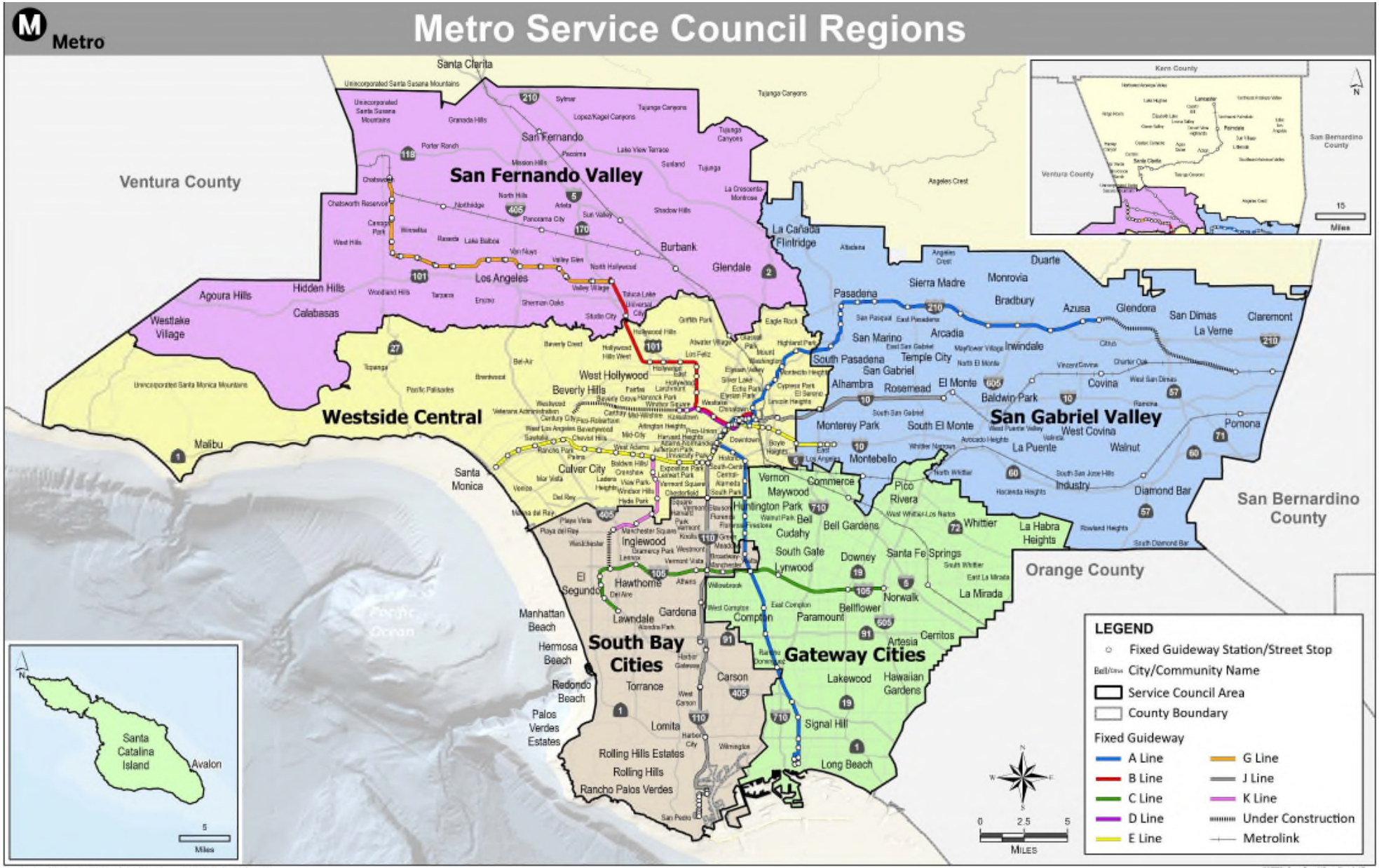
The Metro Board of Directors shall retain all mandated responsibilities in accordance with Metro enabling legislation under ~~Public Utilities Code 130051 et seq. For example, the Board will retain hiring of~~Public Utilities Code 130050.2 et seq., including hiring the Chief Executive Officer and other Board appointees; approval of the agency budget and capital plan; negotiation of collective bargaining agreements; setting fare and service policies; establishing and monitoring agency programs; conducting public hearings for fare changes and rail service; conducting major procurements; managing construction projects, setting regional policies and having ultimate responsibility for resolving disputes regarding agency matters. Lastly, Metro Finance will be responsible for administering all banking, investing and debt issuance.

## ARTICLE ~~VIII:~~ VII: LIABILITY PROTECTION

Any Representative of the Metro Service Council identified as an actual or potential party to any action, suit or proceeding by reason of the fact that s/he is or was a Representative or Officer of a Metro Service Council shall be indemnified and defended by ~~the~~ Metro ~~pursuant to the~~as permitted by law in the same manner as an officer or employee of ~~the~~ Metro.

ATTACHMENT A: Service Council Regions
ATTACHMENT B: Regional Nominating Authorities
ATTACHMENT C: Primary and Secondary Assignment of Bus Lines
ATTACHMENT D: Downtown Los Angeles Map

**ATTACHMENT A**



**ATTACHMENT B**

## Metro Service Councils Regional Nominating Authorities

| Region | Nominating Authorities |
|---|---|
| Gateway Cities | Gateway Cities Council of Governments (9) |
| San Fernando Valley | Cities of Burbank, Glendale, San Fernando (2)<br>City of Los Angeles Mayor (4)<br>LA County 3rd District Supervisor (1)<br>LA County 5th District Supervisor (1)<br>Las Virgenes-Malibu Council of Governments (1) |
| San Gabriel Valley | LA County 1st District Supervisor (1)<br>LA County 5th District Supervisor (1)<br>Cities of Alhambra, South Pasadena, San Gabriel, San Marino (1)<br>Cities of Arcadia, El Monte, Temple City (1)<br>Cities of Montebello, Monterey Park, Rosemead (1)<br>Cities of Pasadena, Sierra Madre, La Cañada Flintridge (1)<br>San Gabriel Valley Council of Governments (3) |
| South Bay Cities | South Bay Cities Council of Governments (9) |
| Westside Central | City of Los Angeles Mayor (4)<br>LA County 2nd District Supervisor (1)<br>LA County 3rd District Supervisor (1)<br>Westside Cities Council of Governments (3) |

- Each Council has nine Board-appointed members who serve staggered three year terms (3 seats per Council expire each year).
- Nominated by the region's nominating authorities and confirmed by the Metro Board. There are no term limits.
- Members must live, represent, or work in the communities within the region's boundaries, and should use public transit within the region they represent.

**ATTACHMENT C**

## Primary and Secondary Assignment of Bus Lines as of December 2023

| Line | Primary | Secondary | Line Description |
|---|---|---|---|
| 2 | WSC | | Westwood - Exposition Park via Sunset-Alvarado |
| 4 | WSC | | Dtwn LA - Santa Monica via Santa Monica Bl |
| 10 | WSC | | W Hollywood-Dtwn LA |
| 14/37 | WSC | | Cedar Sinai - Dtwn LA - Washington/Fairfax via Beverly-Adams |
| 16 | WSC | | Dtwn LA - West Hollywood via West 3rd St |
| 18 | WSC | SGV | Montebello Metrolink Sta - Wilshire/Western Sta via 6th St - Whittier Bl |
| 20 | WSC | | Dtwn LA - Santa Monica via Wilshire Bl |
| 28 | WSC | | Century City - Dtwn LA - Eagle Rock via Olympic Bl |
| 30 | WSC | | Pico Rimpau - Dtwn LA - Little Tokyo via Pico Bl |
| 33 | WSC | | Dtwn LA - Santa Monica via Venice Bl |
| 35 | WSC | | Dtwn LA - W LA via Washington Bl |
| 37 | WSC | | Dtwn LA - W LA via Adams Bl |
| 38 | WSC | | Dtwn LA - W LA via Jefferson Bl |
| 40 | SBC | WSC | Dtwn LA - South Bay Galleria via King - Hawthorne Bls |
| 45 | WSC | SBC | Lincoln Heights - Dtwn LA - Harbor Fwy Sta via Broadway |
| 48 | SBC | WSC | Dtwn LA - Avalon Sta via Main St & South San Pedro |
| 51 | SBC | WSC | Westlake/MacArthur Pk Sta-Dtwn LA - CSU DH via 7th St-Avalon Bl |
| 53 | GWC | SBC | Dtwn LA - Willowbrook/Rosa Parks Station - CSU DH via Central Av |
| 55 | WSC | GWC | Dtwn LA – Willowbrook Sta via Compton Av |
| 60 | GWC | | Dtwn LA - Artesia Sta via Long Beach Bl |
| 62 | GWC | | Dtwn LA - Hawaiian Gardens via Telegraph Rd |
| 66 | WSC | | Dtwn LA/Wilshire Ctr to Montebello 8th St & Olympic Bl |
| 70 | SGV | | Dtwn LA - El Monte via Cesar Chavez Av-Atlantic Bl - Garvey Av |
| 76 | SGV | WSC | Dtwn LA - El Monte Sta via Valley Bl |
| 78 | WSC | SGV | Dtwn LA - Arcadia via Huntington - Main - Las Tunas & Huntington Dr |

| Line | Primary | Secondary | Line Description |
|---|---|---|---|
| 81 | WSC | | Eagle Rock - Dtwn LA - Harbor Fwy Sta via Figueroa |
| 90 | SFV | | Dtwn LA - Sunland via Glendale Av, Foothill Bl, Vineland Av |
| 92 | SFV | | Dtwn LA - Burbank Station via Glendale Bl, Brand Bl, Glenoaks |
| 94 | SFV | WSC | Dtwn LA - Glendale - Burbank - NoHo via San Fernando Rd - Magnolia Bl |
| 96 | WSC | | Chinatown - Burbank Sta via Griffith Park Dr |
| 102 | WSC | | LAX City Bus Center - South Gate via La Tijera, Exposition Bl |
| 105 | WSC | | Vernon - West Hollywood via La Cienega Bl & Vernon Av |
| 106 | SGV | WSC | Monterey Park - Cal State LA - LA Union Sta - Little Tokyo - Montebello via Garvey Av & 1st St |
| 108 | WSC | GWC | Marina Del Rey - Pico Rivera via Slauson Av |
| 110 | GWC | SBC | Playa Vista - Bell Gardens via Jefferson Bl - Gage Av |
| 111 | GWC | SBC | LAX City Bus Center - Norwalk Sta via Florence Av |
| 115 | GWC | SBC | Playa Del Rey - Norwalk via Manchester - Firestone |
| 117 | SBC | GWC | LAX City Bus Center - Downey via Century Bl & Imperial Hwy |
| 120 | GWC | SBC | Aviation/LAX Sta - Whittwood Town Center via Imperial Hwy |
| 125 | GWC | SBC | El Segundo - Norwalk Sta via Rosecrans Av |
| 127 | GWC | | Harbor Fwy Sta - Compton Sta - Downey via Compton Bl - Broadway |
| 128 | GWC | | Compton Sta - Cerritos Towne Center via Alondra Bl |
| 134 | WSC | | Eastbound Dtwn Santa Monica Sta - Westbound Malibu via Pacific Coast Hwy |
| 150 | SFV | | Chatsworth - Canoga Park - Tarzana via Topanga Canyon Bl - Ventura Bl |
| 152 | SFV | | West Hills Medical Center - N Hollywood Station via Roscoe Bl |
| 154 | SFV | | Sepulveda Bl - Burbank Station via Oxnard St - Burbank Bl |
| 155 | SFV | | Sherman Oaks - Burbank - via Riverside Dr, Olive St |
| 158 | SFV | | Chatsworth Sta - Sherman Oaks via Devonshire - Woodman |
| 161 | SFV | | Thousand Oaks - Agoura Hills - Calabasas - Warner Ctr |
| 162 | SFV | | Woodland Hills – West Hills - N Hollywood Sta via Sherman Way - Vineland Av |
| 164 | SFV | | West Hills - Burbank Sta via Victory Bl |

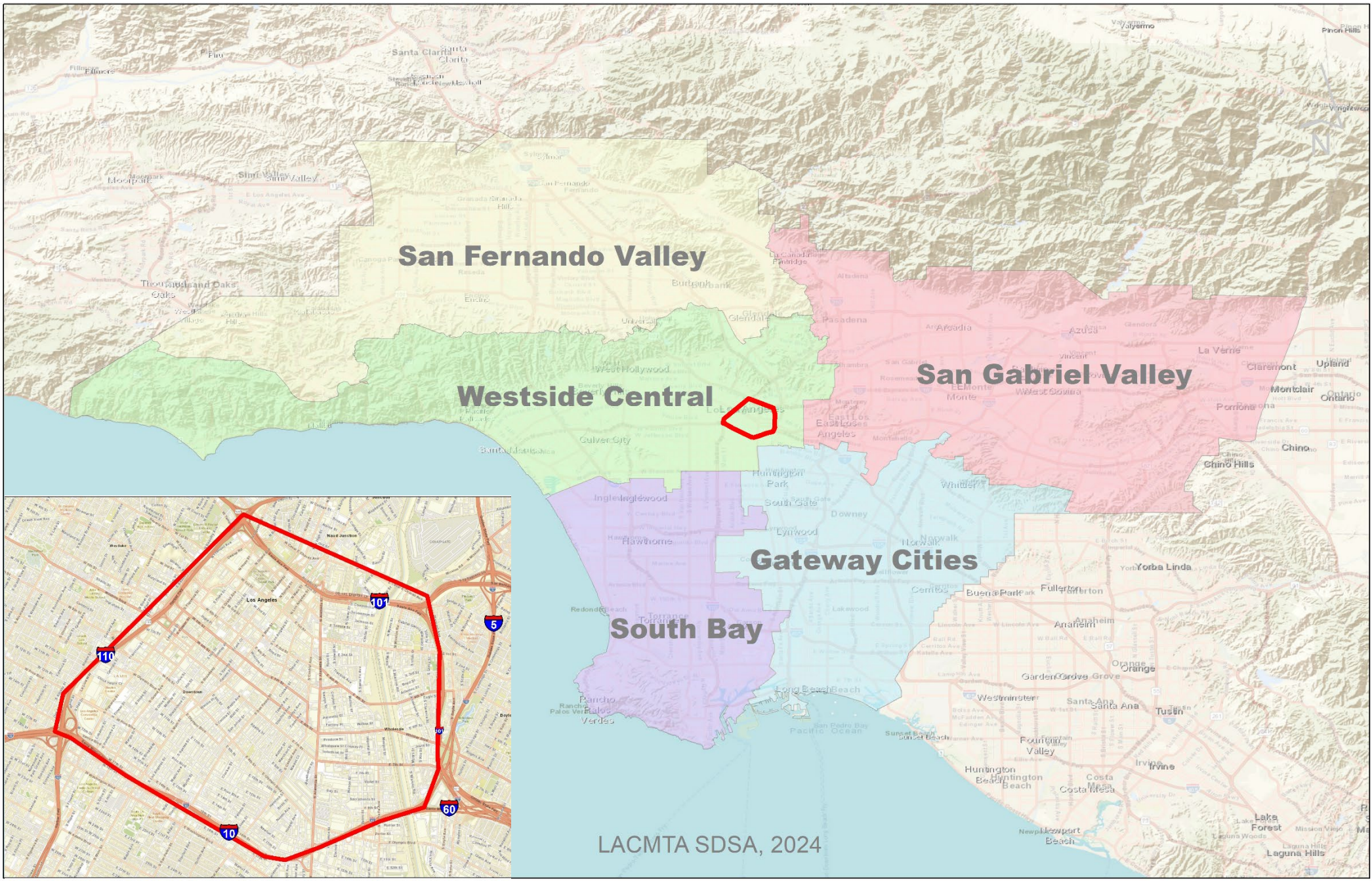
| Line | Primary | Secondary | Line Description |
|---|---|---|---|
| 165 | SFV | | West Hills - Burbank via Vanowen St |
| 166 | SFV | | Canoga Av - Sun Valley - Chatsworth via Nordhoff St and Osborne St |
| 167 | SFV | | Chatsworth Sta - Studio City via Plummer St & Coldwater Cyn Av |
| 169 | SFV | | Warner Ctr - Burbank Airport via Valley Cir-Saticoy St |
| 177 | SGV | | JPL - Pasadena (Caltech) |
| 179 | SGV | | Rose Hill Transit Center - Arcadia via Huntington Dr |
| 180 | WSC | | Pasadena - Glendale - Hollywood via Los Feliz Bl & Colorado Bl |
| 182 | WSC | | Northeast LA - E Hollywood |
| 202 | GWC | | Willowbrook/Rosa Parks Sta - Compton - Del Amo Sta |
| 204 | WSC | SBC | Hollywood - Athens via Vermont Av |
| 205 | SBC | | Willowbrook/Rosa Parks Sta - San Pedro via Wilmington Av, Vermont Av |
| 206 | WSC | SBC | Hollywood - Athens via Normandie Av |
| 207 | WSC | SBC | Hollywood - Crenshaw Sta via Western Av |
| 209 | SBC | WSC | Expo/Crenshaw Sta - Crenshaw C Line Sta via Van Ness Av - Arlington Av |
| 210 | WSC | SBC | Hollywood/Vine Sta - South Bay Galleria via Vine St-Wilshire/Western Sta - Crenshaw Bl |
| 211, 215 | SBC | | Inglewood - South Bay Galleria via Prairie-Inglewood |
| 212 | WSC | | Hollywood/Vine Sta - Hawthorne/Lennox Sta via La Brea |
| 217 | WSC | | Hollywood/Vine Sta - La Cienega Sta via Hollywood Bl, Fairfax Av |
| 218 | WSC | SFV | Studio City - Cedars Sinai Medical Center via Laurel Canyon Bl - Fairfax Bl |
| 222 | SFV | | Lankershim/Tuxford - Burbank RITC - Hollywood via Hollywood Wy & Cahuenga Bl |
| 224 | SFV | | Sylmar Sta - Universal City Sta via San Fernando Rd, Lankershim Bl (+Hollywood Owl Service) |
| 230 | SFV | | Sylmar - Studio City via Laurel Canyon Bl |
| 232 | SBC | | LAX City Bus Center - Long Beach via Sepulveda Bl & PCH |
| 233 | SFV | | Lake View Terrace - Sherman Oaks via Van Nuys Bl (+Westside Owl service) |
| 234 | SFV | | Mission College - Sylmar Sta - Sherman Oaks via Sepulveda Bl |
| 236 | SFV | | Sylmar Sta - Encino via Balboa, Rinaldi, Foothill Bl, Glenoaks Bl |

| Line | Primary | Secondary | Line Description |
|---|---|---|---|
| 237 | SFV | | Encino - Granada Hill - Mission Hills - NoHo via White Oak-Woodley Av - Chandler |
| 240 | SFV | | Northridge - Universal City Sta via Reseda Bl - Ventura Bl |
| 242/243 | SFV | | Devonshire St - Woodland Hills via Tampa Av - Winnetka Av |
| 244 | SFV | | Chatsworth Sta - Woodland Hills via De Soto Av |
| 246 | SBC | | San Pedro - Harbor Gateway Transit Center via Avalon Bl |
| 251 | WSC | GWC | Eagle Rock - Cypress Park - Long Bch Bl C Line Stn via Eagle Rock - Soto St |
| 256 | SGV | WSC | Highland Park - Sierra Madre Villa Sta via Ave 64, Washington Bl |
| 258 | SGV | GWC | Highland Park/South Pasadena - Paramount via Fremont Av, Eastern Av |
| 260 | SGV | GWC | Artesia Sta - Pasadena via Fair Oaks Av - Atlantic Bl |
| 265 | GWC | | Pico Rivera - Lakewood Center Mall via Paramount Bl |
| 266 | GWC | SGV | Sierra Madre Villa Sta - Lakewood Center Mall via Rosemead Bl |
| 267 | SGV | | El Monte Sta - Pasadena via Del Mar Bl, Temple City Bl |
| 268 | SGV | | Sierra Madre Villa Sta - El Monte Sta via Baldwin Av |
| 287 | SGV | | El Monte Sta - Arcadia Sta via Santa Anita Av |
| 294 | SFV | | Burbank Sta - Sylmar Sta via San Fernando Rd |
| 344 | SBC | | Harbor Gateway TC - Palos Verdes via Hawthorne Bl |
| 460 | GWC | | Dtwn LA - Disneyland via 110 ExpressLanes (Harbor Transitway) - 105 Fwy - Norwalk C Line Sta |
| 487/489 | SGV | WSC | Dtwn LA - Sierra Madre Villa Sta - Temple City |
| 501 | SFV | | North Hollywood - Pasadena Express via 134 Fwy |
| 550 | SBC | | Exposition Park/USC - Harbor Gateway TC via 110 ExpressLanes (Harbor Transitway) |
| 577 | GWC | SGV | El Monte Sta - Rio Hondo College - Long Beach VA Medical Center via 605 Fwy |
| 601 | SFV | | Warner Center Circulator |
| 602 | WSC | | Westwood - Pacific Palisades via Sunset Bl |
| 603 | WSC | | Glendale Galleria - Grand/LATTC Sta via San Fernando Rd, Rampart Bl & Hoover St |
| 605 | WSC | | LAC+USC Outpatient Clinic - Boyle Heights Shuttle |
| 611 | GWC | | Huntington Park Shuttle |

| Line | Primary | Secondary | Line Description |
|---|---|---|---|
| 617 | WSC | | Culver City Sta - Cedars-Sinai Med Center via Beverly Dr - Burton Wy - Robertson Bl |
| 660 | SGV | | Del Mar Sta - Altadena via Fair Oaks Shuttle |
| 662 | SGV | | Altadena - Pasadena Shuttle |
| 665 | SGV | | Rose Hill Transit Center - CSULA - Indiana Sta via Eastern, Indiana |
| 686 | SGV | | Altadena - Del Mel Mar Sta via Colorado - Allen - New York |
| 690 | SFV | | Sylmar Olive View Hosp - Sunland via Foothill Bl |
| 720 | WSC | | Dtwn LA - Santa Monica via Wilshire Bl |
| 754 | WSC | SBC | Hollywood - Athens via Vermont Av |
| 761 | SFV | WSC | Sylmar Sta - E Line Sepulveda Sta via Van Nuys Bl-Sepulveda Bl |
| 901 | SFV | | G Line (N Hollywood Sta - Warner Center - Chatsworth Sta) |
| 910 | WSC | SBC | J Line (El Monte Sta - Dtwn LA - Harbor Gateway Transit Center - San Pedro) |
| 950 | SBC | | Harbor Gateway Transit Center - San Pedro |

**ATTACHMENT D**

## Downtown Los Angeles





# Metro Service Councils Bylaws Update

October 2024

**September 26, 2002:** Metro Board establishes Service Sector Governance Councils to provide budgetary and operational oversight and collect community input on proposed bus service changes.

**May 27, 2004:** Board modifies bylaws to clarify Governance Council authority, allow the Board to remove or replace members, and to amend bylaws by a majority vote.

**September 9, 2005:** Bylaws and Policy clarify that Sector Governance Councils will call public hearings for all bus route changes within the Sectors.

**March 24, 2011:** Operations recentralized, name changes to Metro Service Councils. Primary role of oversight of major service changes, original nomination and appointment structures retained.

**March 2024:** Draft revisions have been reviewed by relevant departments (Operations, County Counsel, Board Clerk, Office of Equity and Race, Ethics), share with Councils for approval.

**October 2024:** Revised Bylaws have been reviewed and approved by a supermajority of all five Service Councils and can be adopted upon Board approval

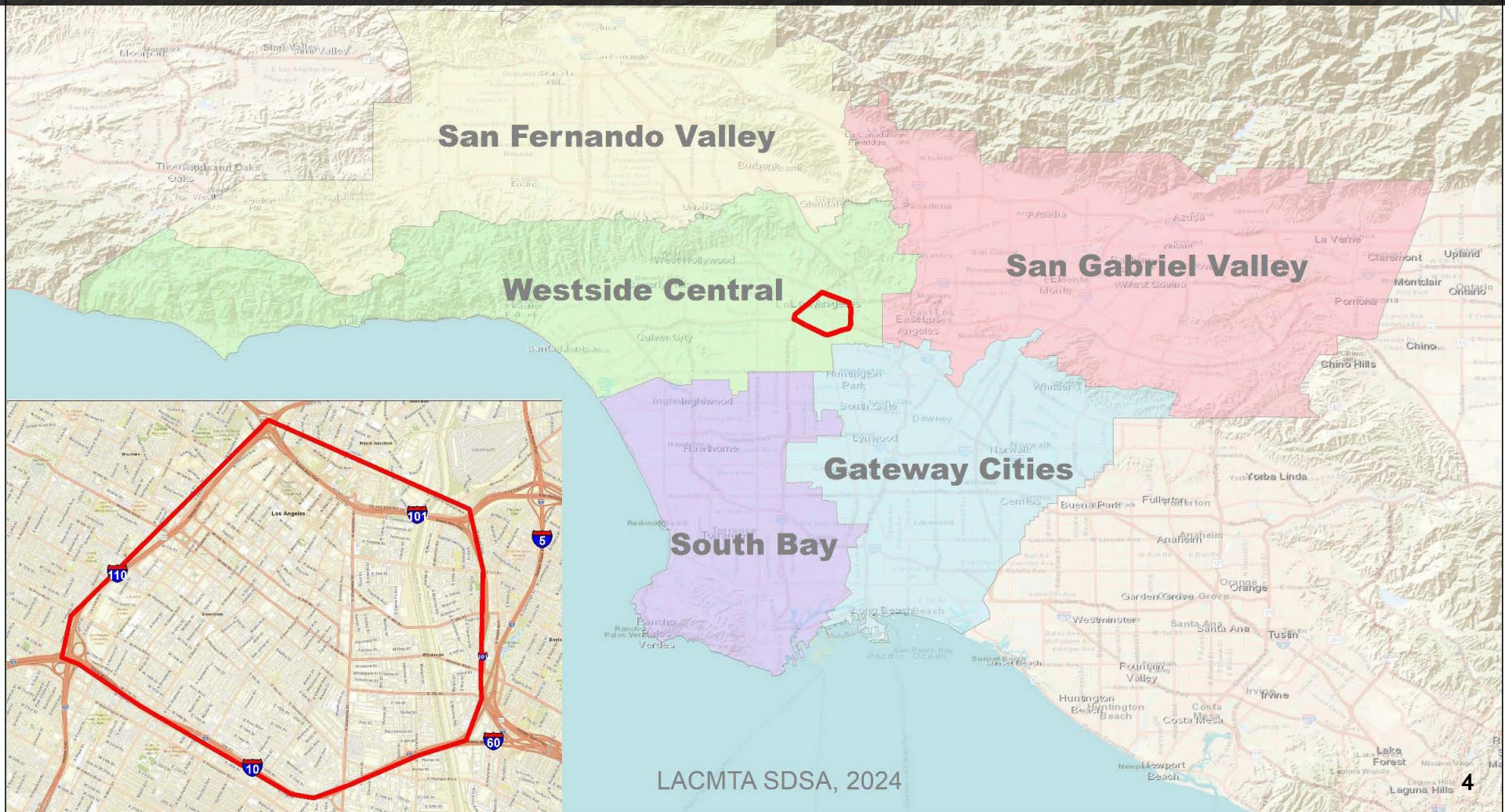



## Overview of Proposed Changes

- Reduce repetitive language
- Update to reflect staff roles, titles, workflows
- Update line authority to reflect NextGen Bus Plan Network
  - ✓ Central Business District/Downtown LA reference map
- Incorporate Metro policy
  - ✓ Advisory Board Compensation Policy - reclassify from "Advise" to "Advise and Prepare"
  - ✓ Equity Platform
  - ✓ Ethics requirements (Form 700, AB 1234)
  - ✓ Public Participation Plan
- Clarify expectations and requirements
- Acknowledge and formalize Service Councils role
  - ✓ Further define requirements for public hearings
  - ✓ Clarify line authority definitions
  - ✓ Incorporate periodic updates to the Board

Service Councils are responsible for Metro bus lines operating more than 30% of revenue service miles excluding downtown LA.

- Councils share responsibility for ines that operate more than 30% in more than one region.
  - ✓ The region with the larger share of one-way route mileage assigned primary authority; region with the next largest portion assigned secondary authority.
  - ✓ Where a line does not have at least 30% of its revenue miles within any Council region, that line would be allocated to the region(s) with the largest shares over 25%, and the region with the largest share would be designated as primary.





## Next Steps

- Bylaws must be approved by Metro Board
- Newly adopted bylaws to be shared with nominating authorities and Service Councils
- Implementation of ABC Policy, reporting cycle

## Questions?



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

**File #:** 2024-0789, **File Type:** Appointment **Agenda Number:** 38.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 24, 2024**

**SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

APPROVE nominees for membership on Metro's Westside Central Service Council (Attachment A).

## ISSUE

The Westside Central Service Council has two vacancies that need to be filled.

## BACKGROUND

Metro Service Councils (MSCs) were created in 2002 as community-based bodies that serve to improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region, have a basic working knowledge of public transit service within their area, and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions on proposed bus route changes, and considering staff's recommendations and public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSCs will be notified of this change before the next Service Council monthly meeting.

## DISCUSSION

The Council's nominating authority has nominated the individuals listed below. If approved by the Board, they will serve for the three-year terms specified. Attachments A and B provide a brief listing of qualifications for new nominees and the nomination letter(s).

For reference, should these nominees be appointed, the 2022 American Community Survey demographics and 2023 Metro Ridership Survey demographics for each region are compared to the seated membership.

Westside Central Service Council

A. Steven King, New Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2022 - June 30, 2025

B. Jennifer Nazario, New Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2023 - June 30, 2026

With the appointment of these nominees, the Westside Central (WSC) Service Council membership will compare to the region and the region's ridership as follows:

| WSC Race/Ethnicity | Hispanic | White | Asian/ Pac Isl | Black | Native Amer | Other |
|---|---|---|---|---|---|---|
| WSC Council Region | 41.9% | 30.9% | 13.7% | 9.1% | 0.2% | 4.3% |
| WSC Region Ridership | 67% | 8% | 7% | 17% | 1% | 1% |
| WSC Membership (No.)* | 30% (3) | 50% (5) | 0% (0) | 10% (1) | 10% (1) | 0% (0) |

*Table does not add to the exact number of Councilmembers as it incorporates each race Councilmembers self -identified with; some current Councilmembers identify as multi-racial.*

The gender makeup of the WSC Service Council will be as follows:

| WSC Sex/Gender | Male/Man | Female/ Woman | Non-binary/ Non-conforming | Prefer to self-describe |
|---|---|---|---|---|
| Los Angeles County | 49.6% | 50.4% | ** | ** |
| WSC Region Ridership | 48% | 49% | 2% | 1% |
| WSC Current Membership (No.) | 55.5% (5) | 44.4% (4) | 0% (0) | 0% (0) |

*Los Angeles County data is taken from the Census 2022 Quick Facts, which includes a question intended to capture current sex but does not include questions about gender, sexual orientation, or sex at birth.*

## EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities reflective of the demographics of each respective region. To encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, the staff shares regional ridership, resident, and Service Council membership race/ethnicity and gender demographics with each nomination request. This practice has resulted in the Service Councils becoming more diverse in terms of both race/ethnicity and gender over the last several years. However, approximately half of LA County residents and Metro riders are women and work still needs to be done to achieve gender equity in some of the Service Councils. Staff will continue to share demographic information and encourage nominating authorities to give weight to gender equity when

considering individuals for nomination.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

## NEXT STEPS

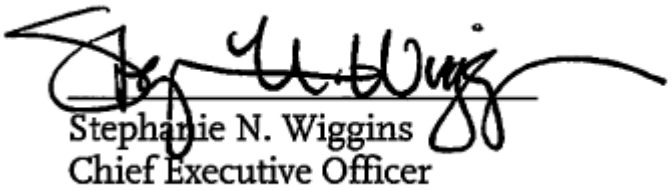
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service and the customer experience in their areas.

## ATTACHMENTS

Attachment A - New Appointees Nomination Letters
Attachment B - New Appointees Biographies and Qualifications

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

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



Stephanie N. Wiggins
Chief Executive Officer

**ATTACHMENT A**

## NEW APPOINTEES NOMINATION LETTERS

KAREN BASS
MAYOR

September 18, 2024

Ms. Dolores Ramos
Senior Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Ms. Jennifer Nazario to serve as a representative on the Westside/Central Service Council, for the term ending on June 30, 2026. Ms. Nazario will fill the vacancy created by Desa Philadelphia. Her resume is attached.

I certify that in my opinion Ms. Nazario is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:tga

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

KAREN BASS
MAYOR

September 18, 2024

Ms. Dolores Ramos
Senior Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Mr. Steven King to serve as a representative on the Westside/Central Service Council, for the term ending on June 30, 2025. Mr. King will fill the vacancy created by Jessica Jinn. His resume is attached.

I certify that in my opinion Mr. King is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:tga

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

**ATTACHMENT B**

**NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS**

**Jennifer Nazario, Nominee to Westside Central Service Council**



Jennifer Nazario was born and raised in Los Angeles. She currently works as a research fellow with the Campaign for College Opportunity, where she assists the research team with fact-checking data, creating graphs, charts, and other visualizations to support the Campaign's mission to ensure that students have the opportunity to pursue higher education. She also works as a Talent Systems Administrator for KIPP SoCal Public Schools, where she works to configure and optimize HRIS workflows across HR, IT, Finance, and Payroll to streamline and reduce data inaccuracies in performance management, onboarding, and offboarding.

Ms. Nazario currently resides in the Florence neighborhood of Los Angeles. She is a first-generation college graduate. She received her bachelor's degree from the University of Pennsylvania and a master's degree in economics from California State University Los Angeles.

**Steven King, Nominee to Westside Central Service Council**



Steven King is a Clean Energy Advocate with Environment California, where he plans, develops, and implements campaign strategies, lobbying, and policy advocacy on clean energy campaigns to increase clean, renewable energy throughout California, spearheading efforts to transition away from fossil fuels and address climate change. Prior to joining Environment California, he served as a Graduate Student Assistant with Caltrans' Division of Sustainability and Innovation.

Mr. King holds a bachelor's degree, magna cum laude in history and public affairs, and a master's degree in public policy, both from University of California Los Angeles. He lives in West Los Angeles and he enjoys spending time outdoors, watching his favorite L.A. sports teams, and playing the trombone.




# Nominations to Metro Service Councils
# October 2024

# Service Council Nominations

| Region | Nominating Authorities |
|---|---|
| Westside Central | **City of Los Angeles Mayor (4)**<br>LA County 2nd District Supervisor (1)<br>LA County 3rd District Supervisor (1)<br>Westside Cities Council of Governments (3) |

Council currently has two vacancies created by resignation of members due to other commitments:

- A member resigned in April 2024, prior to the end of her term.
- A member resigned in October 2023, prior to the end of her term.

## Westside Central Service Council New Appointees

- ✓ Steven King nominated to serve term of July 1, 2022 - June 30, 2025; resident of Los Angeles.
- ✓ Jennifer Nazario nominated to serve term of July 1, 2023 - June 30, 2026; resident of Los Angeles.

# Council Composition

With these nominees, the composition of this Council will compare to the region and the region's ridership as follows:

| WSC Race/Ethnicity | Hispanic | White | Asian/ Pac Isl | Black | Native Amer | Other |
|---|---|---|---|---|---|---|
| WSC Council Region | 41.9% | 30.9% | 13.7% | 9.1% | 0.2% | 4.3% |
| WSC Region Ridership | 67% | 8% | 7% | 17% | 1% | 1% |
| WSC Membership (No.)* | 30% (3) | 50% (5) | 0% (0) | 10% (1) | 10% (1) | 0% (0) |

***Note: Table does not add to the exact number of Councilmembers as it incorporates each race Councilmembers self-identified with; some Councilmembers identify as multi-racial.***

| WSC Sex/Gender | Male/Man | Female/ Woman | Non-binary/ Non-conforming | Prefer to self-describe |
|---|---|---|---|---|
| Los Angeles County | 49.6% | 50.4% | ** | ** |
| WSC Region Ridership | 48% | 49% | 2% | 1% |
| WSC Current Membership (No.) | 55.5% (5) | 44.4% (4) | 0% (0) | 0% (0) |

***Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth.***