



Metro

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

Agenda - Final

Thursday, July 27, 2023

10:00 AM

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Board of Directors - Regular Board Meeting

*Karen Bass, Chair
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Fernando Dutra, 2nd Vice Chair
Kathryn Barger
James Butts
Jacquelyn Dupont-Walker
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

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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
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x7 *русский (Russian)*

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

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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 27 de Julio de 2023. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 14, 19, 24, 25, 26, 27, and 32.

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 7.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2023-0468](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2023-0469](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

15. **SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2** [2023-0316](#)

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Westside Purple Line Extension Section 2 Project by \$134,000,000, from \$2,440,969,299 to \$2,574,969,299, using the fund sources as summarized in Attachment A and 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 - Measure R and Measure M Unified Cost Management Policy](#)
[Attachment C - Projected Breakdown of Cost Allocation for \\$134 million Presentation](#)

33. **SUBJECT: ORAL REPORT ON STATUS UPDATE OF METRO'S VEHICLE MILES TRAVELED MITIGATION PROGRAM** [2023-0461](#)

RECOMMENDATION

RECEIVE oral report on status update of Metro's Vehicle Miles Traveled (VMT) Mitigation Program.

Attachments: [Presentation](#)

34. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT

[2023-0305](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a 33-month Temporary Construction Easement (“TCE”) from the property identified as Parcel W-2309, APN: 4334-022-063 (“Property”). The above listed requirement is herein referred to as the “Property Interest” in (Attachment A).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: [Attachment A - Staff Report](#)
 [Attachment B - Resolution of Necessity](#)
 [Presentation](#)

END OF NON-CONSENT

35. SUBJECT: CLOSED SESSION

[2023-0473](#)

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Vanessa Vega v. LACMTA, LASC Case No. 20STCV3397
- B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(2)
 - Significant Exposure to Litigation (One Case)
- C. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)
 - Initiation Litigation (One Case)
- D. Conference with Real Property Negotiators - G.C. 54956.8
 - Property: 800 N. Alameda Street Los Angeles, CA. 90012, Union Station, Space S3
 - Agency Negotiator: Steve Jaffe, DEO Real Estate - Union Station
 - Negotiating Party: Roscoe’s House of Chicken and Waffles
 - Under Negotiations: Price and Terms

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2023-0467](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held June 22, 2023.

Attachments: [Regular Board Meeting MINUTES - June 22, 2023](#)
[June 2023 RBM Public Comments](#)

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

5. **SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM** [2023-0384](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to \$50 million in limits at a cost not to exceed \$4 million for the 12-month period effective September 1, 2023, to September 1, 2024.

Attachments: [Attachment A - Coverage Options and Premiums](#)
[Attachment B - Coverage Description](#)

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

6. **SUBJECT: FISCAL YEAR 2024 LOW INCOME FARE IS EASY (LIFE) PROGRAM TAXI VOUCHER FUND REIMBURSEMENT** [2023-0402](#)

RECOMMENDATIONS

CONSIDER:

- A. EXECUTING Modification No. 3 to Contract No. PS60564000A with FAME Assistance Corporation (FAC) for Administration of Metro's LIFE program for the Southwest and Northwest Service Regions in the amount of \$700,000, increasing the total contract value from \$4,797,897 to \$5,497,897 for the FY24 Taxi Voucher component of the LIFE Program; and
- B. EXECUTING Modification No. 3 to Contract No. PS60564000B with the International Institute of Los Angeles (IILA) for Administration of Metro's LIFE program for the Southeast Service Region in the amount of \$300,000, increasing the total contract value from \$2,492,333 to \$2,792,333 for the FY24 Taxi Voucher component of the LIFE Program.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - DEOD Summary](#)

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

- 7. SUBJECT: STATE-OF-THE-ART BUS MOBILE VALIDATORS FOR TAP MUNICIPAL OPERATORS** [2023-0275](#)

AUTHORIZE the Chief Executive Officer to execute Modification No. 165.01 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (“Cubic”), for the purchase and installation of 1,118 new state-of-the-art Bus Mobile Validators (BMVs) for the 21 Regional municipal operators and muni transit stores and special events, in the amount of \$4,032,850, increasing the total contract value from \$401,615,864 to \$405,648,714.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order Log](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Detailed Listing of BMV Quantities for Agencies](#)
[Attachment E - Cubic Bus Mobile Validator 3.0 Specifications Presentation](#)

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

- 8. SUBJECT: DORAN STREET CROSSING GRADE SEPARATION PROJECT** [2023-0453](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS2415-3046 with HNTB Corporation and extend the professional service period of performance from August 4, 2023 to December 31, 2024 in the amount of \$2,686,361 increasing the Total Contract Value from \$8,359,970 to \$11,046,331; and
- B. APPROVE programming an additional \$9,163,577 from \$11,000,000 to \$20,163,577 of Measure R 3% funds in order to achieve a shovel ready level.

- Attachments:** [Attachment A - Procurement Summary PS2415-3046](#)
[Attachment B - Contract Modification Change Order Log PS2415-3046](#)
[Attachment C - DEOD Summary PS2415-3046](#)
[Attachment D - Doran Street GS Funding and Expenditure Plan Presentation](#)

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

9. **SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT** [2023-0454](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 10 to Contract No. PS2415-3412 with STV Inc. and extend the professional service period of performance from July 31, 2023, to July 31, 2026, in the amount of \$4,776,915 increasing the Total Contract Value from \$15,437,844 to \$20,214,759; and
- B. APPROVE programming an additional \$9,674,325 from \$16,704,416 to \$26,378,741 of Measure R 3% funds in order to achieve shovel ready level.

- Attachments:** [Attachment A - Procurement Summary PS2415-3412](#)
[Attachment B - Contract Modification Change Order Log PS2415-3412](#)
[Attachment C - DEOD Summary PS2415-3412](#)
[Attachment D - Brighton to Roxford Funding and Expenditure Plan Presentation](#)

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

10. **SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN** [2023-0392](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 31 to Contract No. PS4340-1939, for the I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort in the not-to-exceed (NTE) amount of \$3,857,895, increasing the total contract value from \$64,924,460 to \$68,782,355 and extend the term of the agreement through March 31, 2024.

-
- Attachments:** [Attachment A - May 2021 Board Motions](#)
[Attachment B - May 2022 Board Motion](#)
[Attachment C - Procurement Summary](#)
[Attachment D - Contract Modifications Log](#)
[Attachment E - DEOD Summary](#)

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

- 11. SUBJECT: WESTLAKE/MACARTHUR PARK STATION JOINT DEVELOPMENT** [2023-0236](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to execute an amendment to the Exclusive Negotiations Agreement and Planning Document (ENA) with Walter J Company (Developer) to extend the term for one year with the option to further extend the term for two additional one-year periods. The ENA provides for the joint development of Metro-owned property at the Westlake/MacArthur Park B/D (Red/Purple) Line Station with approximately 434 market rate residential units, 234 income-restricted units, a hotel, commercial office space, and neighborhood serving retail including space for local vendors (Project).

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

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

- 12. SUBJECT: SCAG CTC PARTNERSHIP PROGRAM GRANT AWARDS** [2023-0285](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds awarded in the amount of \$41,279,497 through the County Transportation Commission Partnership Program; and

- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

Attachments: [Attachment A - CTC Partnership Program Awards](#)
[Attachment B - Objectives and Eligibility Criteria](#)
[Presentation](#)

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

- 14. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES [2023-0401](#)**
FY24 ANNUAL WORK PLAN

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the annual expenditure budget plan of \$36,536,291 for the FY24 Annual Work Plan for the City of Los Angeles (Attachment A).

Attachments: [Attachment A - FY24 Annual Work Plan for City of LA Board Report 6-5-23](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

- 19. SUBJECT: ADVERTISING & COMMUNICATION SERVICES [2023-0438](#)**
CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No.PS71009000 with Civilian, Inc. for advertising and communication services in the amount of \$1,500,000, increasing the base contract value from \$1,738,469 to a not-to-exceed amount of \$3,238,469.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - DEOD Summary](#)
[Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

- 24. SUBJECT: 48 BY '28 AND RECIPROCITY MOTION [2023-0462](#)**

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dupont-Walker, Solis, Butts, and Sandoval that the Board direct the Chief Executive Officer to provide progress updates on the following:

- A. Implementing the initiatives laid out in the May 2022 “48 by ’28 Plan” to increase small and disadvantaged business participation in Metro

contracts;

- B. The recommendations included in the September 2022 Office of the Inspector General survey of small business enterprise certification programs; and
- C. Developing an annual, fiscal year-end report on the agency's progress toward reaching the 48% target by 2028.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to report back on the above directives in October 2023.

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

25. SUBJECT: BUS ENGINE IGNITION COILS

[2023-0350](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/ Indefinite Quantity (IDIQ) Contract No. MA102753000 to Cummins, Inc. the responsive and responsible bidder for ignition coils. The contract one-year base amount is \$2,521,828.80 inclusive of sales tax, and the one-year option amount is \$2,585,163.60, inclusive of sales tax, for a total contract amount of \$5,106,992.40, subject to resolution of any properly submitted protest(s), if any.

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

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

26. SUBJECT: PORTABLE RESTROOM SERVICES FOR METRO EMPLOYEES

[2023-0366](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS96427000 to United Site Services of California, Inc. for portable restrooms and handwash stations in an amount not-to-exceed \$896,490 for a three-year base period and \$272,705 for the first one-year option term and \$291,330 for the second one-year term, for a combined not-to-exceed amount of \$1,460,525, effective on August 1, 2023, subject to the resolution of all properly submitted protest(s), if any.

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

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

- 27. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS** [2023-0391](#)

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities and San Fernando Valley Service Councils.

Attachments: [Attachment A - New Appointee Biography Qualifications](#)
[Attachment B - Appointing Authority Nomination Letters](#)

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

- 32. SUBJECT: PASADENA TRANSIT SERVICE OPERATION AGREEMENT AND BUS CAPITAL FUNDING FOR PASADENA TRANSIT** [2023-0362](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute:

- A. the Transit Service Operation Agreement between Metro and the City of Pasadena for Contracted Service Lines 177 & 256, for a period of five years from July 1, 2024 (when new buses are expected to begin service) through June 30, 2029 (FY25 through FY29), with a two-year extension option for FY30 and FY31, for an amount up to \$25,590,137.82; and
- B. the allocation of a 70 percent funding contribution towards the purchase of the nine (9) new buses by the City of Pasadena to operate Lines 177 & 256, for an amount up to \$4,123,823.

Attachments: [Attachment A - Contracted Service Lines 177 & 256 Map](#)
[Attachment B - Transit Service Agreement Value Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2023-0470](#)
- RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2023-0469, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
JULY 27, 2023**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Metro Board of Directors Meeting July 27, 2023

Stephanie N. Wiggins
Chief Executive Officer



Item #4: CEO's Report





GIVING PEOPLE NEW TRANSIT OPTIONS



GIVING PEOPLE BETTER BUS SERVICE



GIVING PEOPLE A CLEANER AND SAFER EXPERIENCE



GIVING PEOPLE A NEW FRIENDLY FACE

Westlake / MacArthur Park

Metro
OUTREACH

GIVING PEOPLE A HELPING HAND



GCC

Metro Bus

GLENDALE
COMMUNITY

GLENDALE
COMMUNITY

TOMMY
HILFINGER

GIVING PEOPLE NEW WAYS TO GO METRO

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- >Free shuttles from C & K Lines to SoFi

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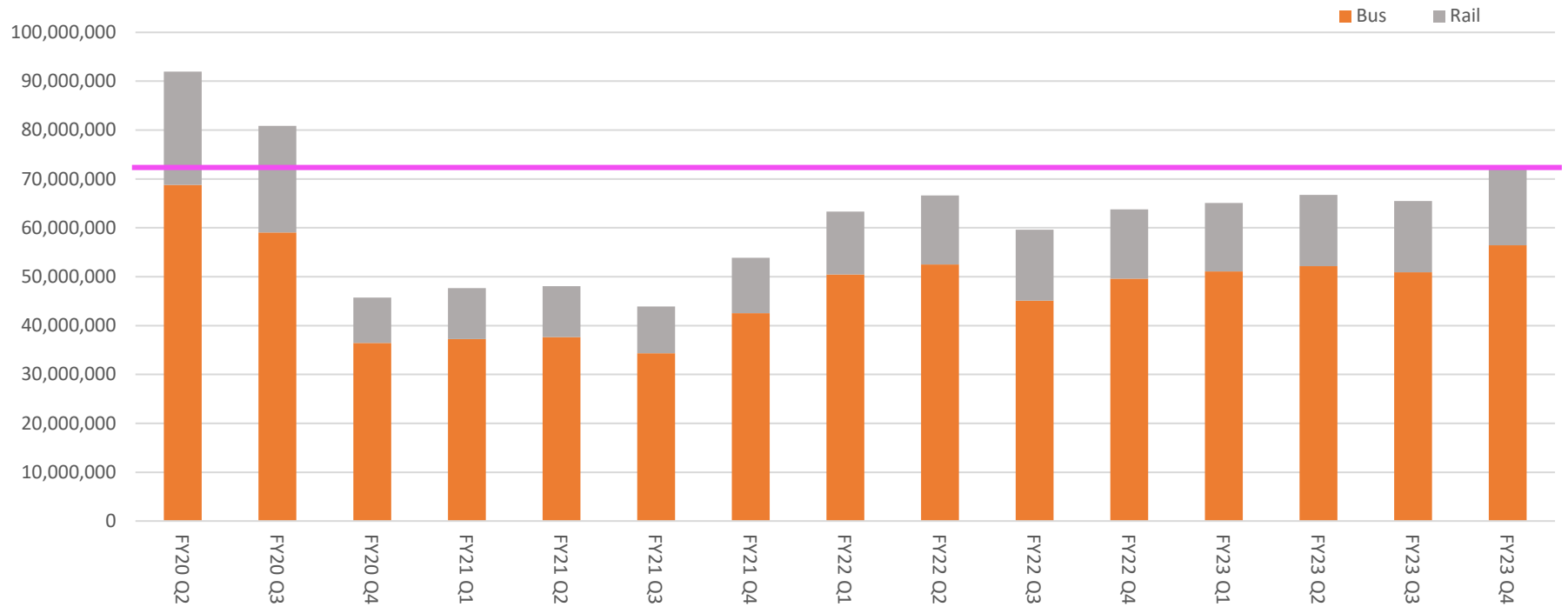


PLANNING AND BUILDING MORE METRO



RECONNECTING THE METRO FAMILY

QUARTERLY RIDERSHIP SINCE START OF THE PANDEMIC



Safer at Home Order:
3/19/2020

2023 WAS A YEAR OF PROGRESS!

**Board Report**

File #: 2023-0316, **File Type:** Budget**Agenda Number:** 15.

**CONSTRUCTION COMMITTEE
JULY 20, 2023****SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AMEND the Life-of-Project (LOP) budget for the Westside Purple Line Extension Section 2 Project by \$134,000,000, from \$2,440,969,299 to \$2,574,969,299, using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

The Westside Purple Line Extension Section 2 Project (Project) is in its sixth year of construction and is 58% complete as of May 2023. To date, the Project has experienced unexpected conditions and additional requirements, resulting in a drawdown of Contingency to a level that Metro staff and the Federal Transit Administration (FTA) now believe is insufficient to address the remaining risks through the completion of the Project.

As a result of the cost contingency drawdowns detailed below, this Board Report requests an LOP budget increase of \$134 million, to replenish the Project's contingency and fund future impacts to the Project. This request assumes the most favorable outcome for current Project issues and risks.

BACKGROUND

The Project is the second of three sections of the nine-mile Purple Line Extension. It ranges from the future Wilshire/La Cienega Station that is part of the Section 1 Project to Century City. The Project is located entirely underground, primarily following Wilshire Boulevard, and includes the design and construction of approximately 2.59 miles of double-track heavy rail subway and two new stations, as well as the purchase of 20 heavy rail vehicles. The Wilshire/Rodeo Station is within the jurisdiction of City of Beverly Hills, and the Century City Constellation Station is within the jurisdiction of City of Los Angeles.

On January 26, 2017, the Metro Board approved the Life of Project (LOP) Budget of \$2,440,969,299 for the Project, excluding Finance Charges of \$88.7 million. Metro awarded a 3,100-calendar day

design/build contract (Contract) to Tutor Perini/O&G (TPOG) on January 30, 2017, and Notice to Proceed was issued on April 26, 2017.

DISCUSSION

The Project's LOP budget included a total contingency (allocated and unallocated) of \$345.7 million when it was established in January 2017. Since then, to pay for contract modifications and change orders addressing issues which were not known or undefined at the time of award and other impacts to the Project, \$241.13 million of Project contingency has been expended (which includes the positive impact of \$22 million of value engineering in 2018).

As of May 2023, the Project's remaining contingency of \$104.6 million is projected to be insufficient to support the Project through the end of fiscal year 2024.

The Project's cost contingency drawdowns to date can be categorized into the following three major categories: previously undefined scope, third party requirements, and professional services. All Contract Modifications and Change Orders have been subject to oversight from the Office of the Inspector General (OIG) and discussed in the Program Management Major Project Status Report and the Program Management Quarterly Change Report.

1. Previously Undefined Scope - Approximately \$137.62 million
2. Third Party Requirements - Approximately \$41.12 million
3. Professional Services and Utility Companies - Approximately \$62.39 million

In addition to the above listed categories of contingency drawdown, project staff have identified risks associated with pending and potential changes. Most notably, TPOG has submitted multiple Requests for Changes (RFCs) asserting schedule impacts for various reasons which Metro has not merited. As such, Metro has rejected most of the requests. Metro anticipates TPOG will advance some of them to a dispute resolution process. Since Metro is disputing most of TPOG's alleged delays, the requested amount in this Board Report does not include budget to fund the values claimed by the Contractor. Refer to Attachment C for the allocation of the proposed increase.

As reference, the FTA performed an independent 50% risk assessment in early February 2023 after the project reached 50% completion. The assessment concluded that the current budget is insufficient because it does not meet FTA's 65% confidence level requirement. The model identified a shortfall of \$232 million at the 65% confidence level. Metro staff also performed an independent risk assessment to the same confidence level and concluded a similar result. The Project's Full Funding Grant Agreement (FFGA) budget was based on a 50% confidence level. However, the FTA formally adopted the 65% confidence level as its new standard in 2022. If the FTA had maintained its 50% confidence level during its recent risk assessment, the projected budget shortfall would have been lower.

Major risks such as additional changes to project scope, professional services contracts exceeding

current forecasts, and contractor claims may cause additional cost and schedule impacts. Project staff will continue to assess ongoing and future Project risks, and the potential impact they may have on the LOP Budget and Project schedule, while continuing to manage those risks to control costs. Staff will return, if necessary, to the Board to report on any additional funding requirements that are identified beyond this current request.

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 2024 are included in the FY24 Adopted Budget. Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager are responsible for budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Federal New Starts and local Measure R 35% Transit Capital. These funds are not Subregional Equity Program funds nor eligible for operating costs.

Multi-year 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 requested \$134,000,000 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 Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, shorter segments. Because 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 does not have a region-wide impact.

The Policy defines a cascading list of actions that can be taken. Because the Project is so far along, actions such as additional value engineering or changes in scope are no longer feasible. Additional funding is the only option.

EQUITY PLATFORM

The Project will increase service frequency, reliability and access for communities that use the Metro transit system to access housing, jobs, educational, medical and entertainment needs. This extension of the Purple (D) Line specifically impacts riders of the system from marginalized communities that travel along Red and Purple Line Corridors. The Project will provide access for riders traveling from Equity Focus Communities (EFCs), such as Downtown and Koreatown to resources and amenities within the Project area.

The Metro Purple Line Extension (PLE) Community Relations team produces and distributes construction work notices which include specific construction location updates, weekly construction work updates and monthly look ahead notices. They also conduct outreach for community meetings including distribution of digital notices, direct emails, mailed postcards, social media and paid online and print advertising. The Project's invitations for community meetings offer interpretation or translation services upon request, and all public meetings are held in locations that comply with Title IX. The Project continues efforts on behalf of Eat Shop Play and Business Interruption (BIF) in Century City and Beverly Hills.

The Contract has Disadvantaged Business Enterprise (DBE) goals of 17% for construction and 25.3% for design. Contract modifications that will be supported by the result from the request in this report will not change the level of commitments. The current level of participation, as of April 2023, is 15.6% for construction and 32.9% for design. There are approximately three more years left in the Contract to achieve the goals.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal Number 1 - Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule, as demonstrated by the FTA's risk assessment.

NEXT STEPS

Upon approval by the Board, the LOP budget will be amended 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 for \$134 million

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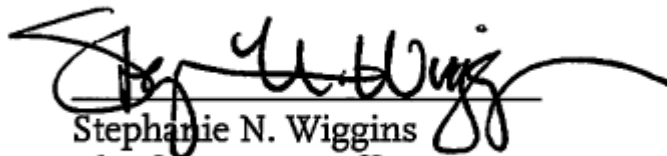
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
FUNDING/EXPENDITURE PLAN
WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT
(DOLLARS IN MILLIONS)

Capital Project 865522	Prior LOP (January 2017)	Current LOP Forecast	Prior Expenditures	FY23	FY24	FY25	FY26	FY27	Total	% of Total
Uses of Funds										
Construction	1,416.2	1,660.3	832.3	148.9	269.9	378.0	31.2	-	1,660.3	64.5%
Right-of-Way	426.4	331.7	297.9	5.7	1.5	23.1	3.5	-	331.7	12.9%
Vehicles	42.0	42.0	-	-	-	20.0	22.0	-	42.0	1.6%
Professional Services	374.9	504.2	309.0	52.8	63.8	53.3	24.7	0.6	504.2	19.6%
Project Contingency	177.2	32.5	-	-	29.0	3.5	-	-	32.5	1.3%
Subtotal Capital Project	2,436.6	2,570.6	1,439.2	207.3	364.2	477.9	81.4	0.6	2,570.6	99.8%
Planning/Environmental	4.3	4.3	3.4	-	-	1.0	-	-	4.3	0.2%
Total Project Cost*	2,441.0	2,575.0	1,442.6	207.3	364.2	478.8	81.4	0.6	2,575.0	100.0%
Sources of Funds**										
Section 5309 New Starts	1,187.0	1,187.0	836.8	100.0	156.1	94.1	-	-	1,187.0	46.1%
Section 5309 New Starts - American Rescue Plan Act of 2021	-	58.4	-	-	58.4	-	-	-	58.4	2.3%
Congestion Mitigation & Air Quality Program (CMAQ)	169.0	169.0	169.0	-	-	-	-	-	169.0	6.6%
Federal TIFIA Loan Proceed (Repaid with Measure R 35%)	307.0	307.0	307.0	-	-	-	-	-	307.0	11.9%
Measure R - Transit Capital (35%)	723.2	798.8	75.0	107.3	149.7	384.7	81.4	0.6	798.8	31.0%
Local Agency Transit Project Contributions	-	-	-	-	-	-	-	-	-	0.0%
Repayment of Capital Project Loans (Fund 3562)	54.8	54.8	54.8	-	-	-	-	-	54.8	2.1%
Total Project Funding	2,441.0	2,575.0	1,442.6	207.3	364.2	478.8	81.4	0.6	2,575.0	100.0%

*Does not include \$88.7 in finance costs.

**Timing of funding sources is subject to change.

ATTACHMENT B

Westside Purple Line Extension Section 2 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 Westside Purple Line Extension Section 2 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board on January 26, 2017, at \$2,440,969,299. The Project is subject to the Policy analysis now due to a proposed \$134,000,000 increase to the LOP budget. This request assumes the most favorable outcome for current project issues and risks. 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 before taking any action 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 increases were mainly due to undefined scope for the Project. These changes included items such as impacts related to real estate acquisitions, differing site conditions during advanced utility relocations, and changes to permanent power sources. These scope increases were evaluated and deemed necessary. Any scope modifications to previously established portions of the project would have required renegotiation of the scope, which would not have a certainty of success and could have delayed the progress of activities. Because of this, scope reductions were not feasible.

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 a portion of the total \$4,074,000,000 of funding that is identified for the “Westside Subway Extension” in the Measure R sales tax ordinance Expenditure Plan.

The Project is located in the Westside subregion and has station locations in the cities of Beverly Hills and Los Angeles. Local funding resources from both the subregion and the city could be considered for the cost increase.

Subregional Programs

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Westside subregion. The Measure M Expenditure Plan includes \$160,000,000 for the Westside SEP. Metro staff has previously recommended that the Measure M Subregional Equity Program (SEP) is used to address cost increases in the respective subregion. Staff recommended the South Bay and Central City Area subregions allocate a portion of the SEP to address a \$90,000,000 cost increase on the Crenshaw/LAX Transit Project, and the San Gabriel Valley subregion allocates \$126,000,000 for Gold Line Foothill 2B. Metro staff has also recommended that the Central City Area and Westside Cities subregions use the SEP to reimburse \$84,571,156 for a Westside Extension Section 1 cost increase. 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 of Los Angeles and Beverly Hills have Project stations and are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance. However, the cities are generally not responsible for cost increases to the Project, and the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide “local return” funding to Los Angeles and Beverly Hills. Los Angeles will receive an estimated \$3.8 billion of local return over ten years from FY 2023 to FY 2032 while Beverly Hills is expecting \$32 million that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, Eastside Access, and Division 20 did not support the use of local return. It is presumed these funds would similarly not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The FTA has previously granted the Purple Line Subway Extension Section 1, Section 2, and Section 3 projects \$1.25 billion, \$1.187 billion, and \$1.3 billion, respectively, through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on all three sections by \$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 Agreement. The increase and acceleration in New Starts can make Measure R funding available to address the cost increase on the Project.

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 \$53,000,000 cost increase for Section 3 in June 2023. The remaining additional New Starts plus the Measure R made available from accelerated New Starts (which reduces the financing costs for the Project) are sufficient to fund the \$134,000,000 cost increase for Section 2.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given that the Project has experienced a cost increase and the design/build contract is already awarded.

Value Engineering

Value Engineering principles have been utilized to the extent possible to address the problems that were encountered. Efforts were made to select the best value option for each situation that balanced the need for a cost-effective solution while minimizing the potential impacts to project completion dates. C1120 Contract General Condition GC-33, Value Engineering Proposals, allows the Contractor to submit to Metro, in writing, value engineering proposals (VEPs) for modifying the requirements of any Project Definition Documents for the purpose of reducing costs. The Contractor submitted a written proposal to provide a precast concrete Special Lining in lieu of a fabricated steel lining and this was approved by Metro. However, this value engineering is not sufficient to offset the requested cost increase.

Other Cost Reductions within the Same Transit or Highway Corridor or within the Same Sub-region

The city and subregion 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 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. Currently, there

is no meaningful amount of de-obligated funds available unless the city chooses to terminate an existing project and all other projects are moving through their respective development process.

The subregion receives Measure M funding for other transit capital projects – Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, and Lincoln Blvd BRT. These projects have not been completed or have not started 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

Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. These funds are programmed for other 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, including operations-eligible funds, are limited due to the restriction on using Proposition A and C for the Project and include General Fund and Lease Revenues. To address the restriction on Proposition A and C for new subway, Metro has previously implemented multi-project funding swaps where Proposition A and or C was programmed on a project and an equal amount of Measure R was then programmed on the subway project with the cost increase. Countywide funds would be considered if new local agency resources are not utilized for the cost increase.

State and Federal Funding (Formula)

Metro receives quasi-formula funding through the Congestion Mitigation & Air Quality Program (CMAQ), Regional Improvement Program (RIP), Local Partnership Program (LPP), and Surface Transportation Block Grant Program (STBGP) (Formerly RSTP). The approved funding plan, prior to the current LOP increase, includes \$168.9 million of CMAQ, and no STBG, RIP, and LPP are allocated. However, there is currently no capacity in the RIP or LPP. The RIP has been allocated to projects submitted in Metro's RTIP, and the next cycle of the LPP is planned to be used for other purposes. There is estimated capacity to program additional CMAQ and STBGP to the Project and could be considered if the recommended use of Measure R is not approved. CMAQ is also eligible for transit operations, but the maximum amount of CMAQ that can be used for operations is already programmed for planned operations costs of new Metro rail projects.

Recommendation

Metro staff recommends using \$3,439,092 of additional New Starts (equal to the total additional New Starts for Purple Line Extension less amounts previously allocated to prior cost increases for Section 1 and Section 3, and through a Measure R fund swap for Division 20) and \$130,560,908 of Measure R Transit 35% made available from accelerated New Starts payments for the proposed \$134,000,000 LOP budget increase.

ATTACHMENT C

WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT Projected Breakdown of Cost Allocation for \$134 million

Amount	Descriptions
\$134,000,000	This reflects identified risks associated with pending and potential changes related to construction activities. C1120 Contract Design/Build Contractor has submitted multiple RFCs concerning schedule impacts for various reasons which Metro has been unable to merit. Metro has rejected most of the requests. These may be subject to a dispute resolution process.
\$134,000,000	Total Increase

Board Report 2023-0316

July 2023

Life of Project (LOP) Budget Increase

WESTSIDE PURPLE LINE EXTENSION SECTION 2

FTA OP-40 New Contingency Requirements

- 2002 – FTA Introduces Risk Assessment Requirements
- 2015 – FTA OP-40 P50 Contingency Requirement (RC, PLE1, and PLE2)
- 2019 – FTA Directs PMOC's to use P65 Contingency Requirements (PLE3)
- 2022 – FTA OP-40 Officially Adopts the P65 Contingency Requirement (ESFV)

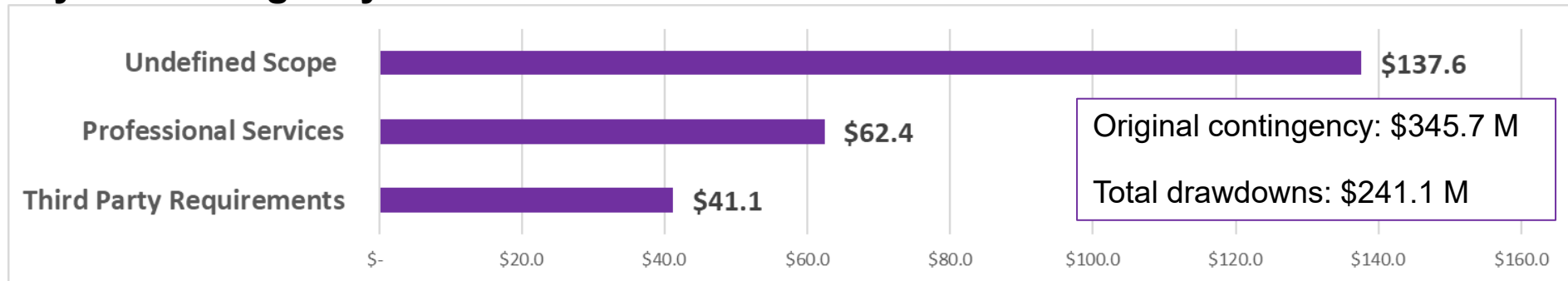
Key Milestone Checkpoints

Level	2015 Target	2022 Target
15% Design	None Provided	40%
Entry to 30% Design	25%	33%
60% Design	None Provided	26%
Pre-Bid 95% Design	15%	20%
Start Const. 100% Design	10%	13%
20% Construction Complete	None Provided	9%
50% Construction Complete	5%	7%
RSD	None Provided	2%

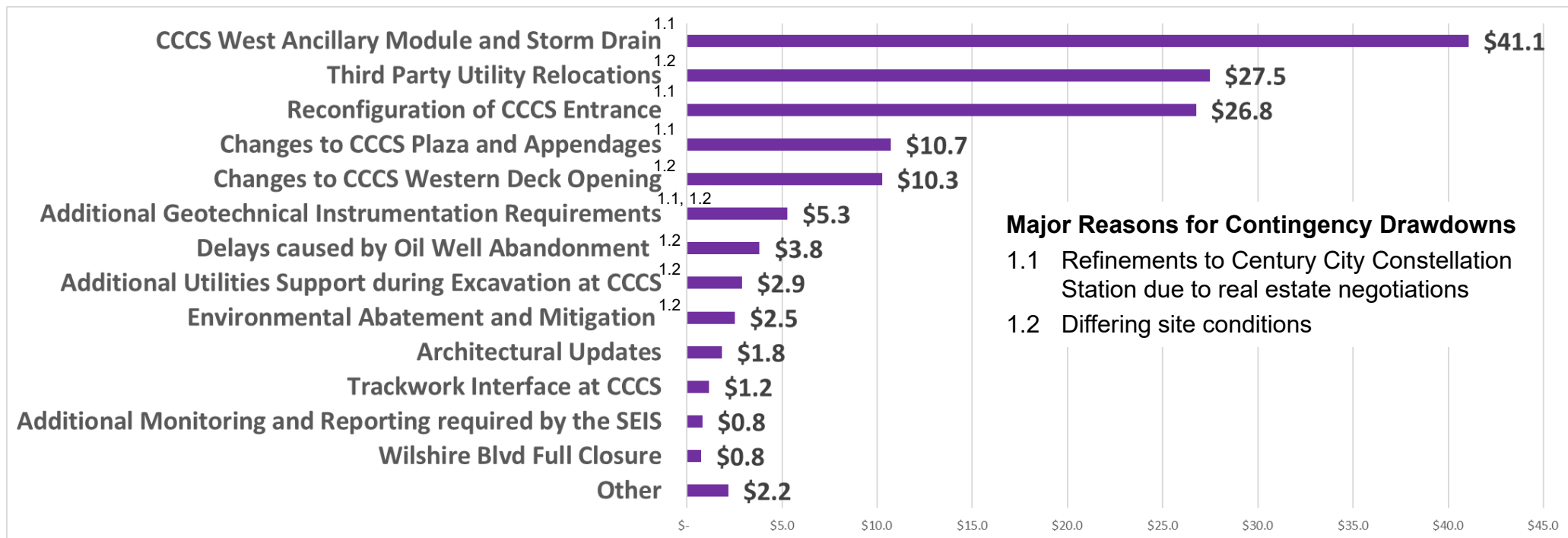
- Risk assessments by Metro staff and the Federal Transit Administration (FTA) indicate a budget shortfall of \$232M at the 65% confidence level
- The requested LOP budget increase of \$134M is based on the most favorable outcome for current Project issues and risks (just below the 50% confidence level)

WESTSIDE PURPLE LINE EXTENSION SECTION 2

History of Contingency Drawdowns



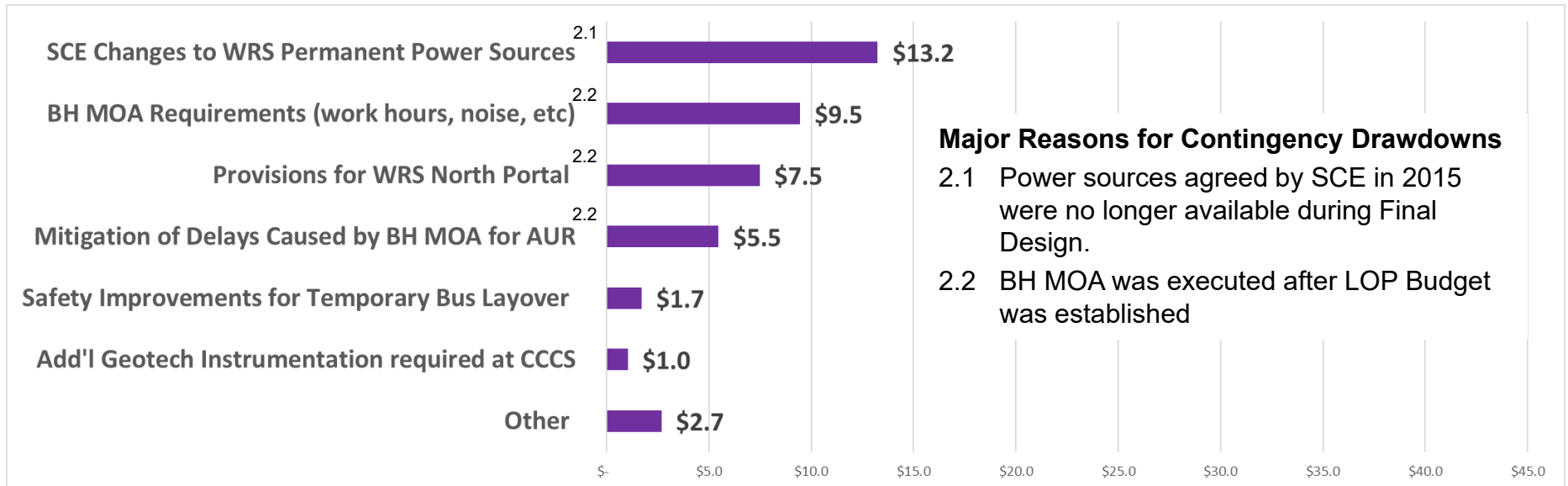
Previously Undefined Scope (\$137.6M)



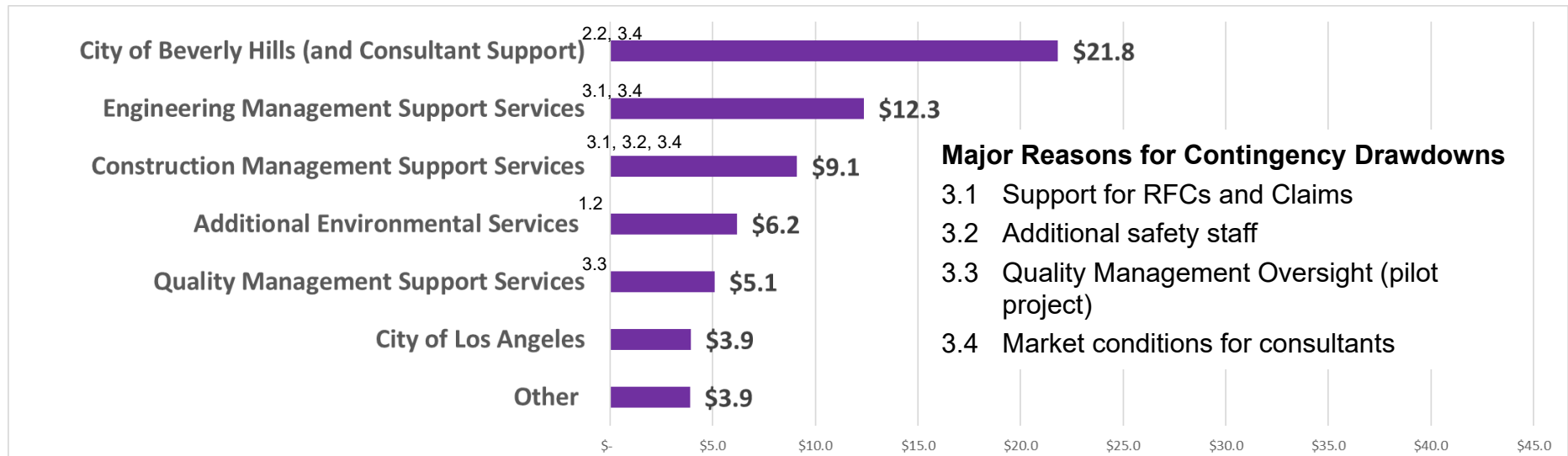
NOTE: CCCS = Century City Constellation Station

WESTSIDE PURPLE LINE EXTENSION SECTION 2

Third Party Requirements (\$41.1M)



Professional Services (\$62.4M)



CCCS = Century City Constellation Station

WRS = Wilshire Rodeo Station

Managing Risk and Future Contingency Drawdowns

- The requested LOP budget increase will replenish contingency to manage open risks which include:
 - **20** Open Claims
 - **10** Notices of Intent to Claim
- Next steps for Project Staff
 - Continue to monitor and manage current and future risks
 - Negotiate settlements on specific issues if merited
 - Utilize dispute resolution process in the Contract if necessary

WESTSIDE PURPLE LINE EXTENSION SECTION 2

Summary of C1120 Changes > \$1,000,000

Change #	Description of Change	Contractor Proposed Amount	Final Amount	Difference
MOD-173	Constellation Station West Ancillary and OPE Reconfiguration ^{1.1}	\$ 42,470,746	\$ 37,300,000	\$ 5,170,746
MOD-100	Century City Constellation Station Main Entrance - Construction ^{1.1}	\$ 32,776,271	\$ 25,500,000	\$ 7,276,271
MOD-171	WRS Permanent Power Duct Banks ^{2.1}	\$ 13,748,653	\$ 12,475,794	\$ 1,272,859
MOD-178	CCCS West Deck Access Opening Inefficiencies ^{1.2}	\$ 15,150,186	\$ 10,269,998	\$ 4,880,188
MOD-170	CCCS Entrance Plaza, Appendage, and Right-of-Way Revisions due to JMB ^{1.1}	\$ 14,060,104	\$ 10,384,466	\$ 3,675,638
MOD-179	Provisions for WRS North (Secondary) Entrance - Construction ^{2.2}	\$ 7,197,324	\$ 6,489,588	\$ 707,736
MOD-10	Worksite Traffic Control for SCG & AT&T Advanced Utility Relocation	\$ 3,931,012	\$ 3,650,000	\$ 281,012
MOD-153.1	CCCS Joint Trench Size Discrepancies (DSC-072) ^{1.2}	\$ 3,105,353	\$ 2,705,270	\$ 400,083
MOD-162.1	CCCS Relocated UPE Plenum at Westfield Mall-Construction ^{1.1}	\$ 5,227,898	\$ 2,758,978	\$ 2,468,920
MOD-104	Alternate Building Settlement Monitoring Methods (CO-24) ^{1.1, 1.2}	\$ 3,045,476	\$ 2,205,574	\$ 839,902
MOD-87	Resolution of Claim 11-Adjustment of Modification MOD-00005 Alternative for a Precast for Steel Special Tunnel Lining	\$ 2,654,890	\$ 2,533,545	\$ 121,345
MOD-176	WRS MOA Impacts to Work Activities January 5, 2021 through June 30, 2021 ^{2.2}	\$ 3,154,998	\$ 1,949,171	\$ 1,205,827
SUBTOTAL				\$ 28,300,526

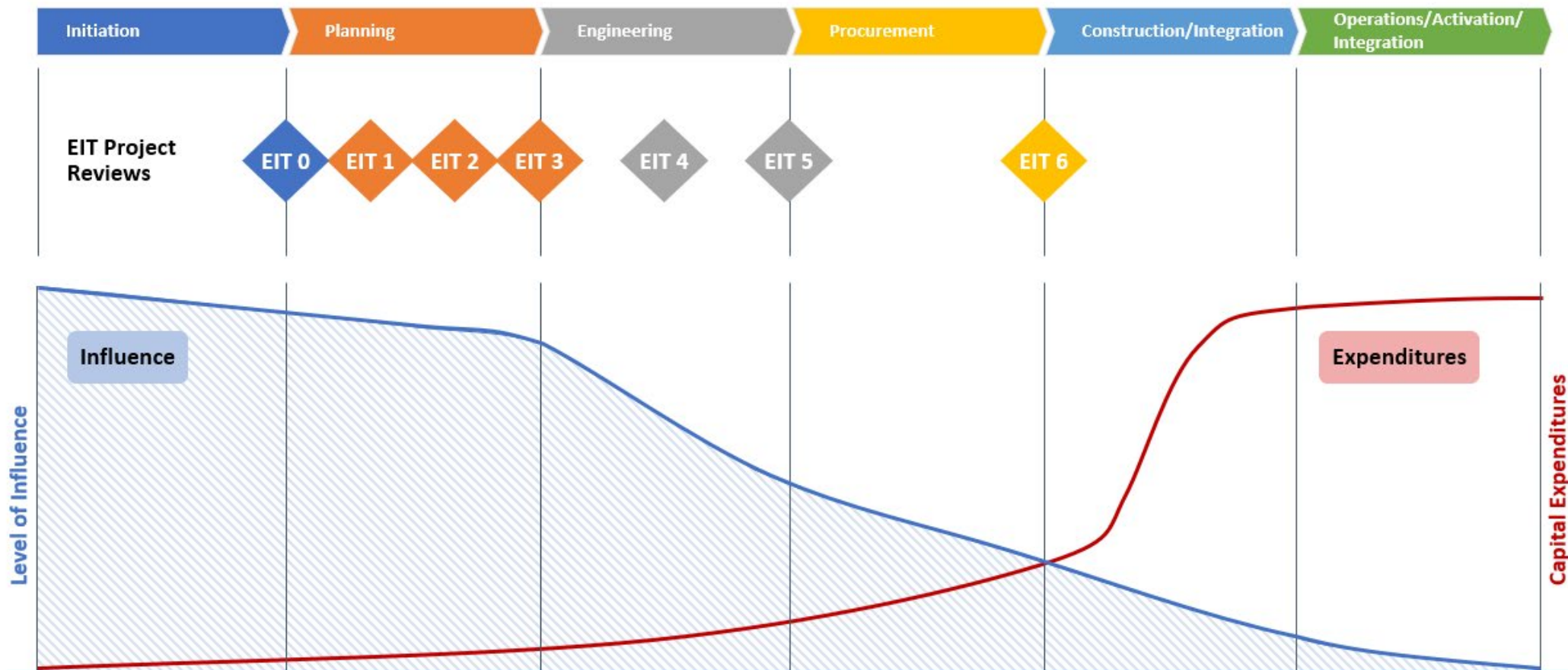
WESTSIDE PURPLE LINE EXTENSION SECTION 2

Summary of C1120 Changes > \$1,000,000 (continued)

Change #	Description of Change	Contractor Proposed Amount	Final Amount	Difference
MOD-56	LA County Sales Tax Increase	\$ 1,818,528	\$ 1,774,994	\$ 43,534
MOD-80	Demobilization and Remobilization due to COBH Moratorium ^{2.2}	\$ 1,854,511	\$ 1,698,253	\$ 156,258
MOD-55	Construction of Temporary Sound Wall/Shoring System with Slab Demolition - 2010 Century Park East	\$ 2,308,698	\$ 1,526,000	\$ 782,698
MOD-95	Station and Bicycle Parking Architectural Features Design and Construction changes at WR and CCC Stations	\$ 4,616,725	\$ 1,540,404	\$ 3,076,321
MOD-26	Santa Monica Boulevard Bus Layover - Design and Construction Changes	\$ 1,602,334	\$ 1,345,904	\$ 256,430
MOD-15	Century City Constellation Station - Main Entrance Final Design (CO-3) ^{1.1}	\$ 1,369,735	\$ 1,258,310	\$ 111,425
MOD-174	Elevator Hoistway Framing Steel Upsizing (Construction Only) – RFC 150.1	\$ 1,305,222	\$ 1,231,363	\$ 73,859
MOD-181	WRS MOA Impacts to Excavation after the Full Closure (June 16, 2020 through Nov. 12, 2020) ^{2.2}	\$ 1,217,437	\$ 1,162,784	\$ 54,653
MOD-121	Remaining Balance of Additional Geotechnical Instrumentation at Launch Box and Century City ^{1.1, 1.2}	\$ 1,259,676	\$ 1,111,131	\$ 148,545
MOD-62	North Canon Street Closure Sound Wall and Street Improvement (CO-13) ^{2.2}	\$ 1,373,075	\$ 1,084,053	\$ 289,022
MOD-73	Century City Constellation Station Trackwork Extension	\$ 2,929,409	\$ 1,180,087	\$ 1,749,322
MOD-134	Revise Design to Accommodate a Future Wilshire Rodeo Station North Secondary Entrance (CO-20.4)	\$ 1,081,155	\$ 1,000,000	\$ 81,155
TOTAL				\$ 35,123,748

PROJECT INFLUENCE CURVE / EIT STAGE GATES

The EIT focuses LA Metro's Capital Program resources where they can have the most influence on project outcomes: early in the life cycle



Lessons Learned for Metro's Early Intervention Team (EIT):

- **Undefined Scope (Added Scope)**
 - Initiate real estate processes as soon as practical, and evaluate the risks of more complicated acquisitions and make business decisions on a case-by-case basis.
 - Locate station appendages in the public right-of-way whenever possible.
 - Perform additional utility investigations (potholing, trenching, remote sensing).

- **Third Party Requirements**
 - Secure third-party agreements before issuing RFP.
 - Secure written agreements with power providers to prevent future changes.
 - Solicit early involvement from third parties to better define scope.
 - Revisit assumptions in future cost estimates for utility relocations.

- **Professional Services**
 - Secure third-party agreements before issuing RFP to confirm level of city involvement.
 - Confirm budgeted oversight staffing strategy aligns with project schedule needs and risks.



Board Report

File #: 2023-0461, File Type: Oral Report / Presentation

Agenda Number: 33.

REGULAR BOARD MEETING JULY 27, 2023

SUBJECT: ORAL REPORT ON STATUS UPDATE OF METRO'S VEHICLE MILES TRAVELED MITIGATION PROGRAM

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on status update of Metro's Vehicle Miles Traveled (VMT) Mitigation Program.

EQUITY PLATFORM

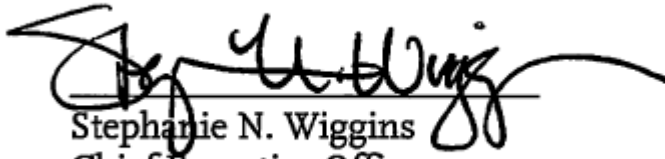
Staff has worked closely with the Metro Office of Equity and Race (OER) from the inception of the VMT Mitigation Program to understand and address the equity implications. This critical analysis has been conducted using OER's pilot Equity Planning and Evaluation Tool (EPET) as the guide. Staff seeks to balance the economic, access, and mobility benefits of increased VMT with the intended Program outcome of reducing VMT burdens, including emission of air pollution, collisions, and a built environment that can feel hostile for people traveling by non-auto modes.

Staff has also prioritized the inclusion of a diverse set of stakeholders, including the Metro Office of Sustainability, through the active involvement of both a Project Development Team (PDT), working on the technical methodologies, and the Policy Working Group (PWG), informing the development of mitigation options and the framework structure, with both guiding the Program development.

A report on our findings will be included in the September Receive and File report to the Board.

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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer



We're working on greater mobility options.

STATUS UPDATE ON VMT MITIGATION PROGRAM

JULY 2023



Background

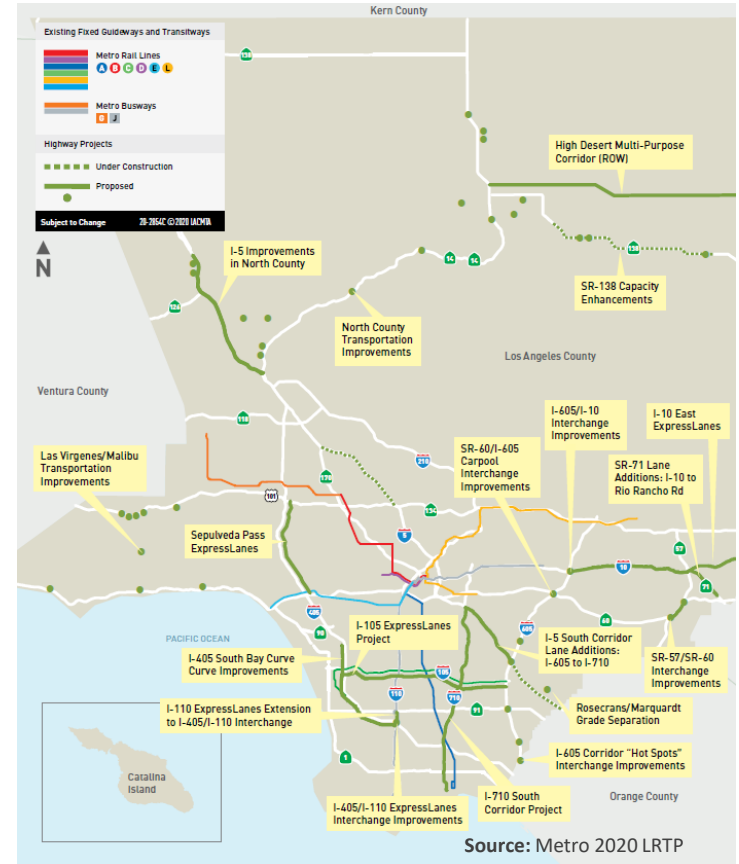
Metro VMT Mitigation Program will be consistent with:

Vehicle Miles Traveled (VMT) Mitigation Policies

- SB 743
- CEQA

Board Directives

- **2021:** Modernizing the Highway Program
- **2022:** Objectives for Multimodal Highway Investment



Board-Approved Long Range Transportation Plan

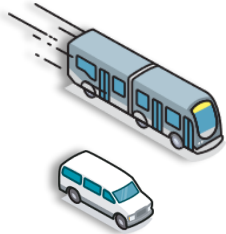
> Projects that may be subject to VMT mitigation

HIGHWAY PROJECT/PROGRAM/PLANS	\$ IN MILLIONS	ESTIMATED OPEN YEAR
Highway Operational Improvements in Las Virgenes/Malibu Subregion	175	2026
Sepulveda Pass Transit Corridor (Phase 1 – ExpressLanes)	311	2026
I-10 ExpressLanes from I-605 to LA/San Bernardino Line	197	2028
SR-138 Capacity Enhancements	200	2028
I-605 Corridor "Hot Spots" Interchange Improvements	2,639	2030
Highway Operational Improvements in Arroyo Verdugo subregion	170	2030
I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)	1,413	2039
I-710 South Corridor Project (Phase 1)	5,697	2040
I-710 South Corridor Project (Phase 2)	1,512	2041
I-5 Corridor Improvements (I-605 to I-710)	2,036	2042
I-405/I-110 Int. HOV Connect Ramps & Interchange Improvements	504	2044
I-110 ExpressLanes Ext South to I-405/I-110 Interchange	599	2046
I-605/I-10 Interchange	1,287	2047
SR 60/I-605 Interchange HOV Direct Connectors	1,055	2047
I-405 South Bay Curve Improvements	883	2047
SR-710 North Corridor Mobility Improvement Projects	1,086	Varies
Total	19,764	--



Potential Mitigation Strategies

Transit & Vanpool



Operational: More service hours, better service coverage
Programmatic: Fare subsidies, TDM programs, expansion of vanpool and shuttle programs
Capital: Bus-only lanes, bus stop improvements, more rail or bus vehicles

Active Transportation



Programmatic: Bikeshare and scooter-share membership subsidies, e-bike purchase subsidies
Capital: Active transportation corridors, first/last mile improvements



Land Use: Affordable housing; transit-oriented housing; transit-oriented mixed-use neighborhoods

Land Use



Pricing: Corridor/cordon pricing, VMT tax, parking pricing

Pricing

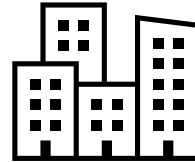
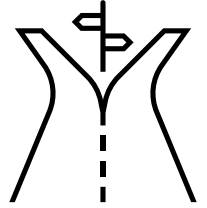
Mitigation Cost Implications on Projects

Mitigation costs will vary depending on:

- How the amount of induced VMT is calculated
- Which mitigation strategies are selected
- How project scopes are augmented accordingly

Methods to forecast induced VMT:

- California Induced Travel Calculator
- Metro's VMT Mitigation Program



Upcoming Schedule

WE
ARE
HERE

July 2023

General VMT mitigation briefing to Metro Board

August 2023

Continued collaboration with VMT Project Development Team and Policy Working Group and through project completion

September 2023

Return to Board in September with detailed Receive and File Report

Spring 2024

Adoption of VMT Mitigation Program by Metro Board anticipated in Spring 2024



ONGOING PUBLIC PARTICIPATION

**Board Report**

File #: 2023-0305, **File Type:** Policy**Agenda Number:**

**REGULAR BOARD MEETING
JULY 27, 2023****SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION****CONSIDER:**

- A. HOLDING a public hearing on the proposed Resolution of Necessity; and
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a 33-month Temporary Construction Easement ("TCE") from the property identified as Parcel W-2309, APN: 4334-022-063 ("Property"). The above listed requirement is herein referred to as the "Property Interest" in (Attachment A).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interest is required for the construction of the Westside Purple Line Section 1 ("Project"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property Interest by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolution and which sets forth the required findings (Attachment A).

BACKGROUND

Acquisition of the Property Interest is required for the construction of the Project. The Property contains 6,508 square feet and is located on the west side of North Gale Drive, two lots north of Wilshire Boulevard in the City of Beverly Hills. The Property is currently vacant and is being used as a construction laydown area for the Project. LACMTA previously acquired an eight-year TCE (W-2309) that encumbered the Property for construction staging. LACMTA is seeking to acquire a new 33-month TCE that would extend the use of the construction laydown area through January 1, 2026.

A written offer of Just Compensation to purchase the Property Interest was presented to the Owner of

Record ("Owner") of the Property on June 30, 2023, as required by California Government Code Section 7267.2. The Owner has not accepted the offer of Just Compensation made by LACMTA, and the parties have not at this time reached a negotiated settlement for the acquisition. Because the Property Interest is necessary for the construction of the Project, staff recommends the acquisition of the Property Interest through eminent domain to obtain possession in order to maintain the Project's schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owner informing them of their right to appear at this hearing and be heard on the following items: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interest is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA); and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property Interest by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before it, and by vote of two-thirds of all the members of its Board, find and determine that the items stated in the items 1 - 6 above exist in the affirmative.

Attached is evidence submitted by staff that supports adoption of the Resolution that has been approved by counsel, and which sets forth the required findings (Attachment B).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The Measure R 35% funding for the acquisition of the Property Interest is included in the fiscal year 2024 budget under Project 865518 Westside Purple Line Extension Section 1, in Cost Center 8510 (Construction Project Management), and Account Number 53103 (Acquisition of Land) and Fund 6012. Measure R 35% is not eligible for transit operations.

Impact to Budget

The approved FY24 budget is designated for the Westside Purple Line Extension Section 1 and does not have an impact to operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

EQUITY PLATFORM

No other alternative locations for the Project provide greater operational safety, decreasing travel time, improving air quality, and enhancing access to the corridor. This public good will also support the fulfillment of LACMTA's LA County traffic Improvement Plan under measure M. There are no displacements of residents or local businesses resulting from the acquisition of this Property Interest. The offer for the Property Interest was made on June 30, 2023 based on the appraisal of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Property Owner, but an agreement has not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action is consistent with LACMTA Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire the Property Interest for the Westside Purple Line Extension - Section 1 which will provide an additional mobility option.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it will result in significant delays and cost increases for the Project.

NEXT STEPS

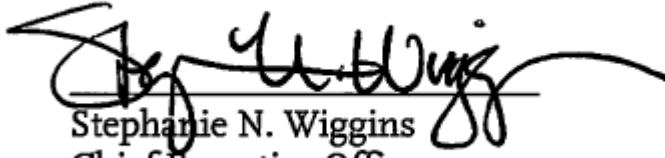
If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

Attachment A - Staff Report
Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Deputy Executive Officer-Real Estate, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Estate, (213) 922-5585
Ray Sosa, Deputy Chief Planning Officer (213) 547-4274

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF
PROPERTY INTEREST REQUIRED FOR THE WESTSIDE PURPLE LINE EXTENSION
SECTION 1 (“PROJECT”)**

BACKGROUND

The Property Interest is required by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) for the construction of the Westside Purple Line Extension – Section 1 (“Project”). The address, record owner, physical description, and nature of the property interest sought to be acquired for the Project is summarized as follows:

Assessor’s Parcel Number	Parcel Address	Property Owner	Property Interest Sought:	LACMTA Parcel Number
4334-022-063	111 North Gale Drive, Beverly Hills, CA 90211	EMCAP BHL, LLC, a California limited liability company, as to an undivided 25.00% interest; IA GALE, LLC, a California limited liability company, as to an undivided 25.00% interest; NES 111, LLC, a California limited liability company, as to an undivided 25.00% interest and GSH GALE, LLC, a California limited liability company, as to an undivided 25.00% interest, all as Tenants in Common	33-Month Temporary Construction Easement	W-2309

Property Requirements:

Purpose of acquisition is for the construction of the Project.

Property Interests Sought:

Acquisition of a 33-month Temporary Construction Easement (“Property Interest”).

A written offer for the acquisition of the Property Interest was delivered to the Owner by letter dated June 30, 2023. Real Estate has attempted to negotiate with the Owner. The Owner has not accepted the offer, therefore, a negotiated agreement has not been reached. Consequently, LACMTA is seeking a Resolution of Necessity in order to ensure that it has the necessary property rights to construct the Project on schedule.

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the LACMTA Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and on May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

In June 2017, the Federal Register published a notice indicating the release of the Draft Supplemental Environmental Impact Statement (SEIS) for a 45-day comment period for the Westside Purple Line Extension Section 2. On November 22, 2017, the Federal Transit Administration (FTA) issued the Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation, and the Supplemental Record of Decision (ROD) supplementing the previously issued ROD on August 9, 2012. The FTA determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Westside Subway Extension (now called the Westside Purple Line Extension) Project located in Los Angeles County.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is

planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Property Interest consists of an exclusive 33-month TCE that encumbers the entire Property. The TCE is identified as Project Parcel W-2309. LACMTA has been using the Property since March 31, 2015, when LACMTA acquired an 8-year exclusive TCE. The Property was improved with a two-story multi-family residential building containing a total area of 4,576 square feet (per Assessor) but has since been demolished and therefore, the Property contains approximately 6,508 square feet of now vacant land as described in the legal description Exhibit A attached hereto, and as depicted on the Plat Map attached hereto as Exhibit B. The Property is required for the continued construction of the Project. The Property was chosen based upon the FEIS/FEIR for the Project.

Staff recommends that the Board find that the acquisition of the Property Interest is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interest:

1. Obtained independent appraisals to determine the fair market value of the Property Interest, which included consideration of existing use of the Property, highest and best use of the Property, and impact to the remainder;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;

3. Determined the Owner of the Property by examining the county assessor's record and a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owner for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that the based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, LACMTA has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interest by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

EXHIBITS

- 1 - Exhibit "A" Legal Description
- 2 - Exhibit "B" Plat Map

LEGAL DESCRIPTION

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 438 OF TRACT NO. 4988, IN THE CITY OF BEVERLY HILLS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 54, PAGES 98 AND 99 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 4334-022-063

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:



JAMES L. ELLIOTT, P.L.S. 6334



9-6-12

DATE

EXHIBIT B

GRANTOR : TWINWOOD INC.		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : LOT 438 OF TRACT NO 4986. M.B. 54/98-99			
BENCH MARK : N/A			
TITLE REPORT : FIDELITY NATIONAL TITLE NO. 11-259928465-RH		ADDRESS : 111 N. GALE DR. BEVERLY HILLS 90211	
ASSESSOR'S REF. : 4334-022-063		R.O.W. REFERENCE : R-023; W-2309	
NO.	DATE	REVISION DESCRIPTION	
PARCEL	W-2309		
AREA - SQUARE FEET	6,508		
 Metro LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY		PARCEL PLAT W-2309 SHEET 1 OF 1	
APPROVED BY: <i>Kevin Mai</i> MTA PROJECT MANAGER		CONTRACT NO./DESIGN UNIT	
SUBMITTED BY: <i>Paul D. Wise</i> L.S. 4249		SCALE 1"=80' DATE 10/10/2011 DRAWN BY R. NACION CHECKED BY P. WISE REV. DATE REV. NO.	

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC
PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE
EXERCISE OF EMINENT DOMAIN
WESTSIDE PURPLE LINE EXTENSION, SECTION 1 –
PARCEL NO. W-2309**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The Property Interest described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The Property Interest sought consists of the acquisition of a 33-month exclusive Temporary Construction Easement ("TCE"), of the property described more specifically in the legal description (Exhibit "A") and depicted on the Plat Map (Exhibit "B"), attached hereto (hereinafter, the "Property Interest"), all of which are incorporated herein by this reference, for the purpose of all necessary and convenient activities associated with the construction of the Project. The TCE shall be valid for a period of not more than 33-months. The TCE shall commence on March 31, 2023, and it shall terminate on the earliest of (a) the date upon which LACMTA notifies the applicable owner that it no longer needs the TCE or (b) 33-months from the commencement date of the TCE.

Upon the expiration of the TCE, the Property shall be returned to the Owner subject to the following conditions:

1. All existing buildings and structures on the property having been demolished and not returned to the owner;
2. Any existing underground water, gas, sewer, telephone or electrical lines shall be abandoned in place and only interfering portions shall be removed;
3. Any below ground obstructions not removed as part of construction work, such as old foundations, will be left in place;
4. The Property will be backfilled and compacted to existing grade;

Section 4.

- (a.) The acquisition of the above-described Property Interest is necessary for the development, construction of the Westside Purple Line Extension Project Section 1 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;
- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interest sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interest described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interest in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of June, 2023.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: _____

EXHIBITS

- 1 - Exhibit "A" - Legal Description
- 2 - Exhibit "B" - Plat Map

LEGAL DESCRIPTION

EXHIBIT "A"

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APN: 4334-022-063

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PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



9-6-12
DATE

EXHIBIT B

GRANTOR : TWINWOOD INC.		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
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BENCH MARK : N/A			
TITLE REPORT : FIDELITY NATIONAL TITLE NO. 11-259928465-RH		ADDRESS : 111 N. GALE DR. BEVERLY HILLS 90211	
ASSESSOR'S REF. : 4334-022-063		R.O.W. REFERENCE : R-023: W-2309	
NO.	DATE	REVISION DESCRIPTION	
PARCEL	W-2309		
AREA - SQUARE FEET	6,508		
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY		<h2 style="margin: 0;">PARCEL PLAT</h2> <h3 style="margin: 0;">W-2309</h3> <p style="margin: 0;">SHEET 1 OF 1</p>	
APPROVED BY: SUBMITTED BY: Paul D. Wise L.S. 4249		CONTRACT NO./DESIGN UNIT SCALE 1" = 80' DATE 10/10/2011 DRAWN BY R. NACION CHECKED BY P. WISE REV. DATE REV. NO.	
MTA PROJECT MANAGER DATE			

HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION SECTION 1
BOARD MEETING JULY 27, 2023
ITEM # 2023-0305

33-month TCE
Begins: 3/31/23
Expires: 1/1/26
APN: 4334-022-063
6,508+/- square feet



HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

Project:

- This project extends the Purple (D Line) from the existing Metro Purple Line terminus at the Wilshire/Western Station adding 3 new stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

Property Impacts:

- Acquire a 33-month Temporary Construction Easement covering the entire property

Property Location:

- Gale Drive and Wilshire Boulevard in the City of Beverly Hills

Relocation Impacts:

- Project impacts will not create a displacement

Assessor's Parcel Number	Property Address	Purpose of Acquisition	Property Interest Sought	Metro Parcel #
4334-022-063	111 North Gale Drive, Beverly Hills, CA 90211	Construction yard for the Project	33-Month Temporary Construction Easement	W-2309

HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

Staff recommends the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property Interest sought to be acquired, which has been described herein, are necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.



Board Report

File #: 2023-0467, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JULY 27, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held June 22, 2023.

June 2023 RBM Public Comment – Item 19

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:27 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Regular Board of Directors meeting 6/22/2023 agenda item number 19

(Note: please send all of my comments to all Board members and staff as well as reading my entire comments if possible)

So I just want to know if the LAC+USC Medical Center Metrolink Station is going to be happening? Is the station located next to the El Monte Busway and will the current bridge connect to the new Metrolink platform?

Please address these issues as soon as possible

Thank you

Get [Outlook for iOS](#)



June 21, 2023

Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California, 90012-2952
Via Email To Boardclerk@Metro.Net

Re: Oppose Item #21, Metro’s Proposed In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

We, the below signed organizations, write in opposition to Metro’s efforts to create an in-house police department. Metro’s riders are overwhelmingly people from lower-income households. More than 6 in 10 Metro riders earn under \$25,000 a year, and many are riding Metro as their only means to access the resources and services they need to live. Metro’s riders are also overwhelmingly people of color. Black riders, in particular, have been consistently, disproportionately, and negatively impacted by police on Metro. Every year for at least the last three years under the Metro police contract, 50% of Metro citations and arrests have gone to Black riders, despite Black riders comprising under 20% of Metro ridership. This is unjust.

We call on Metro to do better for its transit riders and invest instead in care-based safety strategies, faster buses, and a universal fareless Metro, NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As

Oppose Item 21

June 21, 2023

Page 2

Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then, and often are, the closest and appropriate personnel to respond to tragic incidents on Metro. It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. We urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Sincerely,

Alliance for Community Transit - Los Angeles (ACT-LA)

ACLU - Southern California

Alliance for Boys and Men of Color

Black Lives Matter - Los Angeles

Community Power Collective

Esperanza Community Housing Corporation

Jobs to Move America

Koreatown Immigrant Workers Alliance (KIWA)

Los Angeles Black Workers Center

Los Angeles Walks

Strategic Action for a Just Economy (SAJE)

June 2023 RBM Public Comment – Item 21

From: [REDACTED]

Sent: Tuesday, June 20, 2023 5:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

As a carless angeleno, I'm begging you to use those funds to increase lighting at Metro stations, provide maintenance to prevent breakdowns, increase bus services, increase metro frequency, or even invest in more metro stations in the future. That's what makes me feel safest riding metro.

Thank you.

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██████████

From: [REDACTED]

Sent: Tuesday, June 20, 2023 5:55 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

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Thank you.

From: [REDACTED]

Sent: Tuesday, June 20, 2023 6:24 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

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Thank you.

██████████

██████████

From: [REDACTED]

Sent: Tuesday, June 20, 2023 7:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, June 20, 2023 7:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; Council Member Krekorian <councilmember.krekorian@lacity.org>; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

On behalf of Esperanza Community Housing (Esperanza), I write in opposition to Metro's efforts to create an in-house police department. Metro should NOT be investing in police expansion. Esperanza calls on Metro, rather, to do better for its transit riders and invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and in 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and most appropriate personnel to respond to tragic incidents on Metro.

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Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, June 20, 2023 9:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

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Thank you.



From: [REDACTED]

Sent: Tuesday, June 20, 2023 10:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

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Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 8:12 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 8:30 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Daniel Rodman <daniel.rodman@lacity.org>; Englund, Nicole <EnglundN@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; Kathryn@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; O'Brien, Lilly <LOBrien@bos.lacounty.gov>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; dperry@lacos.org; dutra4whittier@gmail.com; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; randall.winston@lacity.org; saha.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in STRONG opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. **As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols.** Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Thank you

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 9:18 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; Sahag Yedalian <sahag.yedalian@lacity.org>; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; and Instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Thank you,

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 9:21 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: karen.bass@lacity.org; thirddistrict@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; lklipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; kshamdasani@bos.lacounty.gov; lbrisco@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

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Thank you.



From: [REDACTED]

Sent: Wednesday, June 21, 2023 9:21 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 21, 2023 9:54 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>
Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

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From: [REDACTED]

Sent: Wednesday, June 21, 2023 10:42 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 10:50 AM

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Thank you.

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[Redacted]

[Redacted]

[Redacted]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 11:16 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

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Sent: Wednesday, June 21, 2023 11:19 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 11:46 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

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Thank you

From: [REDACTED]

Sent: Wednesday, June 21, 2023 12:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

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Thank you.

[Redacted signature block]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 12:42 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; dperry@lacbos.org; dutra4whittier@gmail.com; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; randall.winston@lacity.org; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

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Thank you. Best,

██████████

From: [REDACTED]

Sent: Wednesday, June 21, 2023 1:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
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Thank you.

██████████

██████████

From: [REDACTED]

Sent: Wednesday, June 21, 2023 1:47 PM

To: Board Clerk <BoardClerk@metro.net>

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Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

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Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 1:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in strong opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

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--

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From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:02 PM

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Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:13 PM

To: Board Clerk <BoardClerk@metro.net>

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Subject: Please Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I am writing in opposition to Metro's efforts to create an in-house police department. I believe Metro can do much better for its transit riders (and our entire community!) by instead investing in care-based safety strategies, faster/reliable bus schedules and universal fareless Metro (which will encourage more people to use transit at all hours, thus enabling more community safety)—NOT police expansion.

Studies show that Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have not only the right, but the responsibility, to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It's a waste of public resources to spend more money on police response that is already covered by local neighborhood patrol -- and that money could be better spent on making our Metro a higher-quality experience for riders, thus popularizing public transit use in LA. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts. In a shared service model of emergency response, two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach -- so why not apply this same model to law enforcement?

Metro should re-invest its large public safety resources into proven, unarmed safety systems (such as social services outreach teams, transit ambassadors, mental health workers, elevator attendants, lighting for bus stops at night, etc.) and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources, as it already does with emergency medical and fire response.

Thank you,

██████████

██████████████████

From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:18 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I'm a transit rider and resident of Supervisor Solis' district. I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical

incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; LBrisco@bos.lacounty.gov; LOBrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; dperry@lacbos.org; dutra4whittier@gmail.com; Englund, Nicole <EnglundN@metro.net>; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; mbohlke@sbcglobal.net; Micheline, Maureen <MichelineM@metro.net>; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; randall.winston@lacity.org; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. In fact, police make me feel unsafe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in

improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

I would rather have faster service than pay to feel unsafe with police surveillance.

Thank you.

██████████

From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department.

I feel safest on Metro when there are *riders* on Metro, not police. Community participation and fareless trains would do more to encourage me to ride and help me feel seen and cared for than cops would. For example, I take Metro to dodgers games and never feel unsafe because of the increased ridership and community presence. I live near the new Little Tokyo station and would love to see more investment in infrastructure and route updates and accessibility than more heavily policing the few people who regularly ride (and need!!!) transit.

I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion. Thanks.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, June 21, 2023 2:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in

improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

Best,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 3:27 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

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Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 3:39 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. With 100% seriousness, this is a highly transphobic investment.

I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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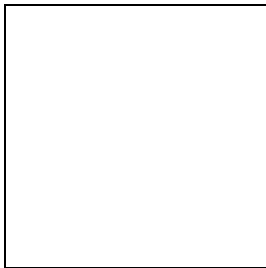
serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro jeopardizes ridership with a contract like this and puts Transgender and Diverse Gender Expressive community members at risk, as historically our communities use public transportation more and are targeted and harassed- but do not reach out to police because they are profiled for things like prostitution.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

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[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



-
- [\(833\) 847-2331](tel:(833)847-2331)
 - acea@translatinacoalition.org
 - www.translatinacoalition.org
 - [3055 Wilshire Blvd., Ste 350, Los Angeles, CA 90010](https://www.google.com/maps/place/3055+Wilshire+Blvd,+Ste+350,+Los+Angeles,+CA+90010)

From: [REDACTED]

Sent: Wednesday, June 21, 2023 3:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; dperry@lacbos.org; dutra4whittier@gmail.com; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; randall.winston@lacity.org; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

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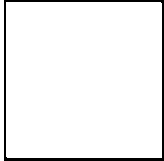
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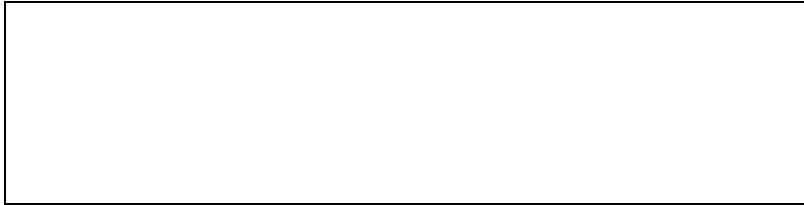
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[Redacted]

[Redacted]

[Redacted]



[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 3:54 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response. Thank you, Anjali Narula

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro’s own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you,

[Redacted signature block]



We acknowledge that we live, work, and learn on the territory of the Tongva/Gabrielino peoples who are the traditional land caretakers of Tovaangar (Los Angeles basin, So. Channel Islands).

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. Better service means more riders, and more riders would make public transit safer, and would make it feel safer. Empty bus stops in isolated places where a person might have to wait alone for a long time would only seem less welcoming with added police presence.

To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.
Kathleen

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:16 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies and explore the shared services model that works for other emergency response.

Thank you

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:28 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in

improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you,

PZ



From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; dperry@lacbos.org; dutra4whittier@gmail.com; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; jdupontw@aol.com; jorenstein@bos.lacounty.gov; kathryn@bos.lacounty.gov; kmacias@bos.lacounty.gov; lantzsh10@gmail.com; mbohlke@sbcglobal.net; mmoore@bos.lacounty.gov; mperez@gatewaycog.org; randall.winston@lacity.org; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; tim_sandoval@ci.pomona.ca.us; vgomez@bos.lacounty.gov; ygharabedian@sgvcog.org

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in STRONG opposition to Metro's efforts to create an in-house police department. Metro can do better for its transit riders by instead investing in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is an ENORMOUS WASTE of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in

improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

[REDACTED]

--

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:37 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov
Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts. Attachment B to the report that supplements this agenda item even concedes that the Metro and its current security forces are unequipped to handle the crisis facing the unhoused people who use the Metro's services.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:48 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

As a resident in Council District 1 of the City of Los Angeles and of Supervisorial District 1, I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Thank you,

██████████

██████

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.Krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahad.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; and instead use a Shared Services Model of Emergency Response

Dear Metro Board of Directors,

As a resident in Council District 1 of the City of Los Angeles and of Supervisorial District 1, I write in opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

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Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you,

██████████

██████████

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; randall.winston@lacity.org; jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org; mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Micheline, Maureen <MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman <daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Oppose Item #21, Metro In-House Police Department; but Explore the Shared Services Model of Emergency Response

Dear Metro Board of Directors,

I am born and raised in Los Angeles and have used the busses and trains everyday since 2006. I have relied on public transportation for the last 17 years to attend public school, to attend community college classes, to travel to work, and to see my family who have lived in Los Angeles since the 1940s.

I write in strong opposition to Metro's efforts to create an in-house police department. I call on Metro to do better for its transit riders and instead invest in care-based safety strategies, faster and more reliable buses, and a universal fareless Metro—NOT police expansion.

Metro does not need police contracts or an in-house police department to keep riders safe. As Metro's Office of Inspector General (OIG) reported in 2016 and 2022, local law enforcement departments have a responsibility to conduct a variety of operations on Metro property, including 911 response, criminal investigations, accident investigations, major incident response, and police patrols. Indeed, tragic incidents like the recent bus operator attack in Woodland Hills show that non-contracted emergency responders were then—and often are—the closest and appropriate personnel to respond to tragic incidents on Metro.

It is a waste of public resources to spend money on police response that is already covered by local neighborhood patrol. I urge Metro to complete a feasibility study and implementation plan for a shared services model of emergency response to law enforcement as an alternative option to both an in-house police department and contracts.

A shared service model of emergency response is when two public agencies draw on a pool of resources paid for by one of the two public agencies, not both. In this model, each public agency serves the public without inter-agency contracts or in-house departments with duplicative geographic coverage. Metro already coordinates emergency fire and medical services using a shared services approach and can apply this same model to law enforcement.

Metro should re-invest its large public safety resources into proven, unarmed safety systems and in improving bus service, as recommended by Metro's own Public Safety Advisory Committee and community groups like ACT-LA. To the extent Metro or its riders seek police responses to critical incidents, Metro should explore the feasibility of coordinating existing law enforcement resources like it does with emergency medical and fire response.

Thank you,

██████████



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

2355 Crenshaw Blvd., #125
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

June 14, 2023

Hon. Ara Najarian, Chair
Members of the Board of Directors
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: C Line/K Line Operating Plan

Dear Chair Najarian and Members of the Board:

On behalf of the South Bay Cities Council of Governments (SBCCOG), we formally support Metro staff's recommendation of "Option 2" for the C Line/K Line operating plan.

In 2018, the SBCCOG supported Motion 28.1 by Supervisor Hahn that approved a 1 year pilot of "Alternative C-3". The SBCCOG recognizes that there is no longer an opportunity to implement that pilot proposal. Based on Metro staff analysis and public input, the SBCCOG now supports Option 2.

Option 2 creates a K Line that runs from the Expo Line to Redondo Beach and a C Line that operates from Norwalk to the LAX/Metro Transit Center. This newly created north-south corridor not only operates in line with travel patterns in the region, but also supports future planned extensions to Torrance and Hollywood. Option 2 offers a simple routing and continues to provide a one-seat ride to LAX from all C and K Line stations.

For these reasons, the SBCCOG urges the Metro Board of Directors to adopt C Line/K Line operating plan Option 2. Should you have any questions, please feel free to contact SBCCOG Executive Director Jacki Bacharach at (310) 371-7222.

Sincerely,

John Cruikshank, Chair
South Bay Cities Council of Governments
Mayor Pro Tem, City of Rancho Palos Verdes

c.c.: Metro Operations, Safety, and Customer Experience Committee

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



**City of
Rolling Hills Estates**

Britt Huff
Mayor

Velveth Schmitz
Mayor Pro Tem

Debby Stegura
Council Member

Frank V. Zerunyan
Council Member

Pam Brown Schachter
Council Member

June 21, 2023

Hon. Ara Najarian, Chair
Members of the Board of Directors
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: C Line/K Line Operating Plan

Dear Chair Najarian and Members of the Board:

On behalf of the City of Rolling Hills Estates, I would like to express our support for Metro staff's recommendation of "Option 2" for the C Line/K Line operating plan.

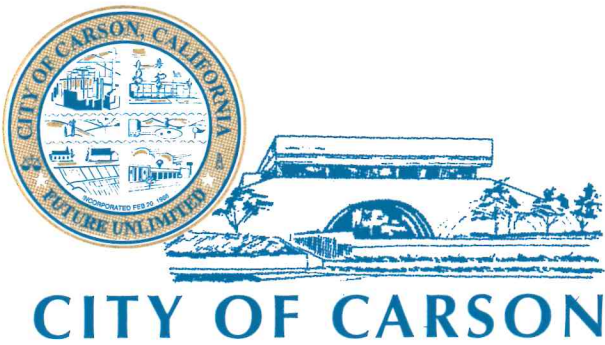
In 2018, the South Bay Cities Council of Governments (SBCCOG) supported Motion 28.1 by Supervisor Hahn that approved a one-year pilot of "Alternative C-3." Our region recognizes that there is no longer an opportunity to implement that pilot proposal. Based on Metro staff analysis and public input, the SBCCOG now supports Option 2.

Option 2 creates a K Line that runs from the Expo Line to Redondo Beach and a C Line that operates from Norwalk to the LAX/Metro Transit Center. This newly created north-south corridor not only operates in line with travel patterns in the region, but also supports future planned extensions to Torrance and Hollywood. Option 2 offers a simple routing and continues to provide a one-seat ride to LAX from all C and K Line stations.

For these reasons, we urge the Metro Board of Directors to adopt C Line/K Line operating plan Option 2.

Sincerely,

Britt Huff
Mayor



June 21, 2023

Honorable Ara Najarian, Chair
Members of the Board of Directors
LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: C Line/K Line Operating Plan

Dear Chair Najarian and Members of the Board:

On behalf of the City of Carson, I formally support Metro staff's recommendation of "Option 2" for the C Line/K Line operating plan.

In 2018, the South Bay Cities Council of Governments supported Motion 28.1 by Supervisor Hahn that approved a 1 year pilot of "Alternative C-3". Our region recognizes that there is no longer an opportunity to implement that pilot proposal. Based on Metro staff analysis and public input, we now support Option 2.

Option 2 creates a K Line that runs from the Expo Line to Redondo Beach and a C Line that operates from Norwalk to the LAX/Metro Transit Center. This newly created north-south corridor not only operates in line with travel patterns in the region, but also supports future planned extensions to Torrance and Hollywood. Option 2 offers a simple routing and continues to provide a one-seat ride to LAX from all C and K Line stations.

For these reasons, I urge the Metro Board of Directors to adopt C Line/K Line operating plan Option 2. Should you have any questions, please feel free to contact me at (310) 952-1706.

Sincerely,

Lula Davis-Holmes
Mayor



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

June 21, 2023

The Honorable Ara Najarian, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Najarian and the Metro Board of Directors:

Hawaiian Gardens

Item 37 C&K Line: AGAINST STAFF RECOMMENDATION

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

On behalf of the Gateway Cities Council of Governments, **I write in opposition to the Metro staff-recommended C/K Lines operating plan of “Option 2” and in support of “Option 1”, in Item #37** which would provide a single-seat ride for South and Southeast LA communities to LAX and the Expo Line.

Our COG worked collaboratively with the South Bay Cities COG in 2018, to arrive at a compromise operating plan, which the Metro Board ultimately supported for implementation on a one-year pilot basis. At the time we all thought that the Crenshaw Line would open in 2019. That compromise plan has been considered once again by Metro staff this year as “Option 3.” Many of our residents prefer this option as well, because it would preserve the existing connection to South Bay communities while also providing a single-seat connection to the Expo Line. However, the Gateway Cities COG adopted a formal position in support of Option 1 because we recognize this as the most viable path forward to best serve our transit-dependent riders.

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

Option 1 is the most affordable option to operate, saving Metro at least \$3.5 million per year, which will be critically important as this agency faces a “fiscal cliff.” More importantly, it will serve our essential workers, many of whom remained regular users of the Green Line throughout the pandemic, who continue to be required to transfer to north-south lines because no single-seat north-south link exists.

This is also about equity, as our communities face some of the worst air quality and are some of the most transit-dependent anywhere in LA County. The Green Line exists today because it was a required mitigation for the construction of a freeway through the heart of our Southeast LA communities, and the transit service it provides is a lifeline for tens of thousands every day.

County of Los Angeles

Port of Long Beach

The Honorable Ara Najarian, Chair

June 21, 2023

Page 2

The selection of C-1 provides an operational enhancement that will be in place in-time for the 2028 Olympics. C-1 offers spectators a single seat ride from Norwalk to the E Line eliminating a change at the AMC. C-1 will facilitate the Olympic Customer Experience goal for out-of-town spectators by not forcing a change in train at the AMC. A single seat ride will cut down on confusion and remove dwell time.

For all these reasons, the Gateway Cities COG implores the Metro Board of Directors to reject the staff recommendation of "Option 2" and to instead support "Option 1," where we can do the right thing for equity and social justice and also save some money in the process to preserve transit services throughout LA County. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Ali Saleh". The signature is written in a cursive, flowing style.

Ali Saleh, President

Board of Directors, Gateway Cities Council of Governments and
Councilmember, City of Bell

June 2023 RBM Public Comment -- Item 37

From: [REDACTED]
Sent: Tuesday, June 20, 2023 5:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Single Seat Ride Norwalk C Line to K line

Metro Board Member Board Clerk ,

I am writing to express my support for the proposal to extend the single seat ride on the C Line from Norwalk to the K Line. As a resident of the Gateway Cities region, I believe that this proposal will greatly benefit thousands of commuters who rely on the Metro system to get to work, school, and other destinations.

The Norwalk Metro Station is an important transportation link that connects the Gateway Cities and beyond to Downtown Los Angeles, serving thousands of commuters every day. Currently, riders on the C Line have a difficult transfer schedule to reach the Santa Monica Region, which can be time-consuming and inconvenient. I believe that the Norwalk C Line Station to K Line proposal is the best choice for the following reasons:

- (1) It serves a larger population: Norwalk is a major transportation hub, serving several surrounding cities, and extending the single seat ride to Norwalk will benefit a larger number of commuters than the Redondo Beach proposal.
- (2) It has better transfer connections: Norwalk is a major transfer point for several other Metro lines, including the A Line and the C Line, as well as the Metrolink. By extending the single seat ride to Norwalk, riders will have better transfer connections to these other lines, making it easier to travel to other parts of the region.
- (3) It is more cost-effective: The Norwalk to K Line proposal is expected to be more cost-effective than the Redondo Beach proposal, by saving commuter time and reducing traffic on the 105 and 405 freeways.

(4) The MAJORITY of survey responders (those making under \$100,000 and from all underprivileged groups) would like a connection from Norwalk Station C Line to the K line, when combining options 1 and 3 from the Metro survey.

I urge the Metro Board of Directors to approve the Norwalk to K Line proposal and invest in improving the C Line for the benefit of commuters throughout Los Angeles. By eliminating the need for transfers, riders will save time and avoid the hassle of changing trains, making the C Line a more attractive option for commuters.

Thank you for considering my input on this important transportation initiative. I hope that you will support Option 1 (Norwalk to K Line proposal) to improve the Metro system for the most transit dependent users.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 21, 2023 2:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Southeast LA County

Hi, my name is [REDACTED], I'm from Norwalk, and I'm submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I'm against Option 2, and instead I support Option 1 that would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations.

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, June 21, 2023 2:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment Line / Agenda Item #37

Hi, my name is [REDACTED], I'm from Norwalk, and I'm submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I'm against Option 2, and instead I support Option 1 that would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations

From: [REDACTED]
Sent: Wednesday, June 21, 2023 3:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public comment: Metro direct access agenda item 37

Hello,

My name is Lizette Romano, I'm from Norwalk, and I'm submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I'm against Option 2, and instead I support Option 1 that would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations.

As someone who commuted to UCLA for two years for school, I can attest that traffic is horrible getting to a lot of these destinations and having this connection would help greatly.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 21, 2023 3:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment on Agenda Item #37

Hello, my name is [REDACTED] and I'm from the city of Norwalk.

I am submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update.

I'm against Option 2, and instead I support Option 1, which would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast Los Angeles County greatly needs improved light rail service, and a line that would connect us directly to LAX, Santa Monica, and other destinations is an imperative step towards achieving that.

Thank you,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, June 21, 2023 3:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Agenda item 37

Hi, my name is [REDACTED], I'm from Norwalk and I'm submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I'm against Option 2, and instead I support Option 1 that would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations.

I relied on the Metro C Line throughout my life, to visit family and friends across LA and to complete my undergraduate and graduate studies at UCLA. At a certain point for school though, due to poor light rail and bus service from Norwalk to West LA, I ended up having to drive everyday to school. I woke up at 4am every morning to avoid traffic, affecting my quality of life and outcomes at school.

Predominantly Latino, families, students, and workers from Southeast LA County shouldn't have to experience these challenges to reunite with loved ones and access school and job opportunities for greater mobility. Equity means providing us with greater transit access to West LA, and beyond.

From: [REDACTED]

Sent: Wednesday, June 21, 2023 3:48 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Agenda Item #37

Hi, my name is [REDACTED], I'm from East Los Angeles, and I'm submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I'm against Option 2, and instead I support Option 1 that would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations.

From: [REDACTED]
Sent: Wednesday, June 21, 2023 3:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public comment

Hi, my name is [REDACTED], I'm from the city of Norwalk, and I'm submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I'm against Option 2, and instead I support Option 1 that would allow for a single-seat connection from the Norwalk (C) Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations.

Thank you for your time,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, June 21, 2023 3:54 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Regular Board of Directors meeting 6/22/2023 agenda item number 37

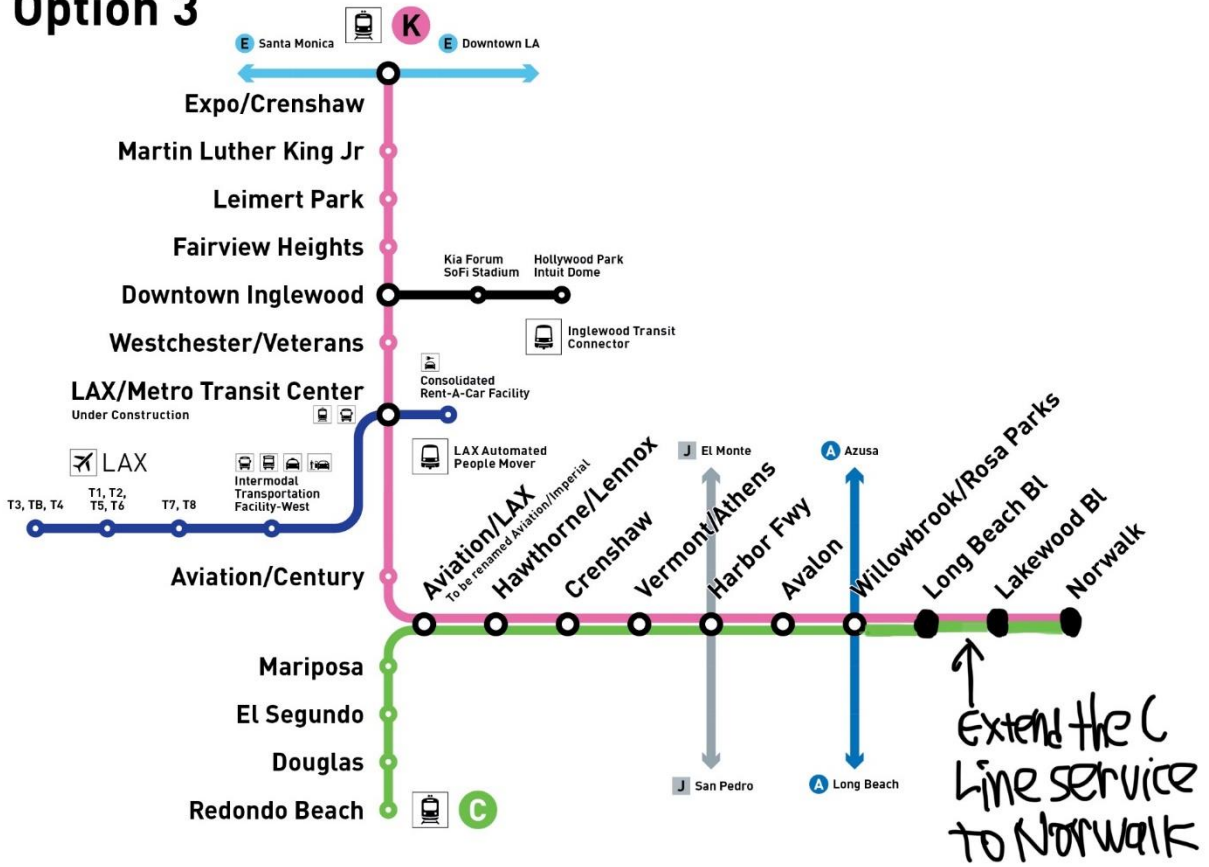
(Note: please send all of my comments to all Board members and staff as well as reading my entire comments if possible)

So, I looked at the presentation of the C and K Line operating plan and I thought Option 3(Alt C-3) would have won but Option 2(Alt C-2) had the most votes based on the survey and I'm not sure what's going to happen next.

In my opinion I really wanted Option 3(Alt C-3) with modifications of the C Line service to continue down to Norwalk Station instead of ending at Willowbrook/Rosa Parks Station because my main goal is to keep the C Line service from Norwalk Station to Redondo Beach Station so that people coming from Torrance and Redondo Beach can have access to A and J Lines going to/from Downtown LA at Willowbrook/Rosa Parks and Harbor Freeway Stations. Under Option 3, when the C Line ends at Willowbrook/Rosa Parks Station, the train would have to go to a sliding track to turn around and people forgot to get off the train and catch the K Line to Norwalk. Modifying Option 3 with the C Line to continue down to Norwalk will help people avoid transfers via the K Line to Norwalk at Willowbrook/Rosa Parks Station. My suggestion for the plan is to modify option 3 with the C Line service to continue down to Norwalk so that you can keep the current C line service between Norwalk and Redondo Beach and the K Line will still run between Norwalk and Expo/Crenshaw. If Option 2 is picked, then I really don't want people to delay their journey time between Norwalk and Redondo Beach by transferring trains at Aviation/Century Station.

These are all of my comments and thank you very much for your time

Option 3



Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Wednesday, June 21, 2023 4:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Agenda item #37

To whom it may concern.

My name is [REDACTED], I am from the city of Downey, and I am submitting a public comment for agenda item #37 on the C Line and K Line Operating Plan Update. I am against Option 2, and am in favor of Option 1, that would allow for single-seat connection from Norwalk C Line Station to the E Line. I believe Southeast LA County greatly needs improved light rail service that would connect us directly to LAX, Santa Monica, and other destinations.

Sincerely [REDACTED]

California State Senate

STANDING COMMITTEES
ENERGY, UTILITIES
AND COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
JUDICIARY



SELECT COMMITTEE
CHAIR, PORTS AND GOODS
MOVEMENT

SPECIAL COMMITTEE
PANDEMIC EMERGENCY
RESPONSE

SENATOR LENA A. GONZALEZ

THIRTY-THIRD SENATE DISTRICT

SENATE MAJORITY WHIP
CHAIR, SENATE COMMITTEE ON TRANSPORTATION

June 2, 2023

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Authority
One Gateway Plaza, MS-99
Los Angeles, CA 90012

RE: Crime on Metro System

Dear Chief Executive Officer Wiggins,

I am writing to express my full support for Supervisor Hahn's call for an assessment of the Los Angeles County Metropolitan Authority (Metro) Security. The rise of violent incidents in our rail transit system is extremely alarming and concerning. Given the large amounts of funding, Metro allocates to security and safety, we are unfortunately not seeing results that instill a sense of safety and promote transit ridership in our region. It is essential that we launch a comprehensive evaluation of Metro's security to ensure safe, secure, and reliable transit options for all riders.

On the evening of May 24th, an unfortunate incident occurred where a Metro bus driver was stabbed and currently is fighting for his life. It is disheartening that similar incidents have occurred within my district on the A-line in Downtown Long Beach where a person was killed, and in a separate incident, a woman was tragically kidnapped at gunpoint while waiting for a bus in East LA. The situation becomes acutely problematic when we take into account that 75% of riders are low-income, and a downward trend of female ridership over the past three years signals an erosion of equitable service and public trust.

It is clear that the frequent nature of these incidents fosters a sense of insecurity among Metro customers and fundamentally undermines Metro recovery efforts in a post-pandemic world. Therefore, a thorough examination of existing security measures is not only necessary but also the humane thing to do.

CAPITOL OFFICE
STATE CAPITOL, ROOM 2068
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
3939 ATLANTIC AVE., SUITE 107
LONG BEACH, CA 90807
TEL (562) 256-7921
FAX (562) 256-9991

HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK, CA 90255
TEL (323) 277-4560
FAX (323) 277-4528

I remain hopeful that through your leadership and dedicated effort, we can renew, revive, and build a safe metro system that works for everyone. As the Chair of the Senate Transportation Committee, I also look forward to continuing to collaborate and advocate for measures that support our transit systems and the safety of our transit riders. Should you have any questions regarding my letter, please do not hesitate to contact my office at (562) 256-7921.

Respectfully,

A handwritten signature in black ink, appearing to read 'Lena Gonzalez', written in a cursive style.

Lena Gonzalez
Senator, District 33



CALIFORNIA TEAMSTERS LOCAL 911

PUBLIC, PROFESSIONAL & MEDICAL EMPLOYEES UNION, THE COUNTIES OF LOS ANGELES,
ORANGE, RIVERSIDE, SAN DIEGO, IMPERIAL, SAN LUIS OBISPO, SAN BERNARDINO, SANTA BARBARA AND VENTURA

9900 FLOWER STREET • BELLFLOWER • CALIFORNIA • 90706

(562) 595-4518 • Fax (562) 427-7298 • teamsters911.com

An Affiliate of the International Brotherhood of Teamsters

Raymond B. Whitmer
Secretary-Treasurer



VIA E-Mail wiggins@metro.net

June 5, 2023

Stephanie N. Wiggins, Chief Executive Office
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Teamsters Local 911

Dear Ms. Wiggins:

The purpose of this letter is to inform you that Strive Well Being, Inc. has continued to tell Ambassadors how to vote and are actively union busting. They confirmed this on June 3, 2023, where they classify their union busting action as providing accurate, unbiased information to the Ambassadors regarding the National Labor Relations Board election and worker rights.

We have statements from Ambassadors confirming the captive audience meetings and anti-Teamsters Local 911 and Union statements made by the ownership/management of Strive Well Being, Inc. Unfortunately, these unfair practices have tilted the field to the point where Ambassadors fear talking to the Union due to the perceived possibility that joining Teamsters Local 911 and the Union can have a negative effect on their jobs.

This anti-Teamsters and Union campaign is fundamentally unacceptable, especially because it is a cynic hypocrisy and a slap to the face of the Los Angeles labor movement and the long-standing labor partnership between the Teamsters Union and LA Metro. The LA Metro transit system and its communities are suffering from a state of emergency and our goal is to ensure that we contribute towards the success of LA Metro and its operations.

It is for this reason that we demand a neutrality labor peace agreement from LA Metro in regards to the Ambassador RMI International, Inc. public-private partnership.

Sincerely,

Carlos I. Rubio
President

c: Board of Directors boardclerk@metro.net
Raymond B. Whitmer, Secretary-Treasurer

June 2023 RBM General Public Comment

From: [REDACTED]
Sent: Monday, June 5, 2023 8:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Gold line to Claremont

Hi there,

I am a metro rider living in LA county's most eastern city, Claremont. I am hoping you will help us find the funds to extend the Gold Line track to Claremont. The city is making many investments for "car free" lifestyles. Bringing this line a bit further from its current Pomona terminus, would greatly improve our quality of life, and provide better access to the county. Thank you!

Kindly,

[REDACTED]

Claremont resident

From: [REDACTED]
Sent: Monday, June 5, 2023 7:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Congestion Traffic Tax

We oppose LA Metro's soon to be proposed "congestion" traffic tax.
Please stop this from happening.
Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
<edivertogalvez3@gmail.com@mg.gospringboard.io> **On Behalf Of** Ediverto Galvez
Sent: Thursday, June 8, 2023 1:08 PM
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]
[REDACTED]

From: [REDACTED]

Sent: Thursday, June 15, 2023 11:00 AM

To: executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; Gorman, Karen <GORMANK@metro.net>; InspectorGeneral@oig.lacounty.gov

Subject: BCHD PBike Path

I admit I am truly puzzled by recent events surrounding LA Metro's funding of the bike path to be built by Beach Cities Health District. (FA Project ID#: MM4602.01 Amendment No. 1 FA#: 9200000000M460201)

Plainly, BCHD no longer expects to build the path as originally proposed and funded. Indeed, the current plan would *not* involve the City of Torrance, a huge change in the scope of the plan.

I have written to LA Metro's IG seeking clarification of the project status, but have received no reply to date. This makes me wonder if Metro expects to continue funding the project or if BCHD and Metro will agree to an amendment.

If you need further details to track down this situation, please let me know.

[REDACTED]

Citizen/Taxpayer

From: [REDACTED]
Sent: Thursday, June 15, 2023 11:33 AM
To: InspectorGeneral@oig.lacounty.gov; Gorman, Karen <GORMANK@metro.net>; Garth Meyer <gmeyer@easyreadernews.com>; tliu@scng.com
Cc: Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov
Subject: BCHD has been misrepresenting its proposed use of Measure M funds since December 2022

This is notification for the formal record of LA County and Metro Boards and Inspectors General:

According to a Torrance City Councilperson, during mid-December BCHD was informed its request for right-of-way in Torrance was denied. However, BCHD continues to misrepresent that it has ongoing discussions with Torrance.

Plainly, BCHD was granted \$1.8M in measure M funds for 1200-feet of bike path in Torrance (without agreement ex ante from Torrance) and Redondo Beach. Instead, BCHD will spend 2/3rds of the funding on a mere 1/3 of the project. There is apparently NO OVERSIGHT at Metro of Measure M funds, and that is a real problem. BCHD needs to stand down and repatriate ALL FUNDS back to Measure M.

Mark Nelson

Redondo Beach

See note below from Torrance Council

[Update - Clarification and Statement from Councilmember Lewis on Torrance's rejection of BCHD Bike Lane:](#)

I have received this update and would like to clarify some of the information contained regarding the proposed BCHD Bike Path featured in the Daily Breeze Article.

The proposed bike path project was presented to the public in a staff report at the November 7, 2022, Torrance Traffic Commission meeting. This meeting included a staff presentation, followed by public comments. Following the Traffic Commission Meeting and with the concurrence of the city management team, Torrance Public Works decided

to deny the proposed project application based on the significant opposition (68% opposed by email and 82% opposed by speaking). BCHD was formally informed of our decision and we shared this information with the public at the District 2 Community Meeting held on December 12, 2022.

Since the preparation of the South Bay Bicycle Master Plan in 2012, Torrance has added to its network of bike lanes and bike routes. Most notable is the addition of Class II bike lanes on 190th St (Hawthorne Blvd to Madrona Ave); Palos Verdes Blvd (PCH to south City boundary); and Anza Ave (Sepulveda Blvd to Calle Mayor). It is already possible for cyclists and pedestrians to bypass Prospect Ave in Redondo Beach, via the use of Diamond St (Redondo Beach) and Flagler Ln (Torrance). Combined, these two streets (located between Prospect Ave to the south and Beryl St to the north) provide a continuous sidewalk on the east side and a separate, but continuous paved surface throughout.

While the middle portion is narrow, it provides a 10-foot wide pavement surface for cyclists, separate from the sidewalk. It should be noted that the narrow middle portion has no vehicle traffic, as compared to Prospect Ave. Other additions are Class III bike routes in various areas of the City. Torrance continues these efforts when constructing various projects and can add to the network when it is available public right-of-way and funding to do so.

The City of Torrance has **no intention to modify the “Flagler Alley” public right-of-way from its current condition**. Therefore, there is no scope of work, nor related future cost estimate, by Torrance needed to modify this area. If there is future interest by Torrance to modify this area, the scope of work would determine the cost. However, it is highly unlikely we would propose a \$3M project for a project like this. Furthermore, we would seek all available grant funding to pay for any improvement so as to not divert funding from the general fund.

At this time there is no pending, nor deferred, City decision for the proposed bike path project. I along with the city team consider the matter closed. However, if a new project is proposed in Torrance’s public right-of-way of Flagler Lane, the Public Works Department under the leadership of Craig Bilezerian, Public Works Director, will follow the same review process and conduct public outreach and meetings to ensure we meet or exceed our community’s expectations for transparency and information sharing.

If you have any further questions, please contact me or Mr. Bilezerian.

All the best!

[REDACTED]

From: [REDACTED]

[REDACTED]

Sent: Friday, June 16, 2023 1:50 PM

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]
[REDACTED]

From: [REDACTED]

Sent: Friday, June 16, 2023 1:58 PM

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]
[REDACTED]

From: [REDACTED]

Sent: Saturday, June 17, 2023 3:00 PM

To: executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; Gorman, Karen <GORMANK@metro.net>; InspectorGeneral@oig.lacounty.gov

Cc: tliu@scng.com; Garth Meyer <gmeyer@easyreadernews.com>; Jane Diehl <jane.diehl@bchd.org>; Vanessa I. Poster <vanessa.poster@bchd.org>; Martha Koo <martha.koo@bchd.org>; Noel Chun <noel.chun@bchd.org>; Michelle Bholat <michelle.bholat@bchd.org>

Subject: BCHD is out of compliance with its Measure M proposal

The LA County Board and Metro are allowing BCHD to continue wasting Measure M funds. Formal complaints have been filed with the Inspector General of Metro. The Inspector General of LA County has been looped in, since LA County has a significant exposure to Metro failures with Measure M funds regarding BCHD.

BCHD proposed a total cost for 1200-feet of \$1.8M and was granted that funding from Metro for a bike path in Torrance and Redondo Beach. That cost exceeds metrics from studies by the UNC Chapel Hill by 30-fold. A clear sign of Metro's failed due diligence prior to funding award.

BCHD has changed the plan scope to only 400-feet. BCHD has further demonstrated a planning cost of over \$1.2M for the 400-feet (\$400,000+ reimbursed by Metro and \$800,000 proposed cost for construction by 3rd parties.) As such, BCHD's bait and switch has now changed to completing only 1/3rd of the project for 2/3rds of the budget.

However, BCHD's estimates were faulty. Based on BCHD's recent received bids, the new cost will be \$1.4M to \$2.2.M for the 400-feet. See attached bid summary.

Metro failed in its due diligence when it awarded to BCHD with determining if BCHD had secured right-of-way from Torrance. BCHD did not and cannot. It has been denied as of December 2022. Both Metro and the Board were provided a statement from the Torrance City Council on that denial.

Metro and the Board need to take action immediately to preserve the taxpayer funds in Measure M including a full recapture of all reimbursements to BCHD.

Mark Nelson

Redondo Beach 3+ Year BCHD Community Working Group Participant

From: [REDACTED]

Sent: Wednesday, June 21, 2023 4:59 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Regular Board of Directors meeting 6/22/2023 General Public Comment

(Note: please send all of my comments to all Board members and staff as well as reading my entire comments if possible)

So, I'm here to address the Monterey Pass Road issue because when the NextGen Bus Plan was approved in 2020 it removed the 258-bus service off of Monterey Pass Road and since then people have a hard time walking 10, 20, 30 plus minutes going to Garvey, Floral, or Hellman to access other bus services. The removal of the 258 bus line on Monterey Pass Road also negatively impacted Alhambra residents on Fremont Ave between the 10 freeway and the south city border because there are some apartment buildings that might be owned by CSULA who need public transit to get to CSULA for classes. People who live near or work on Monterey Pass Road need a north south bus line to get around like going to CSULA for the Metrolink train.

My suggestion would have been line 256 extension from CSULA to ELAC via Monterey Pass Road/1st to replace the line 258 segment but the 256 bus segment between Highland Park and CSULA would be replaced by line 665 and Metro Micro on 6/25/2023 and now there's no other solution to have a transit service that can go north and south on Monterey Pass Road(which includes Fremont Ave between the 10 freeway and the south Alhambra border) only to rely on Monterey Park Spirit Bus route 4 which only runs southbound on Monterey Pass Road between Garvey and Davidson that is very inconvenient and unreliable to get around.

So in closing I don't know who should I refer or talk to regarding my comments shown above

Thank you very much for your time

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MINUTES

Thursday, June 22, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

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

CALLED TO ORDER: 10:11 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, ~~8~~, 9, 10, 12, 13, 14, 15, 16, 17, 18, 20, 22, 24, 28, 29, 30, 31, ~~36~~, and ~~37~~.

Consent Calendar items were approved by one motion except for Items 8, 36, and 37 which were held by a Director for discussion and/or separate action.

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

2. **SUBJECT: MINUTES** **2023-0411**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held May 25, 2023.

3. **SUBJECT: REMARKS BY THE CHAIR** **2023-0307**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2023-0417**

RECEIVED report by the Chief Executive Officer.

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

5. **SUBJECT: BOARD OFFICERS** **2023-0403**

ELECTED Director Bass as Chair and Director Dutra as 2nd Vice Chair for FY24.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	Y	Y	Y	Y	Y	Y	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, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, A/C = ABSENT/CONFLICT, P = PRESENT

8. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE **2023-0257**

APPROVED:

A. \$25,788,000 in additional programming and funding changes within the capacity of Measure R Multimodal Highway Subregional Programs:

- Arroyo Verdugo Operational Improvements
- Las Virgenes Malibu Operational Improvements
- South Bay I-405, I-110, I-105 & SR-91 Improvements
- Gateway Cities I-605 Corridor “Hot-Spots” Interchange Improvements
- Gateway Cities I-710 South Early Action
- North Los Angeles County SR-138 Safety Enhancements
- North Los Angeles County I-5/SR-14 Safety Enhancements

B. the deobligation of \$21,504,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects; and

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

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

9. SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM **2023-0284**

APPROVED ON CONSENT CALENDAR:

- A. the recommended Section 5310 awards totaling \$13,891,798, available to Metro through the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the subrecipient agencies receiving awards;
- C. DELEGATING to the CEO or their designee the authority to administratively approve minor changes to the scope of previously approved Section 5310 funding awards;

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- D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible subrecipients and, where feasible, projects are coordinated with transportation services assisted by other federal departments and agencies; and
- E. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private, and nonprofit transportation and human service providers, and other members of the public.

10. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM 2023-0330
UPDATE - CENTRAL CITY SUBREGION

APPROVED ON CONSENT CALENDAR:

- A. programming of \$746,646 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation, First/Last Mile and Mobility Hubs Program;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

12. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO 2023-0294
EMISSION TRUCK (ZET) PROGRAM STATUS UPDATE

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to program up to \$3 million of the Board authorized \$50 million seed funding programmed for the LB-ELA Corridor ZET Program as Metro’s contribution to leverage federal and regional funds contingent upon the demonstration of full project funding; and
- B. RECEIVING AND FILING the report on updates for the Long Beach-East Los Angeles (LB-ELA) Corridor Zero Emission Truck (ZET) Program.

13. SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION ADDITIONAL GUIDELINES REVISIONS **2023-0202**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING a report back on Motion 10.1;
and
- B. AUTHORIZING for public review and comment the release of the revised Measure M Guidelines, Section VIII - 3% Local Contribution to Major Transit Projects.

14. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM **2023-0265**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a not-to-exceed premium of \$27 million for the 12-month period effective August 1, 2023, to August 1, 2024.

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

15. SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM **2023-0344**

ADOPTED ON CONSENT CALENDAR:

- A. Findings and Recommendations for allocating fiscal year (FY) 2023-24 Transportation Development Act (TDA) Article 8 funds estimated at \$48,985,266 as follows:
 - 1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds in the amount of \$233,896 may be used for street and road projects, or transit projects;
 - 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$12,071,326 and \$11,536,136 (Lancaster and Palmdale, respectively) may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
 - 3. In the City of Santa Clarita, there are no unmet transit needs that are

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reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$15,770,031 for the City of Santa Clarita may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$9,373,877 may be used for street and road projects, or transit projects, as long as their transit needs continue to be met; and

- A. A resolution making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

16. SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C, MEASURE R AND MEASURE M CAPITAL RESERVE **2023-0345**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and
- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Cudahy (Measure R), Glendora (Proposition C), Lawndale (Proposition A), Lomita (Proposition C), Montebello (Proposition C), South El Monte (Proposition C, Measure R, and Measure M), South Pasadena (Proposition A, Proposition C, and Measure M), Temple City (Proposition C), and amend the existing account for the City of Hidden Hills (Proposition C).

17. SUBJECT: UPGRADE TAP VENDING MACHINES TO MAINTAIN EMV/PCI COMPLIANCE **2023-0139**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 173 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), so that the TAP Vending Machines can accept payment from credit and debit cards with chips to remain payment card industry (PCI) compliant. This includes upgrades of computer hardware, the Oracle Database, and a Cubic Payment Application (CPA) in the amount of \$12,364,519, increasing the total contract value from \$389,251,345 to \$401,615,864.

**18. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2024
BUDGET**

2023-0349

APPROVED ON CONSENT CALENDAR:

- A. local funding request for Access Services (Access) in an amount not to exceed \$151,016,402 for FY24. This amount includes:
- Local funds for operating and capital expenses in the amount of \$148,482,499;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,533,903; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

**19. SUBJECT: METROLINK FY24 ANNUAL WORK PROGRAM AND
REGIONAL RAIL SUPPORTIVE ACTIONS**

2023-0216

APPROVED:

- A. programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2023-24 Operating, Rehabilitation, and Capital Budget in the amount of \$199,400,319;
- B. programming of \$29,290,000 to SCRRA for a Working Capital Long-Term Loan, contingent upon SCRRA Board approval of a loan repayment policy addressing terms and conditions;
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000 in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts;
- D. the programming of \$500,000 to SCRRA for FY 2023-24 supplemental Right-Of-Way (ROW) maintenance along Metro-owned property;
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for

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State of Good Repair (SOGR) Memoranda of Understanding (MOUs) as follows:

- FY 2017-18 SOGR program extended from March 30, 2024 to June 30, 2025
- FY 2018-19 SOGR program extended from June 30, 2023 to June 30, 2025
- FY 2019-20 SOGR program extended from June 30, 2023 to June 30, 2025;

F. the FY 2023-24 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and

G. the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

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

20. SUBJECT: FISCAL YEAR 2023-24 TRANSIT FUND ALLOCATIONS 2023-0346

APPROVED ON CONSENT CALENDAR:

- A. \$3.3 billion in FY 2023-24 (FY24) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro operations. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;
- B. an adjustment to Tier 2 Operator funding for the Cities of Burbank, Glendale, Los Angeles, and Pasadena from a capped amount of \$6 million to \$8.2 million for FY24 that will be adjusted annually by the Consumer Price Index (CPI) in subsequent years;
- C. fund exchanges in the estimated amount of \$4,471,049 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. fund exchanges in the estimated amount of \$984,952 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit

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Operations Program. Funding will be adjusted based on LCTOP actual allocations;

- E. Two-year lag funding in the amount of \$273,680 for the transfer of the eastern segment of Metro line 130 to Long Beach Transit. The transfer will consist of 132,959 Revenue Miles;
- F. fund exchange in the amount of \$320,133 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY18 and FY19 Federal Section 5307;
- G. fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation;
- H. fund exchanges in the amount totaling \$16.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- I. fund exchange in the amount of \$5 million of Metro's Prop C 40% allocations with the Local Transit Operators' share of federal Section 5307 funds to implement the Local Transit Systems Subcommittee's (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;
- J. project selection and programming of \$13,937,073 for the LTSS ZEV Call for Projects;
- K. AUTHORIZING the Chief Executive Officer to adjust FY24 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY24 budget as necessary to reflect the adjustments;
- L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations; and
- M. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY24 budget amendments to implement the above funding programs.

21. SUBJECT: IN-HOUSE PUBLIC SAFETY DEPARTMENT FEASIBILITY STUDY 2023-0286

RECEIVED AND FILED the In-House Public Safety Department Feasibility Study.

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

21.1.SUBJECT: IN-HOUSE PUBLIC SAFETY IMPLEMENTATION PLAN MOTION 2023-0324

APPROVED Motion by Directors Najarian, Sandoval, Butts, Barger, and Bass that the Board direct the CEO to prepare a comprehensive implementation plan for Board consideration to bring public safety in-house and present the plan to the Board in January 2024. The implementation plan should reflect Metro’s commitment to building a new culture of public safety centered on a robust multi-layered approach.

SOLIS AMENDMENT:

- A. The comprehensive implementation plan for Board consideration shall include, but not be limited to, the bulleted list of next steps set forth in the Board File #: 2023-0286.
- B. Report back at the November 2023 Board meeting with a progress report.

HORVATH AMENDMENT:

WE THEREFORE MOVE that the Metro Board direct the Chief Executive Officer to include in the in-house public safety department implementation plan, discussion of:

- A. The anticipated performance-level of the “standard” and “enhanced” deployment models presented in the previously referenced feasibility study, in terms of system-wide coverage and the provision of a visible security and/or customer service presence.
- B. Best practices for system-wide coverage and deployment of law enforcement and non-law enforcement personnel from transit agencies nationally and internationally.
- C. Resources required to deploy a “best practices” model.
- D. Additional improvements in security technology, system hardening, interoperable communications, and deployment strategies currently underway or being contemplated for an in-house public safety department that may off-set the number of SSLE personnel required to effectively staff the system.

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

22. SUBJECT: AMENDMENT TO THE LETTER OF AGREEMENT WITH THE COUNTY DEPARTMENT OF HEALTH SERVICES (DHS) FOR HOMELESS PROGRAM SERVICES 2023-0303

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Amendment Number 8 to the Letter of Agreement for Multidisciplinary Street-based Engagement Services with the County Department of Health Services (DHS) increasing the amount by \$63,934,200 from \$28,920,000 to a new a total amount of \$92,854,200 for the continuation of homeless program services from September 1, 2023 through June 30, 2027.

24. SUBJECT: STATE ETHICS LEGISLATION MOTION 2023-0399

APPROVED ON CONSENT CALENDAR Motion by Director Najarian that the Metro Board direct Metro's Chief Ethics Officer and CEO to work together to incorporate any proposed changes to the 2024 State Legislative Agenda to address any issues with state legal authorities that may impact Metro activities.

28. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT 2020-0829

APPROVED ON CONSENT CALENDAR amending the Life-of-Project (LOP) budget by \$53,000,000 for the Westside Purple Line Extension Section 3 Project (Project) of \$3,223,623,256 to \$3,276,623,256 using the fund sources consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

29. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS 2023-0088

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

30. SUBJECT: ULTRA-LOW SULFUR AND RENEWABLE DIESEL FUEL 2023-0267

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to award a four-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. FY98248000 to AAA Oil, Inc. DBA California Fuels and Lubricants, the lowest responsive and responsible bidder, for ultra-low sulfur diesel fuel and renewable diesel fuel. The contract three-year base amount is \$2,492,594.68, inclusive of sales tax, and the one-year option amount is \$825,768.17, inclusive of sales tax, for a total contract amount of \$3,318,362.85, subject to resolution of any properly submitted protest(s), if any.

31. SUBJECT: TRASH AND OVERGROWN VEGETATION REMOVAL SERVICES FOR REGIONS 1 THROUGH 3

2023-0290

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP911660008370, for Region 1 to Urban Graffiti Enterprises Inc., to provide trash and overgrown vegetation removal services in the not-to-exceed (NTE) amount of \$2,653,488 for the three-year base, and \$1,556,296 for the one, two-year option, for a total combined NTE amount of \$4,209,784, effective August 1, 2023, subject to resolution of timely protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. OP911660018370, for Regions 2 and 3 to Parkwood Landscape Maintenance, Inc., to provide trash and overgrown vegetation removal services in the NTE amount of \$32,708,116 for the three-year base, and \$21,762,707 for the one, two-year option, for a combined not-to-exceed amount of \$54,470,823, effective August 1, 2023, subject to resolution of timely protest(s), if any; and
- C. EXECUTE individual contract modifications within the Board approved contract modification authority.

36. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES - NORTH AND SOUTH REGIONS

2022-0869

AUTHORIZED the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. PS93158000 to Universal Protection Service LP dba Allied Universal Security Services to provide infrastructure protection services in the North Region of Los Angeles County in an amount not-to-exceed \$111,266,844 for the five-year base term, effective July 1, 2023 to allow for a three-month mobilization period, subject to resolution of protest(s), if any.
- B. AWARD a firm fixed unit rate Contract No. PS93158001 to Inter-Con Security Systems, Inc., to provide infrastructure protection services in the South Region of Los Angeles County in an amount not-to-exceed \$85,972,439 for the five-year base term, effective July 1, 2023, to allow for a three-month mobilization period, subject to resolution of protest(s), if any.

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

37. SUBJECT: C LINE AND K LINE OPERATING PLAN UPDATE

2023-0299

~~AUTHORIZED the Chief Executive Officer to implement a new recommended Option 2 (C2 Alternative) for the C and K Line Operating Plan based on public outreach and technical background informing the recommendation on Motion 28.1 Crenshaw/LAX Green Line Operating Plan.~~

APPROVED substitute Motion by Director Dutra that the Board authorizes the Chief Executive Officer to implement a new recommended Option 2 (C2 Alternative) for the C and K Line Operating Plan, on the condition that 1) there will be no more than a scheduled 3-minute transfer at the AMC Station from the Norwalk Station to the Expo/Crenshaw Station at all times of day for passengers transferring between trains in each direction and 2) Metro will evaluate rider travel patterns, including transfers and changes in boardings by station, 24-months after the opening of the AMC Station 3) return the authority for rail operations plans to the CEO and 4) report back to the Board on the data and decision support criteria Metro will use to determine rail operations plans moving forward.

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

38. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

2023-0363

RECEIVED AND FILED Public Safety Report.

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

39. SUBJECT: EXPRESSLANES PAY-AS-YOU-GO PILOT EVALUATION

2023-0382

APPROVED:

- A. RECEIVING AND FILING the ExpressLanes Pay-As-You-Go Pilot evaluation methodology and findings;
- B. AUTHORIZING the Pay-As-You-Go Program permanent, eliminate the \$25 penalty for notice of toll evasion, and adjust the Program’s “processing fee” (which replaces the former penalty amount) from \$4 to \$8 to align processing costs and fees;
- C. AUTHORIZING the Chief Executive Officer or their designee to conduct an annual audit to confirm the fee amount and make downward or upward adjustments to the fee as appropriate to keep costs and fees aligned, consistent with the Fee Adjustment Policy; and

(continued on next page)

(Item 39 – continued from previous page)

D. AUTHORIZING the Chief Executive Officer or their designee to make the necessary changes to the ExpressLanes Toll Ordinance, as required.

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

40. SUBJECT: LINK UNION STATION PROJECT

2023-0325

WITHDRAWN:

~~AUTHORIZE The Chief Executive Officer to:~~

~~A. NEGOTIATE, AWARD AND EXECUTE a cost reimbursable fixed fee Contract No. AE83177E0130, to Lockwood, Andrews, & Newman, Inc (LAN), for preconstruction services and construction management support services on the Link US Project, subject to resolution of any properly submitted protest(s);~~

~~B. AUTHORIZE a contract funding amount not to exceed \$16,250,000 through January 2027 to support preconstruction services with an anticipated Annual Work Plan not to exceed \$3,500,000; and~~

~~C. NEGOTIATE AND EXECUTE contract modifications within the Board approved contract funding amount.~~

41. SUBJECT: CLOSED SESSION

2023-0428

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 1. Doris Coleman v. LACMTA, LASC Case No. BC699976

APPROVED a settlement in the sum of \$2,750,000.


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

B. Conference with Real Property Negotiators - G.C. 54956.8
 Property: 777 S. Figueroa Street, Los Angeles, CA
 Agency Negotiator: John Beck, Manager, Real Estate and Asset Management
 Negotiating Parties: Maguire Properties - 777 Tower LLC
 Under Negotiations: Price and Terms

NO REPORT.

ADJOURNED AT 3:15 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2023-0384, File Type: Program

Agenda Number: 5.

FINANCE, BUDGET, AND AUDIT COMMITTEE JULY 19, 2023

SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to \$50 million in limits at a cost not to exceed \$4 million for the 12-month period effective September 1, 2023, to September 1, 2024.

ISSUE

Metro's cybersecurity liability insurance policy expires on September 1, 2023. Insurance underwriters will not commit to final pricing until three weeks before the current program expires. Consequently, staff requests a not-to-exceed amount for this renewal pending final pricing. Metro purchases an insurance policy to cover cybersecurity liability exposures. Cybersecurity is the practice of being protected against criminal or unauthorized use of systems and electronic data. These exposures include but are not limited to:

- Unavailability of IT systems and networks
- Physical asset damage and associated loss of use
- Loss or deletion of data
- Data corruption or loss of data integrity
- Data breach leading to compromise of third-party confidential/personal data
- Cyber espionage resulting in the release of confidential/sensitive information
- Extortion demands to cease a cyber-attack
- Direct financial loss due to theft
- Damage to reputation
- Bodily injury/property damage to third parties

Without this insurance, Metro is subject to unlimited liability for claims resulting from a cyber-attack or data breach event.

BACKGROUND

FY23 was the first year Metro purchased cybersecurity liability coverage for \$2,663,634.73. For the

first renewal, Metro's insurance broker, USI Insurance Services ("USI"), was requested to market Metro's cybersecurity liability insurance program to qualified insurance carriers. Through its partnership with Howden, a London broker, USI has received quotes from the incumbent carrier, which has A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indications below are based on current market expectations. The quotes expire on September 1, 2023.

USI provides a not-to-exceed number that serves three functions. First, the number provides an amount to cover the recommended premium and contingency that Risk Management can bring to the CEO and Board to obtain approval for the binding of the program. Second, the number allows our broker ample time to continue negotiating with underwriters to ensure Metro obtains the most competitive pricing. And third, the not-to-exceed amount allows Metro to secure the quoted premium during the board cycle process prior to quote expiration.

DISCUSSION

Public entities are increasingly coming under cyber-attacks. A robust cybersecurity insurance program could help reduce the number of successful cyber-attacks and financial risks associated with doing business online by 1) promoting the adoption of preventative measures in return for more coverage; and 2) encouraging the implementation of best practices by basing premiums on an insured's level of self-protection.

The cyber insurance market has matured somewhat with increased discipline in underwriting and reduced deployment of capacity where controls and security protocols are perceived to be ineffective at adapting to security threats. Those that have implemented stronger cybersecurity measures will see a more mature market with softer price hikes for those clients that can demonstrate strong protocols throughout their systems.

There have been changes in the regulatory environment around cybersecurity, specifically for public transit organizations. In February of 2023, the Federal Transit Administration published a cybersecurity assessment tool for transit agencies to help guide them in identifying and mitigating risk. FTA continues to guide cybersecurity activities and supports the U.S. Department of Homeland Security (DHS) in promoting enhanced security for transit agencies. Additionally, as a condition under 49 U.S.C. 5323(v), rail transit operators must certify that they have a process to develop, maintain, and execute a plan for identifying and reducing cybersecurity risks. The general guidance is built around the National Institute of Standards and Technology (NIST) Cyber Security Framework. With Metro's vast network of third-party service providers, this is a major exposure area that needs to be continually monitored on an ongoing basis.

Multiple questionnaires and interviews are required by Metro's information security and Supervisory Control and Data Acquisition (SCADA) team's experts on the systems and network controls. A proposal of coverage for cybersecurity liability insurance based on the findings and the insurance carrier's knowledge of Metro's internal controls is provided. The proposed program, from carrier BRIT Re, a Lloyds of London consortium, provides up to \$50 million in excess coverage on a claims-made basis with a \$10 million self-insured retention (SIR). Attachment A summarizes the premium options, and Attachment B summarizes the coverages. Risk Management and Information Technology

Services (ITS) team members reviewed the proposal and agree that the proposed coverage will help mitigate Metro's financial and reputational risks should the agency experience a cyber-attack event.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation to purchase a cybersecurity liability insurance policy will not directly impact the safety of Metro's patrons or employees. The policy will limit Metro's liability for claims resulting from a cyber-attack or data breach event. Additionally, the policy will aid in Metro's recovery and moderate financial losses as well as harm to Metro's reputation resulting from cyber events and incidents.

FINANCIAL IMPACT

Funding for ten months, or \$3,333,333, for this action is included in the FY24 Budget in cost center 0531, Risk Management -- Non-Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station and 610061 - Owned Property in account 50699 (Ins Prem For Other Ins). Additional funding to cover premium costs beyond FY24 budgeted amounts will be addressed by fund reallocations during the year.

The remaining two months of premium will be requested during the FY25 Budget development cycle, cost center 0531, Risk Management -- Non-Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station and 610061 - Owned Property in account 50699 (Ins Prem For Other Ins).

Impact to Budget

The current fiscal year funding for this action will come from the Enterprise, General, and Internal Service funds, paralleling funding for the actual benefiting projects charged. These funds are eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets by providing insurance coverage that will allow Metro to more quickly resume operations in the event of a cybersecurity breach.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5 "Provide responsive, accountable, and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting

from cybersecurity events.

ALTERNATIVES CONSIDERED

Various limits of coverage were considered, as outlined in Attachment A for the cybersecurity liability insurance program. All options include a SIR of \$10 million for the same program. Option A, Metro's current limit, provides \$50 million in coverage, Option B provides \$75 million, and Option C provides \$100 million in coverage.

Option A is recommended as the best value option while retaining a reasonable amount of risk over the coverage limit.

NEXT STEPS

Upon Board approval of this action, staff will advise USI to proceed with the placement of the cybersecurity liability insurance program outlined herein, effective September 1, 2023.


ATTACHMENTS

Attachment A - Coverage Options and Premiums

Attachment B - Coverage Description

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518
Kenneth Hernandez, Deputy Chief Risk, Safety, and Asset Management Officer,
(213) 922-2990
Bryan Sastokas, Deputy Chief Information Technology Officer, (213) 922-5510

Reviewed by: Gina L. Osborn, Chief Safety Officer, (213) 922-3055


Stephanie N. Wiggins
Chief Executive Officer

Coverage Options and Premiums

Carrier: BRIT Re

Cyber Security Insurance Program Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS		
		A	B	C
Self-Insured Retention (SIR)	\$10M	\$10 mil	\$10 mil	\$10 mil
Limit of Coverage	\$50	\$50 mil	\$75 mil	\$100 mil
Premium *	\$2,663,635	\$4,000,000	\$6,100,000	\$7,600,000

Not to Exceed \$4,000,000 \$6,100,000 \$7,600,000
 Premium per mil coverage \$53,273 \$80,000 \$81,333 \$76,000

* Includes commissions, taxes and fees.

Coverage Description

USI provided a proposal of coverage for cyber liability insurance. The following summarizes the coverages and exclusions:

Included Coverage

Exposure	Brief Description
SECURITY AND PRIVACY LIABILITY (INCLUDING EMPLOYEE PRIVACY)	Covers the insured's liability for damages resulting from a data breach. Such liability most often results from (1) loss, theft, or unauthorized disclosure of personally identifiable information (PII) in the insured's care, custody, and control; (2) damage to data stored in the insured's computer systems belonging to a third party; (3) transmission of malicious code or denial of service to a third party's computer system; (4) failure to timely disclose a data breach; (5) failure of the insured to comply with its own privacy policy prohibiting disclosure or sharing of PII; and (6) failure to administer an identity theft program required by governmental regulation or to take necessary actions to prevent identity theft. In addition, this insuring agreement covers the cost of defending claims associated with each of these circumstances
SECURITY BREACH RESPONSE COVERAGE	Coverage for the expenses involved in responding to a data breach. These include legal expenses, forensic experts, costs to notify affected parties and provide credit monitoring, and public relations expenses to mitigate reputational damage.
PRIVACY REGULATORY CLAIMS COVERAGE	The insuring agreement covers the costs of dealing with state and federal regulatory agencies (which oversee data breach laws and regulations), including (1) the costs of hiring attorneys to consult with regulators during investigations and (2) the payment of regulatory fines and penalties that are levied against the insured (as a result of the breach).
PCI-DSS ASSESSMENT COVERAGE	Payment Card Industry Data Security Standard (PCI DSS) was formed around 2004 by the major credit card companies to establish guidelines in the handling and processing of transactions including personal information. The policy will provide coverage for assessments, fines or penalties imposed by banks or credit card companies due to non-compliance with the Payment Card Industry

	Data Security Standard (PCI DSS) or payment card company rules.
CYBER EXTORTION COVERAGE	Cyber extortion is an online crime in which hackers hold your data, website, computer systems, or other sensitive information hostage until you meet their demands for payment. The policy will cover the cost to investigate a ransomware attack and negotiate with the hackers.
MULTIMEDIA LIABILITY	Multimedia Liability provides coverage for third-party liability claims alleging damage resulting from dissemination of media material. This covers both electronic and non-electronic media material and may include claims of copyright or trademark infringement. libel.
DIGITAL ASSET RESTORATION COSTS	Digital assets loss occurs when company data or software is corrupted or destroyed because of a network security failure. This type of loss can come because of an outside network breach or an inside job carried out by an employee. The policy covers the reasonable and necessary cost to replace, restore or re-collect digital property from written or electronic records. Additionally, investigation expenses such as disaster recovery and computer forensics is also covered.
BUSINESS INCOME LOSS RESULTING FROM A NETWORK DISRUPTION	Business Interruption covers business income loss and extra expenses incurred during a computer network outage. The coverage applies to outages of <i>internally managed IT</i> , such as employee devices or internal networks or databases -- not a cloud computing provider or other type of third-party IT vendor.
Bodily Injury	Injury to persons (including death)

Excluded Coverage

The proposal of coverage also indicates various exclusions or exposures that will not be covered:

Exposure	Brief Description
BUSINESS INCOME LOSS (Physical Damage)	Some insurers have brought forward business interruption coverage as part of cyber insurance or as stand-alone business interruption insurance policies. There doesn't have to be a complete shutdown to trigger the coverage. Instead, a system slowdown due to network issues or malicious elements can also be classified as a trigger.

	However, the proposal indicates there will be no coverage for physical damage BI claims.
ENSUING PROPERTY DAMAGE LOSS	Exception to an exclusion in a first-party property policy that applies in a special type of fact pattern where the damage caused by an excluded peril operates as a link in the "chain of events" that enables a covered peril to damage other property. (proximate cause) Symbolically, a classic ensuing loss fact pattern can be represented as follows: <i>excluded peril</i> → <i>excluded damage</i> → <i>covered peril</i> → <i>ensuing damage</i> . Note that there must be two kinds of damages—an initial loss and an ensuing loss. Most courts will not apply an ensuing loss provision if an excluded peril caused a covered peril that results in only one kind of damage.
Inspection and Loss Prevention/Mitigation Expense	Loss prevention aims to reduce the possibility of damage and lessen the severity if such a loss should occur.
Debris Removal	Debris removal insurance is a section of a property insurance policy that provides reimbursement for clean-up costs associated with damage to property.



Board Report

File #: 2023-0402, File Type: Contract

Agenda Number: 6.

FINANCE, BUDGET, AND AUDIT COMMITTEE JULY 19, 2023

**SUBJECT: FISCAL YEAR 2024 LOW INCOME FARE IS EASY (LIFE) PROGRAM TAXI
VOUCHER FUND REIMBURSEMENT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. EXECUTING Modification No. 3 to Contract No. PS60564000A with FAME Assistance Corporation (FAC) for Administration of Metro's LIFE program for the Southwest and Northwest Service Regions in the amount of \$700,000, increasing the total contract value from \$4,797,897 to \$5,497,897 for the FY24 Taxi Voucher component of the LIFE Program; and
- B. EXECUTING Modification No. 3 to Contract No. PS60564000B with the International Institute of Los Angeles (IILA) for Administration of Metro's LIFE program for the Southeast Service Region in the amount of \$300,000, increasing the total contract value from \$2,492,333 to \$2,792,333 for the FY24 Taxi Voucher component of the LIFE Program.

ISSUE

Each year, the LIFE Program provides transportation subsidies, such as taxi vouchers to individuals with short-term and immediate need for transit services who are otherwise unable to use fixed route transit. Taxi Vouchers and their required reimbursements to Taxi providers are managed by FAC and IILA and distributed to the rider through approved agencies such as hospitals and shelters to provide trips categorized by mobility or health limitations, urgency, or safety.

Board approval will allow the continued funding of the LIFE program's taxi transportation voucher component and services in Los Angeles County by providing reimbursements to LIFE program Administrators FAC and IILA who administer the vouchers.

BACKGROUND

LIFE Program Administrators are contracted by Metro to administer the LIFE program and manage over 150 LIFE partner agencies in their respective areas and ensure that the LIFE program is operated according to the LIFE Operating Guidelines. Administrators are responsible for screening for patron eligibility, outreach, accountability, transportation subsidy security, record keeping, training,

and procedures for distributing transportation subsidies such as Taxi Vouchers.

In FY23, the LIFE program administrators distributed more than 35,000 taxi vouchers to residents throughout Los Angeles County. The total value of the taxi vouchers is \$11.00 per ride or up to \$100.00 variable value voucher for special circumstances that must meet program requirements. Riders have expressed appreciation for this assistance to close the first/last mile gap to help them get to medical appointments, shelters, food banks, and government appointments (social security, Department of Public Social Services (DPSS) Department of Motor Vehicles (DMV), etc.

DISCUSSION

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of the LIFE program, which is targeted to assist transit riders with lower incomes in overcoming mobility barriers throughout Los Angeles County.

To ensure the program continues to support those most in need, the taxi vouchers are projected to support similar or more riders in FY24. The LIFE program administrators FAC and IILA will continue to partner with 150 partner agencies while also looking to expand partnerships to distribute these vouchers throughout Los Angeles County. The funding to accommodate taxi reimbursements and voucher printing is to be allocated as follows: \$700,000 to FAC and \$300,000 to IILA.

FINANCIAL IMPACT

The FY24 Transit Fund Allocation of \$1,000,000 is included in the FY24 Budget in Cost Center Number 2315, LIFE Program, under Project Number 410021, LIFE Program. Approval of this recommendation authorizes Metro to disburse these funds to the LIFE Program Administrators.

Impact to Budget

The sources of funding are Proposition C 40% and Measure M 2% Americans with Disabilities Act (ADA) Paratransit/Metro Discounts. Proposition C 40% is eligible for bus and rail operating or capital expenses while Measure M 2% ADA Paratransit/Metro Discounts is earmarked for ADA paratransit for people with disabilities and Metro discounts for seniors and students.

EQUITY PLATFORM

Reduced-fare transit programs, like LIFE, are an investment in social mobility and an important tool to assist in the fight against income and health inequality. These programs, which include taxi vouchers for individuals with short-term/immediate transit needs, make Metro more accessible while providing financial relief from the ever-rising cost of living for the working poor. The cost barrier to transit disproportionately impacts low-income households and can limit mobility and access to employment, education, medical care, and social services. Research has found that low-income riders are more likely to be burdened by the costs of using public transit and most likely to not take or delay taking necessary trips due to cost.

NEXT STEPS

Upon Board approval, staff will execute the contract modifications and will work with the LIFE program administrators to ensure the proper disbursement of funds.

ATTACHMENTS

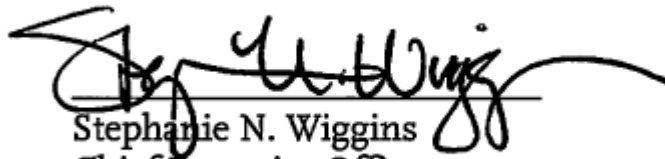
Attachment A - Procurement Summary
Attachment B - Change Order / Modification Log
Attachment C - DEOD Summary

Prepared by: Michael Cortez, Director, Community Relations (Interim), LIFE Program (213)
418-3423

Monica Bouldin, Deputy Chief Customer Experience (213) 922-4081

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

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer

PPROCUREMENT SUMMARY

**LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR
SUPPORT SERVICES / PS60564000A AND PS60564000B**

1.	Contract Number: A: PS60564000A B: PS60564000B		
2.	Contractors: A: FAME Assistance Corporation (Southwest Region and Northwest Region) B: International Institute of Los Angeles (Southeast Region)		
3.	Mod. Work Description: Reimbursements to the Low Income Fare is Easy (LIFE) Program Administrators for the FY24 Taxi Voucher component of the LIFE Program.		
4.	Contract Work Description: LIFE Program Administrator Services		
5.	The following data is current as of: 7/6/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/26/19	Contract Award Amount: A: \$2,991,965 B: \$1,605,248
	Notice to Proceed (NTP):	09/26/19	Total of Modifications Approved: A: \$1,805,932 B: \$887,085
	Original Complete Date:	06/30/22	Pending Modifications (including this action): A: \$700,000 B: \$300,000
	Current Est. Complete Date:	06/30/24	Current Contract Value (with this action): A: \$5,497,897 B: \$2,792,333
7.	Contract Administrator: Ernesto De Guzman		Telephone Number: (213) 922-7267
8.	Project Manager: Michael Cortez		Telephone Numbers: (213) 418-3423

A. Procurement Background

This Board Action is to execute Modification No. 3 for Contract Nos. PS60564000A and PS60564000B for reimbursements to the Low Income Fare is Easy (LIFE) Program Administrators for the FY24 Taxi Voucher component of the LIFE Program. These Contract Modifications will be processed in accordance with Metro's Acquisition Policy.

A total of 2 modifications for each contract have been issued to date.

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

B. Cost Analysis

The recommended amounts have been determined to be fair and reasonable based upon cost analysis, technical evaluation, and independent cost estimate (ICE).

Contract No. PS60564000A

Proposal Amount	Metro ICE	Recommended Amount
\$700,000	\$700,000	\$700,000

Contract No. PS60564000B

Proposal Amount	Metro ICE	Recommended Amount
\$300,000	\$300,000	\$300,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR
SUPPORT SERVICES / PS60564000A AND PS60564000B

Contract No. PS60564000A

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Additional level of effort	Approved	4/29/22	\$965,932
2	Reimbursements for the FY23 Taxi Voucher component of the LIFE Program.	Approved	6/23/22	\$840,000
3	Reimbursements for the FY24 Taxi Voucher component of the LIFE Program.	Pending	Pending	\$700,000
	Modification Total:			\$2,505,932
	Original Contract:		9/26/19	\$2,991,965
	Total:			\$5,497,897

Contract No. PS60564000B

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Additional level of effort	Approved	4/29/22	\$467,085
2	Reimbursements for the FY23 Taxi Voucher component of the LIFE Program.	Approved	6/23/22	\$420,000
3	Reimbursements for the FY24 Taxi Voucher component of the LIFE Program.	Pending	Pending	\$300,000
	Modification Total:			\$1,187,085
	Original Contract:		9/26/19	\$1,605,248
	Total:			\$2,792,333

DEOD SUMMARY

**LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR
SUPPORT SERVICES / PS60564000A AND PS60564000B**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to the lack of subcontracting opportunities available for small businesses, as the community-based organizations will perform the work with their own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2023-0275, **File Type:** Contract**Agenda Number:** 7.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JULY 19, 2023****SUBJECT: STATE-OF-THE-ART BUS MOBILE VALIDATORS FOR TAP MUNICIPAL OPERATORS****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 165.01 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of 1,118 new state-of-the-art Bus Mobile Validators (BMVs) for the 21 Regional municipal operators and muni transit stores and special events, in the amount of \$4,032,850, increasing the total contract value from \$401,615,864 to \$405,648,714.

ISSUE

The Bus Mobile Validator, or BMV, is a low-cost solution that was developed to make it possible for all agencies in LA County that collect fares to join TAP. In October 2012, the Board approved the purchase of 1,000 BMVs for installation on 750 buses for 15 municipal operators so that they could accept TAP fare payment. The BMVs have proven to be a low-cost solution that has allowed both small and large agencies to participate in a seamless fare payment system for LA County. Now over 10 years old, the aging BMVs have exceeded their life expectancy and are no longer manufactured. In addition, the new state-of-the-art BMVs will accommodate open payment technology (use of credit/debit and other ID cards) and will read barcodes for events or Metrolink ticketing.

BACKGROUND

Initial BMV installations were on 15 municipal operators. The number of agencies using BMVs has now increased to 21, this includes Antelope Valley Transit Authority (Microtransit), Baldwin Park Transit, Burbank Bus, Carson Circuit, Compton Renaissance Transit, Glendale Beeline, Glendora Transit, Huntington Park Transit Unlimited, LA County Department of Public Works, Long Beach Transit, Los Angeles World Airports (FlyAway), Monterey Park Spirit Bus, Palos Verdes Peninsula Transit Authority, Pasadena Transit, Redondo Beach Cities Transit, Santa Clarita Transit (Microtransit), Santa Monica Big Blue Bus, Foothill Transit's transit store, UCLA Transportation Office, and even Angel's Flight. The BMVs have allowed both small and large operators the ability to accept TAP fare payment and ensure the Region's customers can travel seamlessly throughout LA County on 26 different transit agencies with a plastic or virtual TAP card.

In June 2016, Metro successfully piloted All-Door Boarding (ADB) with BMVs on the front and rear doors of J Line (Silver) 910/950 buses. In 2018, Metro expanded the ADB pilot to Metro Rapid Lines 720 and 754. With ADB, customers can now board the front and rear doors simultaneously reducing dwell times.

In February 2022, the Board approved the purchase of 2,900 state-of-the-art BMVs to expand rear-door boarding to all Metro buses. This contract modification allows the Region to continue on the same TAP system, to provide customers with seamless travel on all 26 TAP partner agencies, including Metro, across Los Angeles County. With Board approval, installations on municipal operator's buses can begin as early as August 2024.

DISCUSSION

This contract modification calls for the purchase and installation of 1,118 new state-of-the-art BMVs for the 21 Regional municipal operators and muni transit stores and for special events. Refer to Attachment D for a detailed listing of BMV quantities for each agency. The new state-of-the-art BMVs utilize 4G LTE cellular communications and are ready to operate in an open payment, account-based system. Open payment and account-based systems can be programmed to accept credit/debit and other ID cards as payment. The new devices offer enhanced transaction security and are certified by the Payment Card Industry Data Security Standard (PCI DSS) and Europay, MasterCard, and Visa (EMV) global standard. Attachment E provides additional specifications on the new BMVs.

The new BMVs have expanded capacity to deliver 100,000 autoloads every 10 minutes compared to the existing BMVs which can only deliver 30,000 autoloads every 30 minutes. In addition, the new state-of-the-art BMVs will operate faster and accommodate open payment technology (use of credit/debit and other ID cards) and will read barcodes for events or Metrolink ticketing. The new BMVs will continue to serve Metro's and the Region's current programs such as GoPass, Low Income Fare is Easy (LIFE), and fare capping. BMVs also accept Stored Value (cash) and the Regional EZ transit pass which provides customers with seamless travel on all 26 TAP partner agencies across Los Angeles County. The BMVs are also necessary for TAP customers to benefit from fare capping and regional fare capping in the future.

FINANCIAL IMPACT

The \$500,000 required for this contract modification is included in the FY2024 Adopted budget. This is a multi-year activity, and the Senior Executive Officer and Executive Officer of TAP are responsible for budgeting all future year budget requirements.

Impact to Budget

In May 2023, the Board approved the total Life-of-Project budget of \$4,912,000 for the Muni BMV Replacement project through the annual budget adoption. The funds are comprised of \$2,456,000 from Local Partnership Program Formulaic grant funds and matching \$2,456,000 from Proposition C40% Discretionary funds. The local match is eligible for Metro's bus and rail capital and operations activities.

EQUITY PLATFORM

BMVs on municipal operator buses allow customers to take advantage of fare programs such as FSI/GoPass, LIFE, and other fare programs available to customers with virtual or plastic TAP cards. BMVs also accept Stored Value (cash) and the Regional EZ transit pass which provides customers with seamless travel on all 26 TAP partner agencies across Los Angeles County. The BMVs are also necessary for TAP customers to benefit from fare capping and regional fare capping in the future.

The new state-of-the-art BMV ensures continued seamless fare payment throughout Los Angeles County on 26 transit agencies and is ready to accommodate open payment and an account-based system to accept credit/debit and other ID cards as valid fare.

Customers can purchase and reload TAP cards at about 1,900 TAP vendor locations, including locations for non-English speaking customers, throughout LA County and at nearby TAP Vending Machines (TVMs) along the Metro Rail system, J Line, and select G Line stations. Customers can also use virtual TAP cards on their mobile phones via the TAP app, or they purchase a TAP card and reload it on Metro buses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system. This project will improve the speed and reliability of TAP Card users across agency riders through the heart of some of the most congested areas in Los Angeles County with some of the most equity focused communities.

ALTERNATIVES CONSIDERED

The alternative to the proposed staff recommendation is to not procure the new BMVs. This alternative is not recommended because these units are no longer manufactured, and Metro will not be able to add additional transit services or allow for the expansion of buses for existing TAP partner agencies.

NEXT STEPS

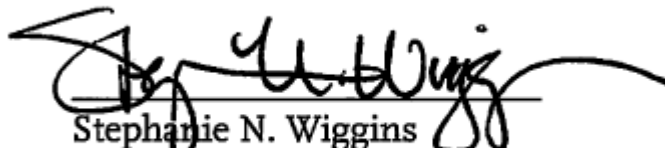
Upon Board approval, staff will execute Modification No. 165.01 to Contract No. OP02461010 with Cubic Transportation Systems, Inc., for the purchase and installation of the new state-of-the-art BMVs and extend a limited notice-to-proceed to the vendor to order the new state of the art BMVs. Delivery of the BMVs will occur in July 2024. Installation of Muni BMVs will begin in August 2024 and conclude by November 2024.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Detailed Listing of BMV Quantities for Agencies
Attachment E - Cubic Bus Mobile Validator 3.0 Specifications

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Purchase and Installation of State-of-the-art Bus Mobile Validators (BMVs) for Municipal Operators		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: June 21, 2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/28/2002	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved: \$321,645,270
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$4,032,850
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$405,648,714
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Mauro Arteaga		Telephone Number: (213) 922-2953

A. Procurement Background

This Board Action is to approve Contract Modification No. 165.01 for the purchase and installation of state-of-the-art Bus Mobile Validators (BMVs) for municipal operators including spares to accommodate operational deployment and fleet expansion.

In October 2012, the Board approved the purchase of 1,000 BMVs for installation on 750 buses for 15 municipal operators so that they could accept TAP fare payment. The BMVs have proven to be a low-cost solution that has allowed both small and large agencies to participate in a seamless fare payment system for LA County. The aging BMVs have exceeded their life expectancy and are no longer manufactured. Additionally, 3G cellular communication of the first generation BMVs will no longer be supported by the Telephone Service Provider (TSP). The new state-of-the-art BMVs will accommodate open payment technology (use of credit/debit and other ID cards) and will read barcodes for event or Metrolink ticketing. This Modification will allow for new state-of-the-art BMVs to be installed on buses for the 21 regional municipal operators.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy.

On February 28, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic to provide a countywide fare collection system to serve Metro’s public transit customers. Cubic developed the NextFare software application and related databases which is the core technology managing the entire TAP network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection devices which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide and maintain the necessary upgrades of the software and hardware.

Please refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, and independent cost estimate. Pricing for BMVs is unchanged from previous years.

Proposal Amount	Metro ICE	Recommended Amount
\$4,032,850	\$4,032,850	\$4,032,850

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL FARE SYSTEM / OP02461010

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722

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29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 th and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 th and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040

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58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069

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81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753

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104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777

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133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$480,000
140	54 TVMs, purchase and insctall	Approved	4/14/16	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/17	\$14,578
143	Reduction in monthly PM services	Approved	5/8/17	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/17	\$10,310
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/17	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/17	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/17	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/17	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/17	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
151.01	Revisions to CN/Mod for Regional Connector Claim	Approved	3/28/2022	\$42,148
151.02	Storage Period Adjustment for Regional Connector Project (No-Cost)	Approved	2/7/2023	-
151.03	Not Used	-	-	-
151.04	Additional Cost for out-of-scope work – Regional Connector Project	Approved	3/28/2023	\$19,523.79
152	TAP System Patching	Approved	4/4/18	\$165,337
153	Network Back Office Configuration	Approved	4/12/18	\$37,222
154	TAP System Wide Upgrades	Approved	6/28/18	\$22,104,750
155	TAP System Support Services	Approved	4/25/19	\$68,220,642
156	Latitude/Longitude to A102 Reports	Approved	6/29/18	\$14,994
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/18	\$2,622,560
158	Net Backup DPOO License & Support	Approved	6/7/2019	\$55,281
159	Procure Additional BMVs	Approved	6/27/2019	\$434,680
160	Q-Radar License Renewal	Approved	5/14/2020	\$53,647

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161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	\$57,860
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	\$124,591
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	\$4,038,756
164	Fare Capping Project	Approved	10/22/2021	\$5,662,667
165	Replacement of BMVs for All Door Boarding	Approved	2/24/2022	\$9,545,440
166	LIFE Fare Capping for Regular Cards	Approved	4/6/2022	\$149,888
167	SLA Abatement Relief – No Cost Mod	Approved	5/10/2022	-
168	Non-RMP Changes & Promo Card Enhancements	Approved	6/23/2022	\$387,000
169	QRadar License Renewal	Approved	6/30/2022	\$90,055
170	UFS Equipment for AMC/96 th St Station	Approved	9/20/2022	\$3,660,472
171	Fare Capping Phased Approach	Approved	2/14/2023	\$274,940
172	Rolling Weekly (7-Day) Pass	Approved	3/8/2023	\$1,255,979
173	TAP Core Server & TVM Upgrade Project	Approved	6/22/2022	\$12,364,519
165.01	Bus Mobile Validators (BMVs) for TAP Municipal Operators	Pending	Pending	\$4,032,850
	Modification Total:			\$321,645,270
	Original Contract:		2/28/2002	\$84,003,444
	Total:			\$405,648,714

DEOD SUMMARY

SECOND GENERATION BUS MOBILE VALIDATORS FOR TAP MUNICIPAL OPERATORS/OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 87% complete and the current DBE participation is 6.60%, exceeding the commitment by 0.95%.

Small Business Commitment	DBE 5.65%	Small Business Participation	DBE 6.60%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.25%
2.	Lows Enterprise, Inc.	Black American	0.13%	0.03%
3.	TechProse	Caucasian Female	0.41%	0.05%
4.	Robnett Electrical	Black American	2.53%	5.94%
5.	Priority Manufacturing	Caucasian Female	0.93%	0.03%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.03%
7.	KLI, Inc.	Asian-Pacific American	0.25%	0.07%
8.	Kormex Metal Craft	Asian-Pacific American	1.02%	0.20%
	Total		5.65%	6.60%

¹Current 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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

Detailed Listing of BMV Quantities for Agencies

TAP Agencies	BMVs on buses	Installed in facility
Angels Flight	-	1
Antelope Valley Transit Authority (Micro Transit)	11	1
Baldwin Park Transit	9	1
Burbank Bus	17	1
Carson Circuit	5	1
Compton Renaissance Transit Systems	5	1
Culver CityBus	3	1
Foothill Transit (transit store)	-	2
Glendale Beeline	44	1
Glendora Transit	10	1
Huntington Park Transit Unlimited	4	1
LA County Department of Public Works	28	1
Long Beach Transit	249	1
Los Angeles World Airports (FlyAway)	30	2
Monterey Park Spirit Bus	10	1
Palos Verdes Peninsula Transit Authority	26	1
Pasadena Transit	92	1
Redondo Beach, Beach Cities Transit	20	1
Santa Clarita Transit (Micro Transit)	54	1
Santa Monica Big Blue Bus	195	1
UCLA	-	1
Metro Micro	60	-
Central Maintenance Facility & three Metro Bus Divisions	-	4
Apple Lab	-	2
TAP Lab	-	7
Revenue Collection/Special Events	-	32
Cubic (Norwalk Facility)	-	1
Subtotals	872	69
Total Count¹	1,118	
Total Installations	900	

¹ Total count includes BMVs installed onboard buses, installed at facilities, and 20% spare units for TAP municipal operators

Features

- Accepts EMV open payments with contactless bankcards and mobile wallets, account based payments, agency-branded smartcards, virtualized smartcards and barcode tickets
- EMVCo L1 certified with L2 certifications for Visa, Mastercard, Amex and Discover
- Ultimate in EMV open payment security, plus PCI PTS ready and full P2PE capability
- Bright, full color LCD display with audible alerts for clear passenger and driver feedback
- Vehicle wired connectivity, with options for wireless 4G LTE, Wifi, Bluetooth Classic and Bluetooth Low Energy
- Powerful 1.6GHz ARM Cortex Quad-Core processor with 2GB DRAM, and 16GB of memory for faster payment
- Touchscreen option where passenger input is required



Cubic Validator 3.0

The Cubic Validator 3 collects passenger payments on board buses and trams. Contactless bankcards and mobile wallets are accepted, with barcode tickets and agency-branded smartcards. Any media or credential, physical or virtual, can be used for account-based travel. With Cubic Validator 3, transportation operators deploy new and secure open payment schemes rapidly, in the knowledge that existing ticketing and payment schemes can be supported.

Success with open payments means a guarantee of payment security and a proven path to brand certification. The validator is EMV L1 certified with EMV L2 certifications for Visa, Mastercard, Amex and Discover, and will support PCI PTS certification on request. When deployed with a PCI DSS certified payments module such as the Cubic Payment Application, the validator offers proven P2PE certified payments for the ultimate in transaction security.

Fast boarding times are essential for on-time arrival, increasing ridership and driving revenue. The validator's powerful processor guarantees rapid and accurate validation, and with clear signage, a large screen, and built-in speaker for audible feedback, each passenger is guided quickly through boarding and payment.

Our customers also require flexibility. Options include a large touchscreen display, barcode reader, cellular 4G LTE communications, WiFi and Bluetooth Classic and Low Energy. The validator is also available in a range of colors to reinforce our customers' branding.

Specifications

PHYSICAL	
Dimensions	230 x 175 mm (H x W); < 100mm depth to pole
Weight	1kg
Material	Polycarbonate, vinyl decal, glass
Voltage	8 - 36 VDC
Power Over Ethernet (PoE)	Yes
Power Conditioning	Supports vehicle power, graceful shutdown, low voltage protection
Average Power Dissipation	< 11 W peak, approx. 7 W average
Operating Temperature	-27°C to 65°C
Storage Temperature	-30°C to 80°C
Relative Humidity	10-97% non-condensing
Protection	IP54 & IK08
CAPACITY	
Processor	Quad core 1.6 GHz Cortex
RAM	2 GB
Storage	32GB with 16GB available at a time (A/B side)
Expansion Ports	2 x USB 2.0 (not available while pole mounted); Serial RS232/RS485 (software selectable); Micro SD card for additional memory capacity
SAM Slot	2 from TR4 Secure Board, 2 from Application Board
Operating System	Linux OS kernel version 5.4
USER INTERFACES	
Display	Full color, 5" LCD, 800 nits, anti-reflective/anti-glare, 640 x 480 resolution
Touchscreen	Option
Speaker	Yes
INTERFACE OPTIONS	
Wired Interfaces	Ethernet 1000 Mbit RJ45
WiFi	WiFi: IEEE 802.11 a/b/g/n
Bluetooth	Bluetooth®: 4.1, Classic and Low Energy
WAN	4G cellular: LTE and LTE/HSPA (Optional)
GPS	Multi-constellation GNSS with untethered 3D inertial dead reckoning
FARE MEDIA ACCEPTANCE	
Media NFC Support	MIFARE® DESFire EV1, EV2 MIFARE® Ultralight C MIFARE® Classic, Ultralight, Plus
Open Payment Security	EMVCo L1 Certified EMVCo L2 Certified for: Visa® Contactless Payment Specification (VCPS) MasterCard® M/Chip Discover® Network D-PAS
Barcode	Linear and 2D barcodes, including QR Code and Aztec Code
<i>In the interests of product improvement Cubic reserves the right to change the above specification without notice.</i>	

MIFARE® DESFire EV1 and EV2 are registered trademarks of NXP.
MIFARE® Ultralight C is a registered trademark of NXP.
MIFARE® Classic, Ultralight, and Plus are registered trademarks of NXP.
MasterCard® M/Chip is a registered trademark of MasterCard Worldwide.

Bluetooth® is a registered trademark of Bluetooth SIG, Inc.
Discover® Network D-PAS® is a registered trademark of Discover Financial Services.
Visa® Contactless Payment Specification (VCPS) is a registered trademark of VISA.

State-of-the-Art Bus Mobile Validators for TAP Municipal Operators

Finance, Budget and Audit Committee
July 19, 2023

Background

- In 2012, the Board approved the purchase of 1,000 Bus Mobile Validators for 15 municipal operators. These BMVs unite the region with one fare collection system which offers seamless travel to all transit customers
- Unfortunately, the current BMVs are now over 10 years old, have exceeded their life expectancy, and are no longer manufactured
- Metro will not be able to add additional transit agencies or allow for expansion of buses for existing TAP partner agencies
- In addition, these old BMVs will not accommodate open payment technology (use of credit and debit cards as payment), and will not read barcodes for event or Metrolink ticketing

State-of-the-Art BMVs

- The new BMVs will:
 - Provide seamless fare collection on 21 Regional municipal operators' buses including Foothill Transit's transit stores, UCLA Transportation Office, and for special events
 - Enhance the customer experience:
 - Open payment and account-based ready
 - Operates faster
 - Utilizes 4G LTE cellular communications
 - Offers enhanced transaction security
 - Meets future capacity needs of Regional programs such as GoPass, Low Income Fare is Easy (LIFE), and fare capping by increasing delivery of autoloads from 30,000 in 30 minutes to 100,000 in 10 minutes
- This is the same device the Board approved in February 2022 for Metro's All-Door Boarding program



Funding

- TAP received \$2,456,000 of grant funding from the California Transportation Commission (CTC) as part of the Local Partnership Program (LPP)
- Metro will provide a local match of \$2,456,000. Total LOP budget of \$4,912,000
- \$500,000 is required in fiscal year 2024 for this contract modification, and the funding is included in the FY2024 Adopted budget

Next Steps

- Upon Board approval, staff will execute the contract modification and extend a limited notice-to-proceed to the vendor to order the new state-of-the-art BMVs
- Delivery of the BMVs will occur in July 2024
- Installation of Muni BMVs begins August 2024 and will conclude by November 2024



Recommendation

- AUTHORIZE the Chief Executive Officer to execute Modification No. 165.01 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), for the purchase and installation of 1,118 new state-of-the-art Bus Mobile Validators (BMVs) for the 21 Regional municipal operators and muni transit stores and special events, in the amount of \$4,032,850, increasing the total contract value from \$401,615,864 to \$405,648,714.



Board Report

File #: 2023-0453, File Type: Project

Agenda Number: 8.

FINANCE, BUDGET, AND AUDIT COMMITTEE JULY 19, 2023

SUBJECT: DORAN STREET CROSSING GRADE SEPARATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 16 to Contract No. PS2415-3046 with HNTB Corporation and extend the professional service period of performance from August 4, 2023 to December 31, 2024 in the amount of \$2,686,361 increasing the Total Contract Value from \$8,359,970 to \$11,046,331; and
- B. APPROVE programming an additional \$9,163,577 from \$11,000,000 to \$20,163,577 of Measure R 3% funds in order to achieve a shovel ready level.

ISSUE

Staff is advancing this capital improvement from inception through the final design phase with extensive changes to existing conditions that have not been accounted for in the current project programming. Board approval of the staff recommendations will allow the continuation of services for this project to a shovel ready level in order to demonstrate project readiness with the recent federal grant award of \$38.3M through the Railroad Crossing Elimination Program.

BACKGROUND

This project is the building block for future service expansion and improved network integration along the Antelope Valley Line corridor. The Doran Street Crossing Grade Separation project would enable uninterrupted commuter, intercity and high speed rail service through the cities of Glendale and Los Angeles.

In January 2021, the Board approved contract modification No. 12 to increase the professional service value to \$8.4M based on the need to modify the design of the interim conditions for the Doran Street at-grade crossing. The same board action provided an additional \$2.6M for third party services bringing the approved programming to \$11M. Similar to the other Regional Rail projects, board action

for programming did not include Metro labor, outreach services, Real Estate/Acquisition of Land and Project Controls costs projected at \$5.62M to achieve a shovel ready level.

In January 2022, the final design of the interim conditions were approved by all project stakeholders. In July 2022, staff notified all project stakeholders that this project would start applying for construction funding in October to fully fund the ultimate project conditions for grade separation at Doran Street through the Railroad Crossing Elimination Program. At that time, Metro was notified by the California Public Utilities Commission (CPUC) that if Metro was successful with the grant request, the construction of the interim improvements would be cancelled and the construction funds could be applied to the ultimate configuration work. On June 4, 2023, Metro was informed they were successfully awarded \$38.3M by the Federal Railroad Administration under the Railroad Crossing Elimination Program.

Since the grant application was submitted, an independent cost estimate was conducted for this project to address construction forecast needs. At this current design phase, the available funding is sufficient for the construction needs. Staff will continue to monitor the project estimate for each final design milestone against the independent information received. As mitigation, this project is a great candidate for CPUC's upcoming Section 190 grant program to increase the project contingency amount. Staff will work with project stakeholders to cancel the interim improvements and prepare a construction schedule for the Doran Street Grade Separation.

DISCUSSION

To make this project more competitive for grants, staff reached out to the CPUC and all other project stakeholders on an approach to phase the grade separation construction. The phased construction approach was unanimously approved by the project stakeholders based on independent structure utility, project readiness, and funding needs. By phasing construction, the project will need to be separated into three design packages: (1) Doran Grade Separation, (2) Salem/Sperry Overpass and (3) at-grade crossing closure improvements. The Doran Grade Separation construction will be the first phase based on the ability to achieve a shovel ready level by July 2024 and higher safety and economic benefits compared to the Salem/Sperry Overpass. Along with the clear benefits of avoiding fatal collisions at the Doran Street at-grade crossing, closing the Doran Street at-grade crossing will improve service reliability and speed for both Amtrak and Metrolink services and future California High Speed Rail operations.

In addition to the project packaging, the following design changes are included in this contract modification: drainage sump conditions, non-destructive testing procedures for geotechnical work, Army Corporation design approval process, Cultural Affairs Commission approval, tree surveys, LID reporting, sewer line design work, minor construction stages and temporary work during construction.

Given the above, the additional programming of Measure R 3% funds requested in the amount of \$9.16M is summarized below in Table 1.

Doran Street Crossing Grade Separation Project

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	8,359,970.00	2,686,361.00	11,046,331.00
Agency - Metro	0.00	1,956,692.00	1,956,692.00
Real Estate/ Acquisition of L	0.00	3,508,000.00	3,508,000.00
Project Controls	0.00	152,554.00	152,554.00
3rd Party Agreements - City	2,640,030.00	859,970.00	3,500,000.00
Total Project Cost	11,000,000.00	9,163,577.00	20,163,577.00

Table 1: Doran Street Crossing Grade Separation Programming

DETERMINATION OF SAFETY IMPACT

This Board action will have a positive impact on safety. The Doran Street Crossing Grade Separation project is being designed in accordance with Metro and SCRRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

Regional Rail staff have included the recommended \$7,962,500 in FY24 programming as part of the adopted FY24 budget for this project. This is a multi-year capital project, and the Deputy Executive Officer of Regional Rail under Program Management and Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail for project number 460091 as shown in Attachment D, Doran Street GS Funding and Expenditure Plan.

Budget Impact

The source of funds for FY24 and future fiscal year programming for the project is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Doran Street Crossing Grade Separation project operates on the Antelope Valley Line. The median income is \$40,823 on the Antelope Valley Line according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

The capital project will improve line reliability, network integration, on-time performance and lead to more frequent commuter rail service. This capital project is within and indirectly supports Equity Focus Communities (EFC) by providing more frequent service and better transit options through the Metrolink SCORE program that proposes 30-minute bi-directional service throughout the day and

evening along the Antelope Valley line. For the Doran capital project, communities located in the vicinity of the project are comprised of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents.

In addition to the project improvements, this project will improve American with Disabilities Act (ADA) compliance. For Doran Street Crossing Grade Separation Project, the pedestrian path on the Salem/Sperry overcrossing is wide enough to accommodate bikes and pedestrians with disabilities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital improvements improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board could choose not to approve the authorization to execute the contract modifications, program additional funds, and execute necessary third-party agreements for this capital project. This is not recommended since the Doran Street Crossing Grade Separation is identified as key projects to provide line reliability and capacity to support Metrolink's 30-minute bi-direction service along the Antelope Valley Line. In addition, staff has already secured \$38,300,000 through the Railroad Crossing Elimination program for Doran Street Grade Separation which would be at risk of losing if the project does not stay on schedule. This project is identified as an early action project by the California High Speed Rail Authority as a critical grade separation. Another alternative is to cancel the professional service contract for Metrolink to lead and complete the final design phase of the project instead of Metro. This is not advised since the Metro Board previously directed staff to lead and complete the final design phase for the Doran Street Crossing Grade Separation Project and will not result in any project cost or schedule savings.

NEXT STEPS

Upon Board approval staff will execute Modification No. 16 to Contract No. PS2415-3046 with HNTB Corporation to continue providing professional services in order to complete the final design phase work in order to prepare for pre-construction activity.

ATTACHMENTS

Attachment A - Procurement Summary PS2415-3046

Attachment B - Contract Modification/Change Order Log PS2415-3046

Attachment C - DEOD Summary PS2415-3046

Attachment D - Doran Street GS Funding and Expenditure Plan

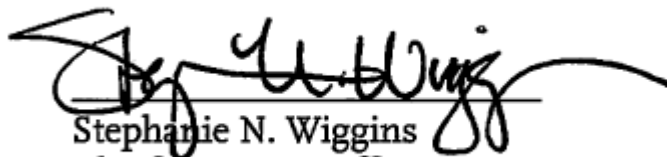
Prepared by:

Brian Balderrama, Deputy Executive Officer, Program Management, Regional
Rail (213) 418-3177

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

Reviewed by:

Sameh Ghaly, Chief Program Management Officer (Interim), (213) 418-3369



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

DORAN STREET CROSSING GRADE SEPARATION PROJECT/PS2415-3046

1.	Contract Number: PS2415-3046		
2.	Contractor: HNTB Corporation		
3.	Mod. Work Description: Separate the project into three stand-alone bid packages: (1) Doran Grade Separation, (2) Salem/Sperry Overpass and (3) at-grade crossing closure improvements and extend the period of performance through July 31, 2025.		
4.	Contract Work Description: Doran Street Crossing Grade Separation		
5.	The following data is current as of: 5/18/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	04/25/13	Contract Award Amount: \$5,236,205
	Notice to Proceed (NTP):	07/24/13	Total of Modifications Approved: \$3,123,765
	Original Complete Date:	07/23/16	Pending Modifications (including this action): \$2,686,361
	Current Est. Complete Date:	7/31/25	Current Contract Value (with this action): \$11,046,331
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Brian Balderrama		Telephone Number: (213) 418-3177

A. Procurement Background

This Board Action is to approve Contract Modification No. 16 issued to separate the project into three stand-alone bid packages: (1) Doran Grade Separation, (2) Salem/Sperry Overpass and (3) at-grade crossing closure improvements. The Doran Street Grade Separation construction will be the first construction phase based on the ability to achieve a shovel ready level by July 2024. This Contract Modification also extends the period of performance from July 31, 2023 through July 31, 2025.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable.

On April 25, 2013, the Board awarded cost reimbursable Contract No. PS2415-3046 to HNTB Corporation in the amount of \$5,236,205 for the Doran Street Crossing Grade Separation Project.

A total of 15 modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Metro staff successfully negotiated a savings of \$228,146 by reducing hours in utility coordination oversight from HTNB and from the project study report/project development support to rely on existing data available through initial design coordination with Caltrans.

Proposal Amount	Metro ICE	Negotiated Amount
\$2,914,507	\$2,375,000	\$2,686,361

The difference between the ICE and negotiated amount is due to:

- An increase in coordination effort required with third party utility coordination to plan, schedule and assess existing agreements;
- Significant amount of time that has passed since the Caltrans reports were written resulting in several environmental studies and graphics that will need to be developed;
- Plan preparation development work for the Salem/Sperry Overpass will result in a higher level of involvement to obtain design approvals;
- Costs to cover traffic control services, drilling, surveys, geotechnical laboratory, permitting, railroad protective insurance.

CONTRACT MODIFICATION/CHANGE ORDER LOG

DORAN STREET CROSSING GRADE SEPARATION/PS2415-3046

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Additional requirements including the evaluation of additional alternatives.	Approved	09/15/13	\$452,687
2	Additional engineering requirements for Board selected alternative.	Approved	11/04/15	\$94,953
3	Additional requirements and traffic analysis.	Approved	07/14/16	\$185,809
4	No cost extension of period of performance (POP) through 7/14/18.	Approved	06/19/17	\$0
5	No cost extension of POP through 10/12/18.	Approved	06/14/18	\$0
6	No cost extension of POP through 2/11/19.	Approved	11/07/18	\$0
7	No cost extension of POP through 6/30/19.	Approved	01/16/19	\$0
8	No cost extension of POP through 9/30/19.	Approved	04/29/19	\$0
9	No cost extension of POP through 5/31/20.	Approved	09/16/19	\$0
10	No cost extension of POP through 12/31/20.	Approved	04/06/20	\$0
11	No cost extension of POP through 2/28/21.	Approved	10/30/20	\$0
12	Complete final design for the Doran Street Crossing Grade Separation Project and POP extension through 12/31/21.	Approved	1/28/21	\$2,390,316
13	No cost extension of POP through 12/31/22.	Approved	10/21/21	\$0
14	No cost extension of POP through 4/28/23.	Approved	10/20/22	\$0
15	No cost extension of POP through 7/31/23.	Approved	3/30/23	\$0
16	Separation of project into three stand-alone bid packages: (1) Doran Grade Separation, (2)	Pending	Pending	\$2,686,361

	Salem/Sperry Overpass and (3) at-grade crossing closure improvements and POP through 7/31/25.			
	Modification Total:			\$5,810,126
	Original Contract:	Approved	04/25/13	\$5,236,205
	Total:			\$11,046,331

DEOD SUMMARY

**DORAN STREET AND BORADWAY/BRAZIL GRADE SEPARATION
PROJECT/PS2415-3046**

A. Small Business Participation

HNTB Corporation made a 26.45% Small Business Enterprise (SBE) commitment. Based on payments, the project is 84% complete and the current level of SBE participation is 26.98%, exceeding the commitment by 0.53%.

Small Business Commitment	26.45% SBE	Small Business Participation	26.98% SBE
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Arellano Associates, LLC	3.04%	2.55%
2.	BA, Inc.	9.30%	4.39%
3.	Chris Nelson & Associates	2.65%	2.97%
4.	Earth Mechanics	2.56%	4.56%
5.	Lynn Capouya	2.70%	1.52%
6.	Safeprobe	0.60%	1.24%
7.	Sapphos Environmental	2.09%	2.54%
8.	Terry A. Hayes & Associates	3.51%	0.67%
9.	Gibson Transportation Consulting, Inc.	Added	1.62%
10.	Lin Consulting, Inc.	Added	3.22%
11.	Pacific Railway Enterprises, Inc.	Added	1.70%
	Total	26.45%	26.98%

¹Current 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

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. 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.

Regional Rail Projects Funding and Expenditure Plan

Doran Street Crossing Grade Separation Project					
Project Number: 460091					
Project Programming					
Use of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Capital Costs
Professional Services	4,500,000.00	3,400,000.00	3,000,000.00	146,331.00	11,046,331.00
Agency – Metro	1,200,000.00	350,000.00	400,000.00	6,692.00	1,956,692.00
Real Estate/ Acquisition of Land	8,000.00	3,000,000.00	500,000.00	0.00	3,508,000.00
Project Controls	20,000.00	70,000.00	60,000.00	2,554.00	152,554.00
3rd Party Agreements - City/County/Others	1,500,000.00	1,142,500.00	800,000.00	57,500.00	3,500,000.00
Total Project Cost	7,228,000.00	7,962,500.00	4,760,000.00	213,077.00	20,163,577.00
Source of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Project Funding
Measure R 3%	7,228,000.00	7,962,500.00	4,760,000.00	213,077.00	20,163,577.00

Doran Street Crossing Grade Separation Project

Finance, Budget and Audit Committee
July 19, 2023

Doran Street Crossing Grade Separation Project

Staff is requesting Board Approval to:

- A. Execute contract modification No. 16 to contract No. PS2415-3046 with HNTB Corporation and extend the professional service period of performance from August 4, 2023, to December 31, 2024, in the amount of \$2,686,361 increasing the total contract value from \$8,359,970 to \$11,046,331; and
- B. Program an additional \$9,163,577 from \$11,000,000 to \$20,163,577 of Measure R 3% funds in order to achieve a shovel ready level.

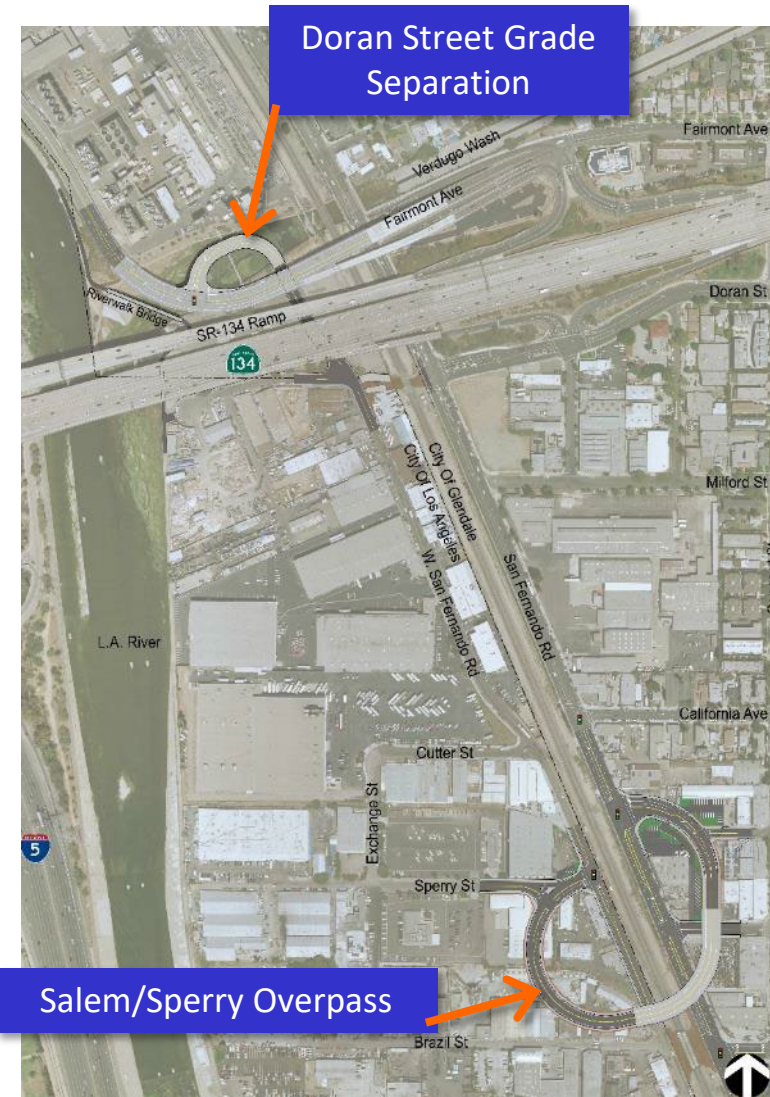
Doran Street Crossing Grade Separation Project

Existing Conditions:

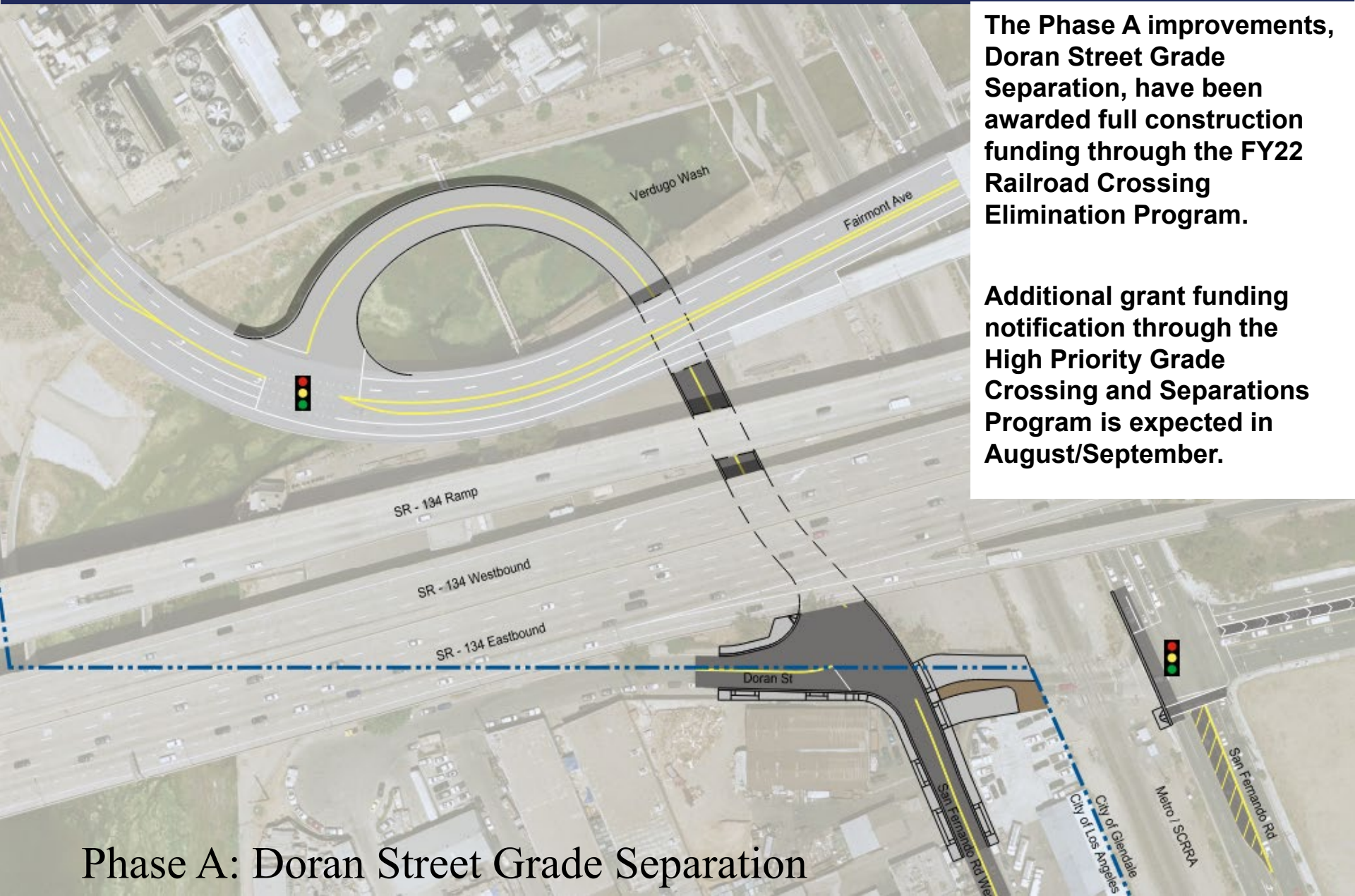
1. The Doran Street crossing had eight incidents over the last five years of which five have been fatalities.
2. There is no sidewalk or streetscape for pedestrians to safely travel along Doran over the railroad tracks.
3. The Doran Crossing is lacking the proper vehicular gates needed for access control when a train approaches.

Project Benefits:

1. Approval of staff recommendations will enable the closure of the Doran Street At-Grade crossing which is one of the most hazardous railroad crossings in Los Angeles County.
2. This Grade Separation enables uninterrupted commuter, intercity and future high speed rail service through the cities of Glendale and Los Angeles.
3. There will be a significant noise reduction for local businesses and residents due to a reduction of train horns.
4. The project area will result in 44% reduction in adjacent intersection vehicle collisions by closing both crossings.



Doran Street Crossing Grade Separation Project



The Phase A improvements, Doran Street Grade Separation, have been awarded full construction funding through the FY22 Railroad Crossing Elimination Program.

Additional grant funding notification through the High Priority Grade Crossing and Separations Program is expected in August/September.

Phase A: Doran Street Grade Separation

Final Design Phase Programming

Approval of the contract modification, extending the period of performance, and the additional programming will allow the following funding and expenditure plan.

Doran Street Crossing Grade Separation Project					
Project Number: 460091					
Project Programming					
Use of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Capital Costs
Professional Services	4,500,000.00	3,400,000.00	3,000,000.00	146,331.00	11,046,331.00
Agency – Metro	1,200,000.00	350,000.00	400,000.00	6,692.00	1,956,692.00
Real Estate/ Acquisition of Land	8,000.00	3,000,000.00	500,000.00	0.00	3,508,000.00
Project Controls	20,000.00	70,000.00	60,000.00	2,554.00	152,554.00
3rd Party Agreements - City/County/Others	1,500,000.00	1,142,500.00	800,000.00	57,500.00	3,500,000.00
Total Project Cost	7,228,000.00	7,962,500.00	4,760,000.00	213,077.00	20,163,577.00
Source of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Project Funding
Measure R 3%	7,228,000.00	7,962,500.00	4,760,000.00	213,077.00	20,163,577.00

It should be noted, \$20,163,577 of programming will come from Measure R 3% funds to achieve a shovel ready level.

Doran Street Crossing Grade Separation Project

QUESTIONS?



Board Report

File #: 2023-0454, File Type: Project

Agenda Number: 9.

FINANCE, BUDGET, AND AUDIT COMMITTEE JULY 19, 2023

SUBJECT: BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 10 to Contract No. PS2415-3412 with STV Inc. and extend the professional service period of performance from July 31, 2023, to July 31, 2026, in the amount of \$4,776,915 increasing the Total Contract Value from \$15,437,844 to \$20,214,759; and
- B. APPROVE programming an additional \$9,674,325 from \$16,704,416 to \$26,378,741 of Measure R 3% funds in order to achieve shovel ready level.

ISSUE

Staff is advancing the Brighton to Roxford Double Track capital improvement project from inception through the final design phase. There have been extensive changes to existing conditions that have not been accounted for in the current project programming. Board approval of the staff recommendations will allow the continuation of services for this project to shovel ready level in order to demonstrate project readiness based on the 2020 Transit and Intercity Rail Capital Program award of \$73.3M towards this project.

BACKGROUND

This project is the building block for future service expansion and improved network integration along the Antelope Valley Line corridor. The Brighton to Roxford Double track project would enable uninterrupted commuter and intercity rail service through the cities of Burbank and Sylmar and the communities of Sun Valley and Pacoima.

In June 2018, the Board approved \$16.7M in programming that allocated \$14.5M in professional services and \$2.2M for third party services. The initial programming did not factor in Metro labor, outreach services, Real Estate/Acquisition of Land and Project Controls costs estimated at \$3.5M in order to achieve shovel ready level.

In 2019, staff prepared rail modeling data through a separate design task order to justify the specific

capital projects required to incrementally increase commuter and intercity rail service along the Antelope Valley Line. The data showed the Brighton to Roxford project could be phased into four separate construction projects to mirror the incremental increase of passenger rail service. The same modeling data illustrated the 2.5-mile shared corridor with the East San Fernando Valley (ESFV) transit project should be the last double track segment to be constructed based on future bi-directional traffic patterns and alleviated staff concerns for the project delay to the specific Brighton to Roxford project segment. The additional 12-month project delay to the Brighton to Roxford project allows for better coordination with other on-going capital improvements, reduces throw away costs between capital projects, and improves network integration along the Antelope Valley Line corridor with other rail operators.

By May 2023, an additional \$250,000 was programmed for FY24 within the capacity of Measure M MSP - Transit Program used to complete the final design phase for the Antelope Valley Line capital projects, which includes segment one of Brighton to Roxford. This North County subregional programming allows for the \$250,000 match using the 2020 Transit and Intercity Rail Capital Program, cycle 4 funds that were awarded to this project with FY24 allocation. Metro is awaiting grant notification under the High Priority Grade Crossing Improvement and Separation Projects, which is anticipated by August, to cover all related construction activity for construction segments two, three and four. Metro will continue to seek state and federal level grant opportunities for the remaining construction funding needed as the capital project continues to advance to a shovel ready level.

DISCUSSION

By 2022, the remaining design portions of the Brighton to Roxford project were advanced to a 90% final design level except for 2.5 miles of shared corridor with the ESFV transit project. Staff refined the track alignment for Brighton to Roxford to maximize the existing right-of-way to allow for the arrival of California High Speed Rail, City bike paths, Metrolink Burbank Junction Improvements, and the ESFV projects.

The advanced design work from other capital projects such as the Metrolink Burbank Junction Improvement project exposed required modifications to the existing conditions of the Brighton to Roxford project. This active Metrolink construction project will result in a significant amount of signal and communication design coordination and modifications to the Brighton to Roxford project. In addition, the Brighton to Roxford Double track project was originally planned to be designed and built as a single project, and not segmented. Staff recommends the project be divided into four segments to better align with Rail Traffic Controller modeling data to support incremental service growth for the Antelope Valley Line corridor to reinforce project funding needs and reduce grant application requests while advancing the project to a shovel ready level. This item includes the additional drawing compilation, CADD, and submittal management associated with preparing separate submittals for each of the four segments, at each design submittal level until completion.

The Cities of Los Angeles and Burbank advanced bike path projects adjacent to the Metro owned right-of-way that modified existing conditions as shown in the 90% design and require plan modifications for better integration between projects. The supplemental scope of work required to achieve a shovel ready design level includes drainage culvert extensions, utility relocations, and

casing extensions to comply with Metrolink design standards. Additional modifications to the City of Los Angeles design standards that were approved by Program Management for street improvement designs, traffic engineering calculations, and design changes to pedestrian underpass to provide more space and less-constrained experience to the City of Burbank riders. The team had extensive design coordination with the US Army Corp of Engineers to approve the structure design over the Tujunga Wash, a 70% increase in utility potholes and trenching, soil percolation testing, additional SCRRA flagging costs, and Hollywood Way bridge temporary shoring design that was not included in the initial contract or prior supplemental scope of work.

Given the above, the additional programming requested by staff in the amount of \$9.67M is summarized below in Table 1 for Measure R 3% funds.

Brighton to Roxford Double Track Project			
Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	14,528,416.00	5,686,343.00	20,214,759.00
Agency - Metro	0.00	2,500,000.00	2,500,000.00
Outreach	0.00	369,232.00	369,232.00
Real Estate/ Acquisition of Land	0.00	30,300.00	30,300.00
Project Controls	0.00	88,450.00	88,450.00
3rd Party Agreements - City/County/Others	2,176,000.00	1,000,000.00	3,176,000.00
Total Project Cost	16,704,416.00	9,674,325.00	26,378,741.00

Table 1: Brighton to Roxford Double Track Programming

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on safety. The Brighton to Roxford Double Track project is being designed in accordance with Metro and SCRRA standards, state and federal requirements and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The recommended \$4,358,595 in FY24 programming is part of the adopted FY24 budget for this project. This is a multi-year capital project, and the Deputy Executive Officer of Regional Rail under Program Management and the Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail for project number 460074 as shown in Attachment D, Brighton to Roxford Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY24 and future fiscal year programming for the project is Measure R 3% Transit Capital. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Brighton to Roxford Double Track project operates on the Antelope Valley Line. The median income is \$40,823 on the Antelope Valley Line according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

The capital project will improve line reliability, network integration, on-time performance and lead to more frequent commuter rail service. This capital project is within and indirectly supports Equity Focus Communities (EFC) by providing more frequent service and better transit options through the Metrolink SCORE program that proposes 30-minute bi-directional service throughout the day and evening along the Antelope Valley line. For the Brighton to Roxford capital project, communities located in the vicinity of the project are comprised of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents. For the Brighton to Roxford project, the EFC communities of Sun Valley, Pacoima and City of San Fernando will indirectly benefit from the improvements from this project.

In addition to the project improvements, this project will support compliance with the American with Disabilities Act (ADA) . On the Brighton to Roxford project, ADA improvements are being added to both the Burbank Airport North and Sun Valley stations for better pedestrian crossings and walkways.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital improvements improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County’s overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board could choose not to approve the authorization to execute the contract modifications, program additional funds, and execute necessary third-party agreements for this capital project. This

is not recommended since the Brighton to Roxford Double Track project is identified as a key project to provide line reliability and capacity to support Metrolink's 30-minute bi-direction service along the Antelope Valley Line. This project is part of the SCORE Phase 1 program of priority infrastructure improvements required ahead of the 2028 Olympics, according to Metrolink. In addition, staff has already secured \$73,300,000 in State TIRCP funds for segment 1 of this project and staff is awaiting additional grant funding notification toward the remaining project segment by the end of the FY24 first quarter. Another alternative is to cancel the professional service contract for Metrolink to lead and complete the final design phase of the project instead of Metro. This is not advised since the Metro Board previously directed staff to lead and complete the final design phase for the Brighton to Roxford Double track project..

NEXT STEPS

Upon Board approval staff will execute Modification No. 10 to Contract No. PS2415-3412 with STV Inc. to continue providing professional services in order to complete the final design phase work in order to prepare for pre-construction activity.

ATTACHMENTS

- Attachment A - Procurement Summary PS2415-3412
- Attachment B - Contract Modification/Change Order Log PS2415-3412
- Attachment C - DEOD Summary PS2415-3412
- Attachment D - Brighton to Roxford Funding and Expenditure Plan

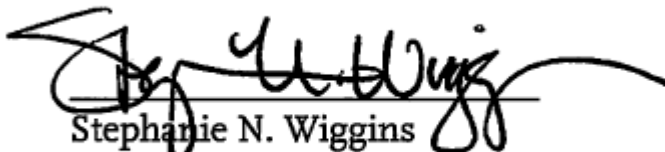
Prepared by:

Brian Balderrama, Deputy Executive Officer, Program Management, Regional Rail (213) 418-3177

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

Reviewed by:

Sameh Ghaly, Chief Program Management Officer (Interim), (213) 418-3369



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT/PS2415-3412

1.	Contract Number: PS2415-3412		
2.	Contractor: STV Inc.		
3.	Mod. Work Description: This modification is for signal and communication design coordination and modifications to the Brighton to Roxford project, to divide the project into four segments and extend the period of performance through July 31, 2026.		
4.	Contract Work Description: Professional services contract to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting and final design engineering.		
5.	The following data is current as of: 5/18/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/23/15	Contract Award Amount: \$12,490,781
	Notice to Proceed (NTP):	08/25/15	Total of Modifications Approved: \$2,947,063
	Original Complete Date:	09/01/18	Pending Modifications (including this action): \$4,776,915
	Current Est. Complete Date:	7/31/26	Current Contract Value (with this action): \$20,214,759
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Brian Balderrama		Telephone Number: (213) 418-3177

A. Procurement Background

This Board Action is to approve Contract Modification No. 10 issued in support of significant signal and communication design coordination and modifications to the Brighton to Roxford project and to divide the project into four segments to better align with rail traffic controller modeling data to support incremental service growth for the Antelope Valley Line corridor to reinforce project funding needs. This Modification includes the additional drawing compilation, CADD and submittal management associated with preparing separate submittals for each of the four segments, at each design submittal level until completion. This Modification also extends the period of performance from July 31, 2023 through July 31, 2026.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable.

On July 23, 2015, the Board awarded cost reimbursable Contract No. PS2415-3412 to STV, Inc. in the amount of \$12,490,781 for the Brighton to Roxford Double Track Project.

A total of 9 modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Metro staff successfully negotiated a savings of \$82,233 by reducing the level of effort for grade crossing and roadway work.

Proposal Amount	Metro ICE	Negotiated Amount
\$4,859,148	\$3,122,500	\$4,776,915

The primary difference between the negotiated price and ICE is due to:

- Rates escalation to account for the significant amount of time that has passed since the original contract in 2015 and continued pause for segment 3 work, Van Nuys Boulevard to Sylmar/San Fernando Station, while waiting for final recommendations from the East San Fernando Valley transit project by June 2024;
- Structure redesign of the Tujunga Wash Bridge did not account for the rework of a 90% final design level and the extensive coordination with LA County Flood Control District and US Army Corps of Engineers;
- Level of signal and communication work presented by PRE Inc. that is required of the project due to changes to the existing conditions;
- Additional level of effort for utility coordination;
- Costs to cover flagging, traffic control services, drilling, surveys, geotechnical laboratory, disposal fees, permitting, and railroad protective insurance.

CONTRACT MODIFICATION/CHANGE ORDER LOG

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT/PS2415-3412

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Supplemental scope for flagging crews, right of entry (ROE) permits and field survey work on SCRRRA (Metrolink) rail track.	Approved	09/24/15	\$51,700
2	Supplemental scope for environmental clearance per the National Environmental Policy Act.	Approved	09/20/16	\$90,948
3	No cost period of performance (POP) extension through 09/01/20 to complete phase 2 of the project.	Approved	08/14/18	\$0
4	Supplemental scope for completion of environmental clearance and 100% design documents.	Approved	10/25/18	\$2,203,529
5	Supplemental additional design tasks and POP extension through 07/30/21.	Approved	4/30/20	\$101,375
6	No cost POP extension through 06/30/22.	Approved	7/29/21	\$0
7	Supplemental geotechnical investigation, far side American with Disabilities Act ramps, relocation of Sun Valley Station pedestrian crossing, revise raised median design and Hollywood Way Underpass lighting, traffic engineering and POP extension through 12/31/22.	Approved	7/26/22	\$499,511
8	No cost POP extension through 04/28/23.	Approved	12/12/22	\$0
9	No cost POP extension through 07/31/23.	Approved	4/3/23	\$0
10	Signal and communication design coordination and modifications to the Brighton to Roxford project, divide the project into four segments and POP extension through 7/31/26.	Pending	Pending	\$4,776,915
	Modification Total:			\$7,723,978

	Original Contract:		08/25/15	\$12,490,781
	Total:			\$20,214,759

DEOD SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT/PS2415-3412

A. Small Business Participation

STV Incorporated made a 26.62% Small Business Enterprise (SBE) commitment. Based on payments, the project is 81% complete and the current level of SBE participation is 28.54%, exceeding the commitment by 1.92%.

Small Business Commitment	26.62% SBE	Small Business Participation	28.54% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc.	4.07%	3.48%
2.	Cornerstone Studios, Inc.	0.55%	0.16%
3.	Diaz Yourman & Associates	2.52%	4.32%
4.	Epic Land Solutions, Inc.	0.94%	0.08%
5.	Lin Consulting	2.88%	4.41%
6.	Pacific Railway Enterprises, Inc.	11.33%	12.67%
7.	Ryan Snyder Associates, LLC	0.20%	0.07%
8.	Wagner Engineering & Surveying, Inc.	4.13%	3.35%
	Total	26.62%	28.54%

¹Current 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

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to 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.

Regional Rail Projects Funding and Expenditure Plan

Brighton to Roxford Double Track Project					
Project Number: 460074					
Project Programming					
Use of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Capital Costs
Professional Services	13,980,000.00	2,500,000.00	2,500,000.00	1,234,759.00	20,214,759.00
Agency - Metro	1,800,000.00	250,000.00	420,000.00	30,000.00	2,500,000.00
Outreach	184,616.00	50,000.00	100,000.00	34,616.00	369,232.00
Real Estate/ Acquisition of Land	10,300.00	500,000.00	10,000.00	10,000.00	530,300.00
Project Controls	10,000.00	28,450.00	40,000.00	10,000.00	88,450.00
3rd Party Agreements - City/County/Others	1,200,000.00	1,030,145.00	895,855.00	50,000.00	3,176,000.00
Total Project Cost	17,184,916.00	4,358,595.00	3,965,855.00	1,369,375.00	26,878,741.00
Source of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Project Funding
Measure R 3%	17,184,916.00	3,858,595.00	3,965,855.00	1,369,375.00	26,378,741.00
Measure M - MSP Transit Program Funds, North County Subregion	0.00	250,000.00	0.00	0.00	250,000.00
TIRCP 2020, Cycle 4	0.00	250,000.00	0.00	0.00	250,000.00
Total Project Funding	17,184,916.00	4,358,595.00	3,965,855.00	1,369,375.00	26,878,741.00

Brighton to Roxford Double Track Project

Finance, Budget and Audit Committee
July 19, 2023

Brighton to Roxford Double Track Project

Staff is requesting Board Approval to:

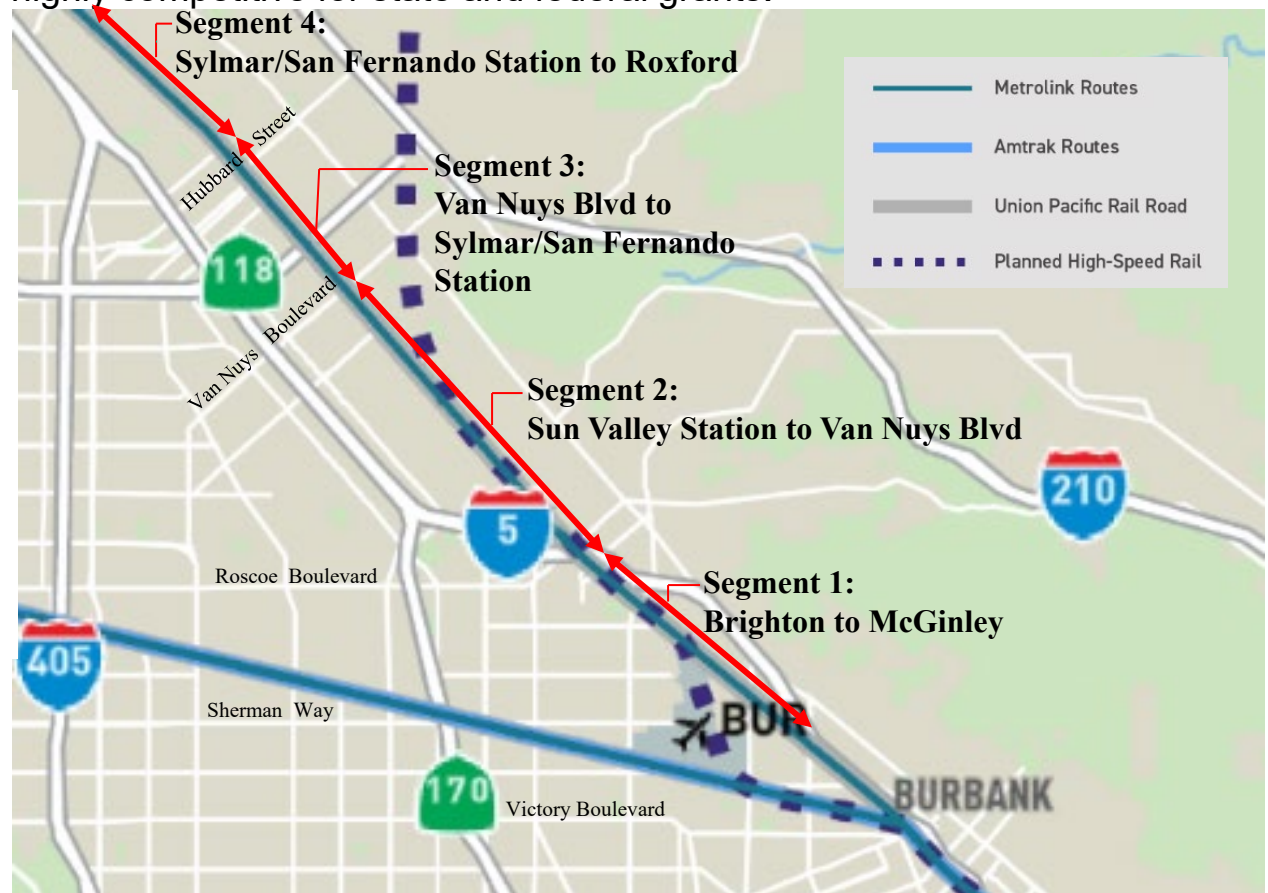
- A. Execute contract modification No. 10 to contract No. PS2415-3412 with STV Inc. and extend the professional service period of performance from July 31, 2023, to July 31, 2026, in the amount of \$4,776,915 increasing the total contract value from \$15,437,844 to \$20,214,759; and
- B. Program an additional \$9,674,325 from \$16,704,416 to \$26,378,741 of Measure R 3% funds in order to achieve a shovel ready level.

Brighton to Roxford Double Track Project

1. Metrolink is the only rail transit serving the Antelope Valley in the cities of Lancaster, Palmdale, Santa Clarita, San Fernando and Los Angeles (Sun Valley, Pacoima and Sylmar).
2. This project serves as the building block for future service expansion and improved network integration along the Antelope Valley Line.
3. Approval of staff recommendations will enable the Brighton to Roxford Double Track Project to achieve a “shovel ready” condition to be highly competitive for state and federal grants.

Segment 1 has been awarded full construction funding through the 2020 TIRCP cycle 4 program.

Segments 2 – 4 are awaiting grant funding notification through the High Priority Grade Crossing and Separations Program in August/September.



Final Design Phase Programming

Approval of the contract modification, extending the period of performance, and the additional programming will allow the following funding and expenditure plan.

Brighton to Roxford Double Track Project					
Project Number: 460074					
Project Programming					
Use of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Capital Costs
Professional Services	13,980,000.00	2,500,000.00	2,500,000.00	1,234,759.00	20,214,759.00
Agency - Metro	1,800,000.00	250,000.00	420,000.00	30,000.00	2,500,000.00
Outreach	184,616.00	50,000.00	100,000.00	34,616.00	369,232.00
Real Estate/ Acquisition of Land	10,300.00	500,000.00	10,000.00	10,000.00	530,300.00
Project Controls	10,000.00	28,450.00	40,000.00	10,000.00	88,450.00
3rd Party Agreements - City/County/Others	1,200,000.00	1,030,145.00	895,855.00	50,000.00	3,176,000.00
Total Project Cost	17,184,916.00	4,358,595.00	3,965,855.00	1,369,375.00	26,878,741.00
Source of Funds	Inception thru FY23	FY24	FY25	FY26+	Total Project Funding
Measure R 3%	17,184,916.00	3,858,595.00	3,965,855.00	1,369,375.00	26,378,741.00
Measure M - MSP Transit Program Funds, North County Subregion	0.00	250,000.00	0.00	0.00	250,000.00
TIRCP 2020, Cycle 4	0.00	250,000.00	0.00	0.00	250,000.00
Total Project Funding	17,184,916.00	4,358,595.00	3,965,855.00	1,369,375.00	26,878,741.00

It should be noted, of the \$26,878,741 for programming, \$26,378,741 will come from Measure R 3% funds and \$500,000 from Measure M/ TIRCP 2020 funds to achieve a shovel ready level.



Brighton to Roxford Double Track Project

QUESTIONS?



Board Report

File #: 2023-0392, File Type: Contract

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE JULY 19, 2023

SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 31 to Contract No. PS4340-1939, for the I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort in the not-to-exceed (NTE) amount of \$3,857,895, increasing the total contract value from \$64,924,460 to \$68,782,355 and extend the term of the agreement through March 31, 2024.

ISSUE

Funding in the amount of \$3,857,895 is needed for additional scope and an increase in the level of effort necessary to complete the Task Force process and create the Long Beach-East LA Corridor Investment Plan (Investment Plan) and Comprehensive Multimodal Corridor Plan (CMCP). The Vision, Goals, and Guiding Principles-which are fundamental to the development of the Investment Plan-required additional deliberation among the Task Force and the various committees that inform it, resulting in an increased level of effort from the Project Team.

BACKGROUND

Metro commissioned the Task Force in partnership with Caltrans in response to the Board actions in May 2021 (Attachment A) that suspended all work related to the original I-710 South Corridor Project EIR/EIS, including advancing "Early Action Projects" and the Locally Preferred Alternative (LPA) 5C that included a form of an I-710 South Corridor Clean Truck Program as a programmatic element as prescribed within the overall environmental document.

Since the Task Force commenced in September 2021, Metro has convened and worked with impacted communities and stakeholders in a collaborative, equity-focused manner to develop a multimodal, community-supportive, and regionally significant Investment Plan. The Investment Plan seeks to enhance local and regional mobility of people and goods, improve air quality, and foster economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents within the I-710 South Corridor. The Board acted in May 2022 (File #2022-0100, Attachment B) to replace LPA 5C with LPA 1, the "No Build" alternative, thus allowing the new

Investment Plan developed by the Task Force and to be considered by the Board in February 2024 to be the new direction forward for the LB-ELA Corridor.

Metro intends to center equity in current and future decision-making, budget allocation, and community engagement activities to develop the Investment Plan. The Task Force process incorporates new engagement elements, such as the Community Leadership Committee (CLC), and implementation of Metro's equity tools, including a 710 (LB-ELA) Corridor Equity Focus Communities (EFC) analysis and a working group to implement the Equity Planning and Evaluation Tool (EPET), to support equitable outcomes. Staff has also implemented a Community Based Organization (CBO) Partnering Strategy with CBOs that are based in and work with the communities within the LB-ELA Corridor - the goal of which is to engage these communities to gather input and identify multi-modal strategies, projects, and programs that are needs and priorities for these impacted communities.

The Task Force meets monthly and will hold its 23rd meeting on August 14, 2023. All Task Force meeting notices, documents, and recordings (in English, Spanish, Khmer, and Tagalog) can be found on the project website (<https://www.metro.net/projects/lb-ela-corridor-plan/>). In June 2023, the Board Received and Filed a detailed update on Task Force progress made to date, which includes completion of the third phase - Developing Multimodal Strategies and identifying Projects and Programs - for which the Task Force voted in May 2023 to approve the Evaluation Framework by which these projects and programs will be refined and prioritized for the Draft Investment Plan.

DISCUSSION

Provided below is a summary of the work plan by element for the requested contract modification to (#1) support the Task Force and complete the Investment Plan, (#2) develop a CMCP, and (#3) create an online Dashboard Visualization Tool.

Work Element #1 -Task Force Organization/Development & Completion of the Investment Plan

This element includes developing and executing an engagement plan, which outlines the purpose and sequence of the Task Force process. The Project Team is also developing a comprehensive community engagement plan and a timeline that overlaps with the technical analysis that supports the Investment Plan process. In addition to the Task Force, there are subgroups comprised of a wide variety of representation, such as public representatives, private sector, community members who live near the I-710 freeway, and amongst other members of Community Based Organizations (CBOs) that provide feedback and recommendations to the Task Force members. The following sub-groups are currently active:

- Community Leadership Committee
- Coordinating Committee
- Zero Emission Truck Working Group
- Equity Working Group

The Task Force and its subgroups meets monthly, requiring a great deal of coordination and preparation from Metro staff and its consultant team. The public engagement process entails numerous logistics; some of the items include: reaching out to individual stakeholders, creating

meeting notification materials (e-blasts, website, blog and social media content), putting together an extensive database of stakeholders, preparing meeting materials, providing experienced facilitators for such meetings, using a variety of online and in-person media support to reach out to a broad base of community stakeholders, providing interpreters at meetings, and translating meeting material in other languages.

The Task Force developed the overall Vision Statement, Guiding Principles and Goals for the I-710 South Corridor and is currently working on developing a draft Investment Plan, including implementation and legislative strategies to report to the Metro Board in November 2023. Once the Investment Plan is developed, these projects and programs can be advanced independently with separate environmental documents as part of the overall implementation plan. The development of the Investment Plan requires significant technical resources, including the development of a database of proposed performance measures that will provide the technical basis for illustrating existing and future conditions within the I-710 Corridor.

The Project Team is currently working on planning-level analysis for the draft Investment Plan. Having recently completed the evaluation criteria, the next focus is developing travel demand forecasting of the mobility benefits associated with the Investment Plan, a quantitative analysis of air quality and public health impacts, the cost and schedule associated with the Investment Plan, analysis of the potential funding sources, and an evaluation of the cumulative findings that will form the Investment Plan and recommendations. The technical feasibility of projects and programs in the Investment Plan will also be evaluated. Parallel to the development of the Investment Plan, Metro's suite of equity tools and resources will serve as input in key junctures in the Task Force process including vision and goals, multimodal strategies, project and program refinements, and recommendations for the Investment Plan.

Work Element #2 - CMCP

The purpose of the CMCP is to allow projects identified as priorities by the Investment Plan to compete for \$500 million in state Senate Bill 1 funding awarded biennially through the Solutions for Congested Corridors Program (SCCP) administered by the California Transportation Commission (CTC). The CTC developed the CMCP guidelines to provide guidance to eligible program applicants regarding the statutory requirements for CMCPs. Metro will comply with the CMCP guidelines requirements to produce a qualifying plan based upon the Investment Plan process. Any SCCP funds awarded would leverage the local funding that will be committed to the Investment Plan. The CMCP will be developed concurrent with the Investment Plan and brought to the Board for consideration by March 2024.

Work Element #3- Dashboard Visualization Tool

The primary objective for this task is to develop a web-based, public-facing application to provide

visually evaluative information about the multimodal transportation projects and programs that will compose the Investment Plan. The application will be designed with a user-centric approach, focusing on providing easy navigation and clear visual information for the Investment Plan. It is anticipated that the web-based application will be interactive in displaying project information (i.e., project location, description, evaluation metrics, etc.) using elements such as maps, pop-ups, and charts. The goal of this tool is to facilitate collaboration and engagement with all stakeholders of the LB-ELA Corridor and improve transparency and understanding regarding the proposed transportation improvements.

Budget Breakdown for Contract Modification by Task

Below is a breakdown of the projected costs, by task, for the work elements described above in more detail:

Contract Modification Task Breakdown	Budget
Project Management	\$203,832
Task Force Organization, Support and Community Engagement	\$2,151,101
Completion of the Investment Plan	\$844,990
CMCP (<i>New Task</i>)	\$350,000
Dashboard Visualization Tool (<i>New Task</i>)	\$307,972
Total	\$3,857,895

DETERMINATION OF SAFETY IMPACT

Performance of the proposed contract modification will have no negative impact on the safety of Metro’s patrons or employees. The ultimate Investment Plan developed by the Task Force will include Safety as a goal that will help guide the creation of a safer, more community-supportive approach to moving people through the LB-ELA Corridor and its communities.

FINANCIAL IMPACT

The amount of \$3,857,895 is included in the FY24 Adopted budget under the I-710 South Early Action Project 460316, Account 50316 (Services Professional/Technical), Task 14.01.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the Senior Executive Officer for Countywide Planning and Development-Multimodal Integrated Planning, and the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

Impact to Budget

The source of funds for this project will be Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

EQUITY PLATFORM

Approving the execution of the contract modification will support the potential benefits of the proposed Investment Plan.

Metro is working to center equity in current and future decision-making, budget allocation, and community engagement activities to develop the LB-ELA Corridor Investment Plan. Approval of the URS Corporation (an AECOM Entity) contract modification will allow staff to complete the Investment Plan as previously directed by the Metro Board in June 2021 and will allow for a continued robust community-driven planning study that will be a blueprint for the types of projects and programs that will be implemented in the LB-ELA Corridor. Through this contract modification, the Project Team will increase engagement efforts through the completion of the Investment Plan, including office hours, lunch and learns, and hybrid meetings. Key roles for DBE team members have been included for this additional work, at approximately 5.3% DBE and 40.6% SBE, for a total of 45.9% of the modification value, which will ensure that the overall SBE/DBE commitment (9.56%) is met.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the LB-ELA Corridor communities, Caltrans District 7, the Gateway Cities COG, and stakeholders through LB-ELA Corridor Task Force meetings and its attendant committees and public outreach forums will lead to the development of the multimodal, multiyear Investment Plan. The process and the outcome of the Task Force will help implement three key Metro Vision 2028 Strategic Plan Goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Goal3: Enhance communities and lives through mobility and access to opportunity.

Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the Contract Modification. This option is not recommended. Completing the Task Force process is a necessary step in the development and implementation of the improvements described in Measure R and Measure M for the LB-ELA Corridor.

NEXT STEPS

Staff will work with the Task Force to develop the LB-ELA Corridor Draft Investment Plan and will

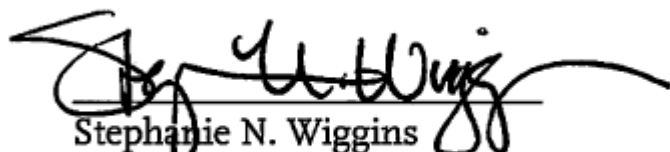
present this draft to the Board during the November/December 2023 board cycle and execute the Contract Modification with URS Corporation (an AECOM entity).

ATTACHMENTS

- Attachment A - May 2021 Board Motions
- Attachment B - May 2022 Board Motion
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

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Stephanie N. Wiggins
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Metro

Board Report

File #: 2021-0368, **File Type:** Motion / Motion Response

Agenda Number: 47.

REVISED
REGULAR BOARD MEETING
MAY 27, 2021

Motion by:

DIRECTORS SOLIS, SANDOVAL, BUTTS, GARCETTI, AND MITCHELL

710 South Corridor Project

In March of 2018, the Metro Board of Directors approved Motion 5.2 which adopted Alternative 5C as the Locally Preferred Alternative for the 710 South Corridor Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The Motion also directed staff to implement an Early Action Program that would quickly deliver safety, mobility, and air quality benefits to the region, and to “re-evaluate and re-validate the remaining elements of Alternative 5C” upon completion of the Early Action Program. The Early Action Program includes a slew of projects throughout the 710 South Corridor such as streets and interchange improvements, active transportation facilities, the Clean Truck Program, and the Community Health Benefit Program. These Early Action Program improvements were required for completion before any mainline freeway work began.

Since approval of Motion 5.2, Metro staff has worked towards completion of the EIR/EIS. However, in just the last few weeks, the United States Environmental Protection Agency (EPA) opined that a particulate matter hot-spot analysis would be required for the 710 South Corridor Project’s EIR/EIS transportation conformity determination. Without this hot-spot analysis, the EPA cannot determine whether or not the Project is a project of air quality concern and a record of decision cannot be issued for the EIR/EIS. Additionally, at a recent meeting of the California Transportation Commission, Caltrans Director Toks Omishakin stated that Caltrans would “put an absolute pause on this project in the format that it’s currently in,” explaining that the Project does not align with the current trajectory of California’s transportation policy.

The issues raised by our federal and state partners suggest the need to re-think the Project scope and undertake a holistic, equity-based examination of the Project to ensure Metro’s investments do not disproportionately impact communities of color, inadvertently worsen induced demand, or work against existing greenhouse gas emissions reduction goals. There are elements currently included in the EIR/EIS that support local and state transportation goals and should move forward as individual projects separate from any mainline improvements to the 710 South Corridor.

SUBJECT: 710 SOUTH CORRIDOR PROJECT

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Butts, Garcetti, and Mitchell that direct the Chief Executive Officer to:

1. Immediately ~~cease~~ suspend further work to advance the current 710 South Corridor Project EIR/EIS;
2. Evaluate all improvements included in the EIR/EIS that can be advanced separately from mainline 710 South infrastructure improvements including, but not limited to, projects related to active transportation, operational improvements, clean truck infrastructure, and community health;
3. Identify additional locally-supported projects that can be advanced to enhance mobility along the 710 South Corridor and complement the non-freeway projects mentioned above, including but not limited to the West Santa Ana Branch, the LA River/Rio Hondo Confluence Station, LA River Master Plan, Rail to River, and the Atlantic Boulevard Bus Rapid Transit;
4. Collaborate with corridor cities, local stakeholders, community based organizations, the Ports of Los Angeles and Long Beach, and the Gateway Council of Governments to conduct outreach and develop a funding plan in order to advance a revised Early Action Program that includes projects identified in Directives 2 and 3. The revised Early Action Program should emphasize shovel ready projects and prioritize partnerships with labor to advance Metro's Project Labor Agreement and Construction Careers Policy;
5. Report back on all directives in September 2021.

**Board Report**

File #: 2021-0365, **File Type:** Motion / Motion Response

Agenda Number: 48.

**REGULAR BOARD MEETING
MAY 27, 2021**

Motion by:

DIRECTORS HAHN, SOLIS, BUTTS, AND DUTRA

I-710 South Corridor Project

Metro, the California Transportation Agency (Caltrans), and the corridor cities have studied the I-710 South Corridor Project for over a decade, with goals of reducing goods movement congestion and improving air quality and mobility for communities along the corridor.

The Project is a high priority for goods movement, as the I-710 directly links the broader region with the Ports of Los Angeles and Long Beach, which combined account for 40% of the nation's imports.

Three years ago, the Metro Board approved Alternative 5C as the Locally Preferred Alternative, at an estimated cost of \$6 billion. The Board also voted to limit property impacts, ensure local hiring priorities, and prioritize an Early Action Program. Further, Motion 5.1 doubled the size of the Zero Emissions Truck program to \$200 million and called for a Zero Emissions truck lane. Once the Board approved the Project, staff sought Federal environmental clearance in order to be eligible for Federal funding.

The United States Environmental Protection Agency (EPA), in a letter dated March 25, 2021 and addressed to Metro CEO Phil Washington and Caltrans District 7 Director Tony Tavares, stated that "a PM [Particulate Matter] hot-spot analysis is necessary for the project's transportation conformity determination." That analysis has not yet been conducted for this Project, and the Project cannot receive Federal funding until a hot-spot analysis is conducted and meets Federal requirements.

At the California Transportation Commission's May 12, 2021 meeting, Caltrans Director Toks Omishakin stated "I don't see how we can move forward with the I-710 South Corridor Project in its current format" and that the Metro Board "may have to take another vote on this particular project."

Without Federal and State support and funding for the I-710 South Corridor Project in its current form, there is insufficient funding to proceed with Alternative 5C as approved by the Board. However, the status of the project and Metro's and Caltrans' recommended approach for addressing the ongoing goods movement, air quality, and mobility needs along this corridor remains unclear.

SUBJECT: I-710 SOUTH CORRIDOR PROJECT

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Butts, and Dutra that the Board direct the Chief Executive Officer to report back to the Board in July 2021 on:

1. Why the EPA concluded the project does not meet conformity requirements and why Caltrans Director Toks Omishakin stated that Caltrans cannot support the Project “in its current format”;
2. Identify what elements of the Project can either be moved forward or modified in order to get State and Federal support, including but not limited to: price-managed freeway lanes, zero emissions-only truck lanes, short- and long-haul rail, Atlantic Avenue bus rapid transit, Metrolink capital and service improvements, and State and Federal funding for near-zero and zero-emissions goods movement investments earmarked for the I-710 South Corridor;
3. If inclusion of some or all of the elements in Directive 2 above will be enough to get State and Federal support for the Project or if it needs to be reimagined entirely; and,
4. A plan for re-engaging cities and stakeholders along the corridor.



Board Report

File #: 2022-0355, File Type: Motion / Motion Response

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2022

Motion by:

DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA

I-710 South Corridor Motion

The I-710 South Corridor is a 19-mile stretch of the I-710 Freeway, from East Los Angeles in the north to the Ports of Long Beach and Los Angeles in the south. Connecting the ports with shipping and warehousing facilities in Southern California, this corridor is a goods movement corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the Ports of Long Beach and Los Angeles, which have become California's and America's loading docks. Metro has been studying ways to relieve congestion and improve safety along the I-710 South Corridor for more than two decades.

Of the 1.2 million people who live along the I-710 South Corridor, nearly 1 million, or 83 percent, identify as Black or Hispanic. These residents face some of the worst air quality anywhere in the country, as the corridor accounts for 20% of all particulate emissions in Southern California. The I-710 South is known as the "diesel death zone" owing to very high levels of diesel pollutants within a quarter-mile either side of the freeway. These high levels of pollutants have been linked to health challenges including decreased lung function, asthma, increased lung and heart disease symptoms, and chronic bronchitis in communities along the corridor, which also face long-standing disparities in health and access to healthcare.

In 2018, the Metro Board of Directors voted in favor of the I-710 South Corridor's Environmental Impact Report's recommended "Alternative 5C." That Board decision was contingent on Federal approval, in order to fully fund the project. In 2021, the U.S. Environmental Protection Agency (EPA) formally opposed "Alternative 5C" on the grounds that any increase in vehicles and trucks along the corridor would increase particulate emissions in communities that are already heavily impacted by particulate emissions. Subsequent to that decision, the State of California also announced that it would not support "Alternative 5C."

Beginning in mid-2021, Metro staff initiated a new process to reimagine the corridor, convening a Task Force comprised of stakeholders representing labor, the ports, local elected leadership, goods movement industry, and community-based organizations. That Task Force now also includes several working groups and a Community Leadership Committee to help inform future project direction and decision-making. In addition, the Gateway Cities Council of Governments (COG) convened an Ad

Hoc Committee, comprised of elected leaders representing cities along the corridor, which considered and approved Guiding Principles and Projects and Programs which are the COG's preferred approach for improving the quality of life for corridor residents and enhancing the operational efficiency benefitting the corridor's users.

The steps taken in the past year by Metro to chart the path forward for this project are commendable. Even as the larger capital project has seen the environmental review process need to restart, the challenges along the I-710 South Corridor not only remain but continue in many ways to further deteriorate. The Ports are seeing record imports, and many of these products are being trucked out, on the I-710 Freeway, creating even more congestion along and near the freeway, further exacerbating safety issues and worsening air quality for communities throughout the corridor.

Since the time of the Board's 2018 action on the I-710 South Corridor, the California Department of Transportation (Caltrans) has adopted a new standard for evaluating freeway projects, known as "The Transportation Analysis Framework: Evaluating Transportation," implementing provisions of SB 743 (Steinberg, 2013), focused on reducing "Vehicle Miles Traveled" (VMT). The State has also adopted the "California Action Plan for Transportation Infrastructure," or CAPTI, which aligns the State's transportation infrastructure investments with its climate, health, and equity goals, with a goal of significantly reducing VMT.

Additionally, the Biden-Harris Administration has issued new Federal policies "securing environmental justice and spurring economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution," including Executive Order 14008 and the Justice40 Initiative. The Federal Highway Administration has also issued a policy document associated with implementing the new Bipartisan Infrastructure Law that states, in part, "The Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways."

The original vision for the I-710 South Corridor was a \$6 billion freeway project, leveraging nearly \$1 billion in local funding to be matched by \$5 billion in State and Federal funding. While most of the local funding remains in Measures R and M, any major investments in the corridor will need State and Federal support, and Metro should seek a similar 5-to-1 State/Federal-to-Local match goal.

SUBJECT: I-710 SOUTH CORRIDOR MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force

and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

We, therefore, further direct the Chief Executive Officer to:

- A. Develop and Implement a project Investment Plan, which:
1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
 2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
 3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
 4. Provides a suite of major investments that can be completed no later than 2028;
 5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act “Grants Strategy and 5-Year Implementation Plan” currently under development for presentation to the Metro Board;
- B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.
- C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project’s Investment Plan; and
- D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS
PS4340-1939

1.	Contract Number: PS4340-1939		
2.	Contractor: URS Corporation (an AECOM Entity)		
3.	Mod. Work Description: Additional Project Support for the I-710 Corridor Project EIR/EIS to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort and extend the Period of Performance		
4.	Contract Work Description: I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement (EIR/EIS)		
5.	The following data is current as of: 6/27/2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/28/2008	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	1/28/2008	Total of Modifications Approved: \$42,238,146
	Original Complete Date:	6/30/2015	Pending Modifications (including this action): \$3,857,895
	Current Est. Complete Date:	3/30/2024	Current Contract Value (with this action): \$68,782,355
7.	Contract Administrator: Andrew Conriquez		Telephone Number: 213-922-3528
8.	Project Manager: Lucy Delgadillo		Telephone Number: 213-922-7099

A. Procurement Background

This Board Action is to approve Contract Modification No. 31 issued to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) effort support of the EIR/EIS, Project Report and Advanced Preliminary Engineering for the I-710 project. This Modification covers additional support for the I-710 Corridor Project EIR/EIS.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

A total of 30 modifications have been executed to date. Refer to Attachment E - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the independent cost estimate (ICE), negotiations, and technical analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$4,240,034	\$4,237,395	\$3,857,895

Staff successfully negotiated a cost savings of \$382,139.

ATTACHMENT D

CONTRACT MODIFICATION/CHANGE ORDER LOG

I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS/PS4340-1939

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Added New DBE and Updated Project Manager	Approved	5/20/2008	\$0
2	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	Approved	1/15/2009	\$53,599
3	Revised SOW – Utility Design	Approved	10/29/2009	\$299,103
4	Revised SOW – to include additional Traffic Studies	Approved	1/25/2010	\$78,019
5	Revised SOW – Enhanced Landscape Design Services	Approved	2/22/2010	\$254,947
6	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	Approved	10/20/2010	\$484,017
7	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, visual impact analysis, meeting support, project management support, tolling alternatives, utility strategy alternatives analysis	Approved	1/5/2011	\$4,001,672
8	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	Approved	5/23/2011	\$1,339,228
9	Supplemental SOW – Traffic Simulation Model	Approved	4/23/2012	\$324,339
10	Supplemental Environmental Analyses for the I-710	Approved	4/24/2012	\$0

	Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change			
11a	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	Approved	11/20/2012	\$0
12	Revised SOW incorporating project changes, changes in state and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	Approved	1/24/2013	\$9,190,276
13	Supplemental Work -Augment public officials, and staff oversight coordination	Approved	1/13/2014	\$69,179
14	Period of Performance Extension	Approved	6/29/2015	\$0
15	Period of Performance Extension	Approved	9/21/2015	\$0
16	Supplemental Statement of Work and Period of Performance Extension	Approved	10/22/2015	\$7,012,735
17	Supplemental Statement of Work and Period Performance Extension	Approved	1/28/2016	\$3,729,598
18	Budget adjustments and extension of expiration date - No Cost Increase	Approved	4/25/2017	\$0
19	Supplemental Statement of Work and increased funding.	Approved	10/25/2017	\$496,821
20	Supplemental Statement of Work and increased funding	Approved	12/5/2017	\$494,485
21	Supplemental Statement of Work and increased funding	Approved	1/15/2018	\$408,765
22	Supplemental Statement of Work and increased funding	Approved	6/28/2018	\$7,249,919
23	Period of Performance Extension	Approved	10/9/2019	\$0
24	Period of Performance Extension	Approved	2/12/2020	\$0
25	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	9/23/2020	\$0
26	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	8/12/2021	\$0
27	Period of Performance Extension	Approved	11/23/2021	\$0
28	Supplemental Statement of Work, increase to funding and Period of Performance Extension	Approved	6/4/2022	\$6,276,217

29	Reallocation of tasks with no increase to the contract authority	Approved	9/23/2022	\$0
30	Supplemental Statement of Work and increased funding	Approved	11/12/2022	\$475,227
31	Supplemental Statement of Work, increase funding and extend the period of performance	Pending	7/27/2023	\$3,857,895
	Modification Total:			\$46,096,041
	Original Contract:		1/28/2008	\$22,686,314
	Total:			\$68,782,355

DEOD SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS
PS4340-1939**A. Small Business Participation**

URS Corp./AECOM Technical Services made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 96% complete and the current level of participation is 14.74% DBE, exceeding the commitment by 5.18%.

Small Business Commitment	9.56% DBE	Small Business Participation	14.74% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Civil Works Engineers	Caucasian Female	3.11%	3.00%
2.	JMD, Inc.	Black American	2.76%	1.07%
3.	Tatsumi & Partners	Asian-Pacific American	0.79%	1.59%
4.	Wagner Engineering & Survey	Caucasian Female	2.90%	1.05%
5.	Arellano Associates, LLC	Hispanic American	Added	5.21%
6.	D'Leon Consulting Engineers	Hispanic American	Added	0.54%
7.	Epic Land Solutions	Caucasian Female	Added	0.56%
8.	Galvin Preservation Associates	Caucasian Female	Added	0.57%
9.	Mccormick-Busse, Inc. dba MBI Media	Caucasian Female	Added	0.56%
10.	Network Public Affairs, LLC	Caucasian Female	Added	0.17%
11.	PacRim Engineering, Inc.	Asian-Pacific American	Added	0.10%
12.	Pan Environmental, Inc.	Asian-Pacific American	Added	0.11%
13.	Wiltec	Black American	Added	0.21%
	Total		9.56%	14.74%

¹Current 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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0236, File Type: Agreement

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JULY 19, 2023

SUBJECT: WESTLAKE/MACARTHUR PARK STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to execute an amendment to the Exclusive Negotiations Agreement and Planning Document (ENA) with Walter J Company (Developer) to extend the term for one year with the option to further extend the term for two additional one-year periods. The ENA provides for the joint development of Metro-owned property at the Westlake/MacArthur Park B/D (Red/Purple) Line Station with approximately 434 market rate residential units, 234 income-restricted units, a hotel, commercial office space, and neighborhood serving retail including space for local vendors (Project).

ISSUE

In August 2020, the Metro Board of Directors (Board) authorized the execution of an ENA with the Developer to support the joint development of the Project. The ENA was executed in February 2021. Since that time, the Developer has advanced predevelopment activities, including design development, community engagement, and the preparation of an entitlements package to be submitted to the City of Los Angeles (City). The ENA is set to expire in August 2023, and an extension of the ENA term is necessary to continue negotiations activities that include: (a) review of the schematic design; (b) Developer-led stakeholder outreach; (c) responding to City Planning questions/comments on the entitlements and environmental clearance application; and (d) negotiating and finalizing a ground lease and other transaction documents.

BACKGROUND

In August 2020, the Metro Board approved an ENA (Approved ENA/Project) that was the product of a revised and updated unsolicited joint development proposal from the Developer for the development of a mixed-use project inclusive of the 1.8 acres Metro-owned Plaza situated on the south side of Wilshire Boulevard between Alvarado Street and Westlake Avenue in the Westlake community of Los Angeles. The Developer intends to incorporate the Metro-owned property with properties it owns both north and south of the Metro-owned property to comprise the Project site (see Attachment A - Site Map).

The Approved ENA/Project was resubmitted to the Board following the rejection of the initial February 2020 proposal. Table 1 below outlines the changes between the initial February 2020 submittal and the Approved ENA/Project of June 2022.

Table 1	Initial Project Proposal Feb 2020	Approved ENA/Project Proposal June 2020
Total Apartments	665	668
Market Rate Apartments	545	434
Income-Restricted Apartments	120	234
Very Low (30 - 50% AMI*)	0	66
Low (50 - 80% AMI)	120	66
Moderate (120%-150% AMI)	0	66
Section 8 (0 - 50% AMI)	0	36
Hotel Rooms	252	300
Commercial SF	67,791	124,058
Open Space SF	75,679	75,679
Parking Spaces	896	775

*Area Median Income (AMI) for the Los Angeles-Long Beach Metropolitan Statistical Area, as determined annually by the Department of Housing and Urban Development (HUD) and adjusted for actual household size.

In addition to the enhanced affordable housing component, the Project was upgraded by strengthening the community outreach process through a Project Advisory Task Force (PATF); incorporating opportunities for existing local small businesses and street vendors to remain; and new neighborhood-based businesses to be recruited into the redeveloped site. Following Board approval in August 2020, the ENA was executed and became effective in February 2021. In 2022, the Developer acquired the property to the north of the Metro Plaza (650 S Alvarado) on which the 99 Cents Only building is located and has incorporated it into the development site.

DISCUSSION

Project Findings

Based on the progress made under the existing ENA, Joint Development staff recommend the Project continue to be advanced for the following key reasons:

1. The inclusion of adjacent land enables a more substantial development project to overcome the challenges of the Site.

- Significant Metro infrastructure exists including two station portals, an elevator, and vent shafts.
- Prior proposals could not build above and/or around these elements and still produce a meaningful development.
- The Developer owns a substantial number of properties adjacent to the Project Site that can be leveraged into a project with the appropriate scale and scope.

2. The Project would provide more income-restricted units than could be developed by Metro on its own.

- 234 income-restricted units (168 targeting incomes below 80% of AMI and 66 additional units targeting the Moderate 150% AMI level)
- Prior Metro land-only proposal (see below Project Site History) produced only 82 total units of affordable housing.

3. The Project commits to supporting existing plaza vendors and small businesses.

- Permanent vendor space dedicated to minority-owned and local businesses (at least 20%).
- On-site training and other business support resources provided.

4. The Developer's team has deep ties and experience working with the Westlake/MacArthur Park community.

- Developer's family has operated in this location providing medical, community, and related services for over 40 years.
- Currently entitled to develop the Lake on Wilshire project, a mixed-use project, directly across the street from the Phase B project.
- New Economics for Women (NEW) is a non-profit social service provider with deep roots in the community.

Joint Development Project Site History

In 2003, Metro entered into an ENA with an affiliated company of McCormack Baron Salazar (MBS) for a mixed-use affordable housing project which was later modified into two phases. In 2006, a Joint

Development Agreement (JDA) was entered into with MBS to develop Phase A which consisted of a 90-unit affordable housing development directly across the street from the current Project Site on the east side of Westlake Avenue. Phase B consisted of the development of an additional 82 units of affordable housing over the Metro Plaza along with upgrades to Metro transit infrastructure.

In 2012 Phase A was completed. However, due to the physical challenges and related cost to build across the plaza and subterranean transit infrastructure MBS proposed an alternative design for Phase B on Metro property. Staff determined the revised conceptual plan, which featured a surface parking lot without either retail or a new station portal, lacked the transit orientation necessary to achieve Metro's programmatic goals. It was later decided to not extend the JDA with MBS and the agreement was terminated.

Project Overview and Programming

The Developer is proposing a mix of commercial, retail, and housing uses that wrap around the perimeter of the Metro owned plaza. This will include two towers, one at the corner of Wilshire and Westlake and the other at 7th and Westlake which will have 668 housing units as a combination of studio, one- and two-bedroom units. Community-serving retail uses will occur along the southern and northern perimeters of the Metro Plaza.

A two-story pavilion will be built above the Metro Plaza at the existing park and ride location. It will contain a mix of quick service food stores, permanent space for local vendors, and community-based services. The Developer intends to integrate the Metro Plaza into its overall design through an enhanced landscape plan, fixed locations for local vendors to operate, and options for community-based performances and open-air events. To create the project density necessary to accommodate these various uses, the Developer is seeking a certain amount of open space and floor area ratio (FAR) from Metro. This would include the granting of air rights of approximately 575,492 square feet and the ability to add another 240 density units to the Project.

Detailed programming of the pavilion and other ground floor retail options will be fully developed in conjunction with the Developer over the remainder of the ENA period. The Developer has committed to certain community-based programming to include anti-displacement and homeless prevention services, English as a second language and citizenship classes, economic mobility programs & job training, along with a community business & family resource center.

In 2022, the Developer acquired the property to the north of the Metro Plaza (650 S Alvarado) on which the 99 Cents Only building is located and has incorporated it into the Project. This acquisition provided for additional commercial use of approximately 64,000 sq. ft. for medical offices and a retail pavilion. In addition, there was an increase of 968 parking spaces (from 775 spaces). The increased parking is still within the joint development policy limit of 0.5 spaces per bedroom (902 bedrooms, 451 allowable spaces, 341 proposed spaces).

Table 2 below summarizes the updated Project components including the additional parcel:

Project Component	Approved ENA/Project (2020)	Updated ENA/Project (2023)
Total Housing Units	668	668
Income Restricted Units (see Table 1 for details)	234	234
Hotel Rooms	300	300
Commercial Sq. Ft.	124,058	187,721
Combined Parking	775	968
Open Space	75,679	74,135

It is anticipated the Developer will complete and submit an entitlement package to the City no later than September 30, 2023. Based on the Developer's current timeline, the City's application review process will take approximately one year. Once entitlements are in place, staff intend to request Board authorization of key terms and conditions for a Joint Development Agreement (JDA) and Ground Lease (GL).

Community Engagement

To date, the Developer has conducted community outreach, design review, and the preparation of entitlements for submission to the City. The community outreach component has been extensive and ongoing since the ENA went into effect. Thus far, the Developer has conducted the following activities:

- 33 community outreach events.
- 4 project workshops.
- 8 PATF meetings.
- 26 separate meetings with community groups, including various tenants' rights organizations.

Communication channels have been in the form of in-person meetings, digital and paper-form surveys, holiday events, and food giveaways. Much of the community interface has been accomplished through the Developer's non-profit partner, NEW.

Comments received through this information gathering process include the need for greater security at the Plaza; more opportunities for affordable housing accessible to local residents; job opportunities during the construction period; and the need to protect local businesses from displacement once the project is operational. The Developer has been responsive to these needs in the design of the Project.

On June 30, 2023, Metro Joint Development staff briefed First District Council Member Eunisses Hernandez and her staff on the Project. This was followed by a commitment to provide ongoing updates throughout the predevelopment phase.

Unit Count and Affordability Analysis

As proposed, the Project will contain 234 income-restricted units (35% of the total unit count) which will be subject to a long-term affordability covenant. A subset of these units, 168 units or 25% of the total, are reserved for lower-income households with incomes no greater than 80% of AMI, adjusted for household size. The proposed affordable unit count aligns with the 2021 Board adopted update to the Joint Development Policy that establishes an inclusionary requirement for large projects such as Westlake/MacArthur Park (over 300 units) to allocate at least 25% of the total number of units for households earning up to 80% of AMI. This also aligns with the City of Los Angeles incentives policies and the State Surplus Land Act establishing threshold requirements for large-scale projects at 25% affordability.

In addition to the 168 affordable units, the Project proposes to reserve 66 units (approximately 10% of the overall unit count) for households with income levels between 120% and 150% of AMI. Known by the City of Los Angeles Housing Department as the “Moderate 150%” income level, this range of housing is a helpful resource as there is no existing public subsidy that targets this range. The Developer intends to subsidize the inclusion of these units through other Project components including the 434 market rate units. This would place 35% of all housing under a long-term affordability covenant.

This mixed-income approach maximizes affordability as financial studies have found increasing affordability requirements much beyond 25% in mixed-income projects require more funding gap than the projects or existing resources can likely bear. The Developer’s commitment to underwrite the Moderate 150% component speaks to providing the largest number of income-restricted units and the widest array of affordability levels while at the same time acknowledging the Project can be underwritten.

As part of the 2020 Board approval of the ENA, a preliminary financial pro forma was submitted for review. Given the structural complexity of building on a high-intensity transit station with significant subsurface rail infrastructure and a high-cost building methodology that maximizes unit yield in the form of two multi-purpose towers, the preliminary review suggests a maximum of 234 income restricted units. Although a higher percentage of affordable units could potentially be achieved through a lower-cost, lower height/density construction typology, this would result in a significant reduction in the total number of affordable units provided by the Project, and thus, would not align with the Board’s adopted policy goal of constructing as many units as possible, as quickly as possible for those who need it most. Further, prior efforts to develop the site with a low-rise, fully affordable development were unsuccessful for the reasons noted above.

With the extension of the ENA and the continued due diligence to follow, a revised financial pro forma will be submitted and reviewed by one of Metro’s third-party consultants. This will include an analysis of all programming activities including the affordable housing component and a determination of the maximum number of affordable units that could be supported by the overall Project.

Operations/Maintenance and Integration of Developer Activities

Metro has experienced an increase in drug related medical emergencies, violent crime, and general misuse of the Westlake/MacArthur Park Station. As a result, Metro Operations convened an agency

task force leading a collaborative effort to reimagine how the Station could better serve transit patrons and the broader community by improving public safety and service reliability through the strategic deployment of pilot programs. One of these pilot interventions includes a proposed restructuring of the vendor marketplace developed in collaboration with the County, City, and community that activates the plaza, promotes business sustainability and growth, and preserves space for community events.

Metro and the Developer are interested in a long-term Plaza program that continues to enhance security and improves the on-site transit experience for transit riders, workers, and residents. During the remainder of the ENA period the Developer will work collaboratively with Metro's restructured plaza vending program to provide input on ways to maintain continuity of vending activities throughout the predevelopment phase. As the Project moves forward to completion, the Developer will also seek to negotiate favorable leases with local vendors including the rate and length of term. Uses within the commercial and retail space will establish "eyes on the plaza" and the hotel and residential uses will provide a 24-hour presence at the station.

During the remainder of the ENA period, Metro and the Developer will negotiate an integrated maintenance, operations, and security program that addresses the needs of Metro, the Developer, and patrons of the station. Those terms will be incorporated into the proposed GL terms for the Board's consideration.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA term during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Funding for the joint development activities is included in the adopted FY24 budget under Cost Center 2210, Project 401038. In addition, the Chief Planning Officer will be responsible for seeking budget authority in future years as the ENA process is finalized. Pursuant to the ENA, third-party and certain Metro staff costs are reimbursed by the Developer. The ENA executed in 2020 required the Developer to pay Metro a non-refundable fee of \$50,000, as well as a \$100,000 deposit to cover Metro staff and consultants. As stated in the JD Policy the non-refundable fee is held in a fund to be reinvested into Transit Oriented Communities activities such as land acquisition and other opportunities in furtherance of the 10K Plan. The full amount of the fee remains available for these activities. The deposit is replenished when it reaches a balance of less than \$50,000.

Impact to Budget

There is no adverse impact to the proposed FY24 budget. Staff costs are included in the FY24 budget to negotiate the proposed transaction and review the design and other project documents. No new capital investment or operating expenses are anticipated to occur and ENA deposits from funds provided by the Developer will offset certain staff and project-related professional service costs.

EQUITY PLATFORM

The project will deliver 234 income-restricted units to an Equity Focus Community, which could benefit community members adjacent to the project as well as other lower-income County residents in need of affordable housing and jobs. The Developer and its non-profit partner NEW have committed to marketing to income-qualifying local residents within the project area to increase chances of placement in the income-restricted units. This will be detailed in the Developer's leasing plan. To improve equity outcomes the developer has committed to reserving 20% of commercial/retail space for minority-owned businesses, and/or businesses that are owned by Westlake/MacArthur Park District residents. The space allocated to minority-owned businesses is the result of approximately two years of ongoing outreach with local stakeholders, CBOs, and advisory boards. The Developer will also negotiate in good faith to establish tenant-friendly leases with these businesses regarding the rate and length of term.

Likewise, the Developer is committed to partnering with local trade and apprenticeship readiness programs, hospitality training organizations, and local tenants' unions to offer job training and job creation opportunities throughout the Project's construction period. The terms and conditions of these partnerships will be detailed in the JDA and GL that will be negotiated and submitted to the Board for future consideration. Key terms will include outreach to the immediate neighborhood and those underrepresented and/or marginalized workers. As part of any future construction activities, Metro will require the Developer to submit a construction work plan with mitigation measures to limit dust, traffic, and noise for surrounding small businesses and other neighbors.

In pursuing the project, the developer and Metro staff will continue to actively engage with all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. Since the ENA was accepted by the Board in August 2020, Metro JD staff worked closely with the Developer to implement the community engagement plan that centers CBOs in the development process. CBO engagement strategies have included: 1) enlisting over 27 CBOs to participate in a project advisory role on the PATF; 2) working with CBOs to disseminate information for project community meetings and collect community surveys for project design; 3) collaborating with CBOs on a series of educational community workshops covering affordable housing, project design, and environmental review; and 4) working with local CBOs to negotiate community benefits including workforce and economic development plans. The Developer will continue building on the significant prior community outreach for the Project as specified by the requirements under the ENA.

Throughout this process, the Developer's staff have expressed a strong commitment to ongoing community engagement, using different methods such as in-person design review workshops, public neighborhood council meetings, and pop-up events at the Station and the Developer's offices across the street at 1930 Wilshire Blvd. To date, the Developer has conducted eight PATF meetings with public attendance, collected 341 community surveys, hosted food giveaways at nine CBO events, and contacted over 200 community attendees at public meetings. Across all events, the Developer engaged 3,211 participants. Based on the demographic data that has been collected so far, 70 percent of survey participants were Hispanic and Latino, 30% were Non-Hispanic and Latino. Regarding language preference, 55% of participants speak only Spanish at home, 21% speak other languages at home, and 24% speak English at home. Most participants were aged 35 to 59. The developer has engaged local youth and younger adults by providing multiple outreach meetings at

nearby schools and toy giveaways during the holiday season. As in previous JD outreach efforts, engagement will be conducted by the Developer 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 alternative to Board approval would result in the current ENA expiring in August 2023. As a result, further negotiations with the Developer would be discontinued jeopardizing build-out of the site and the creation of 234 new affordable housing units. A full range of options to upgrade the maintenance and operations of the station and plaza area in conjunction with the Developer would be postponed and future development options would be severely constrained due to the Developer's existing ownership of the surrounding properties. The remaining developable space was proven to be infeasible in the prior MBS proposal due to physical site limitations associated with sensitive Metro rail infrastructure running through the Metro Plaza and significant costs associated with building over the station infrastructure.

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a one-year extension of the term. During the extension period, staff will continue to work with the Developer to modify specific design elements, entitlement application details and confirm overall Project financial feasibility. This will include a detailed analysis of the affordable housing component and include confirmation of the ability to provide deeper levels of affordability and/or the number of overall affordable housing units.

Staff will return to the Board for approval of key terms and conditions for a JDA and GL following the Developer's securing of Project entitlements and environmental approvals from the City. Plaza maintenance, operations, and security will also be negotiated during the remainder of the ENA term.

ATTACHMENTS

Attachment A - Site Map

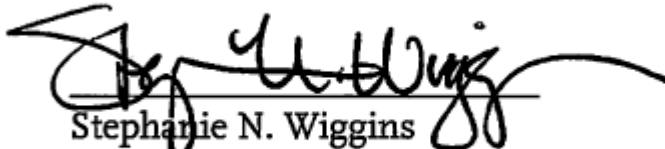
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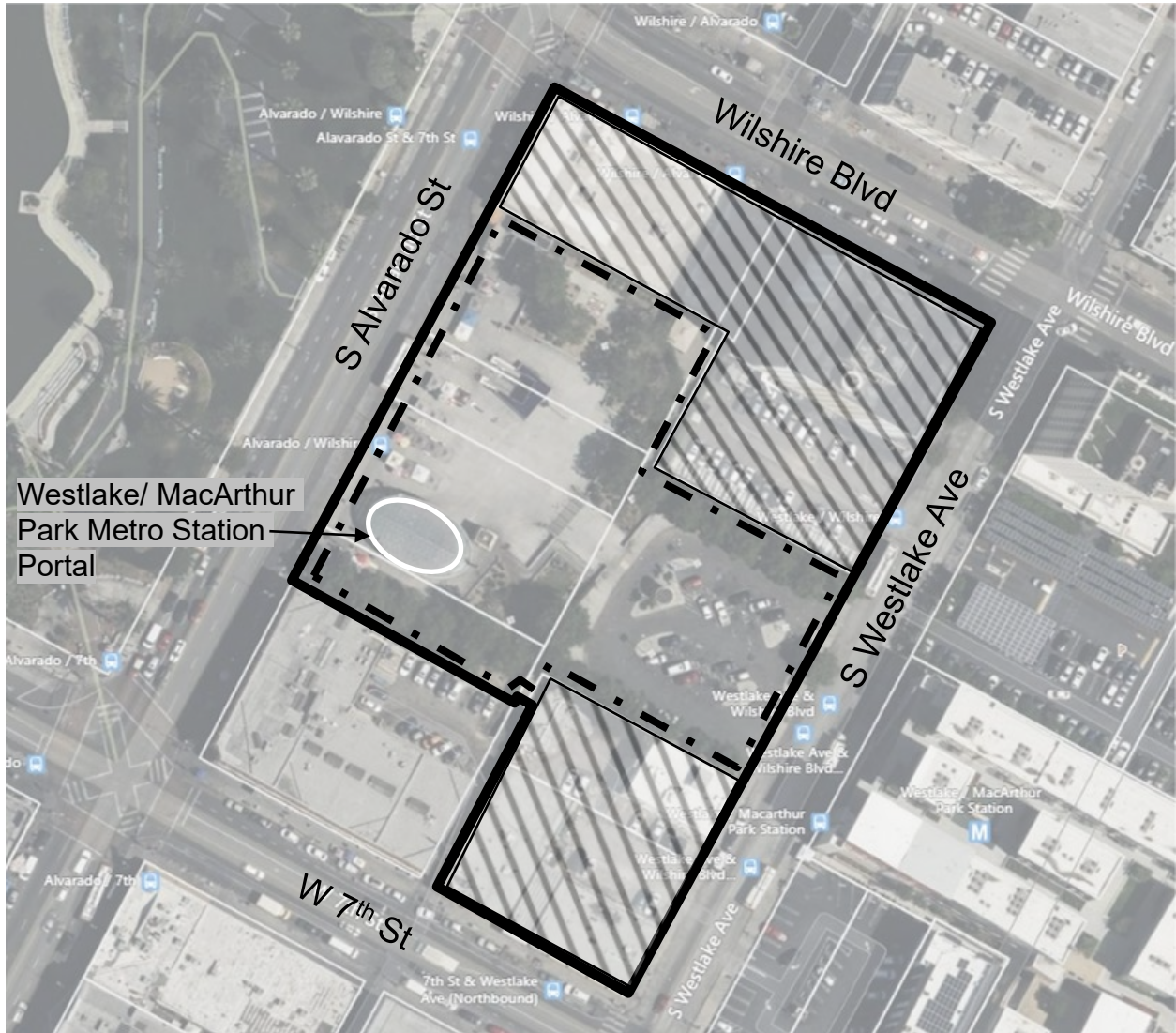
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Stephanie N. Wiggins
Chief Executive Officer

Attachment A
Site Map



Project Site



Metro-owned property



Developer-owned property



Next stop: building communities.

Westlake/MacArthur Park Station
Joint Development

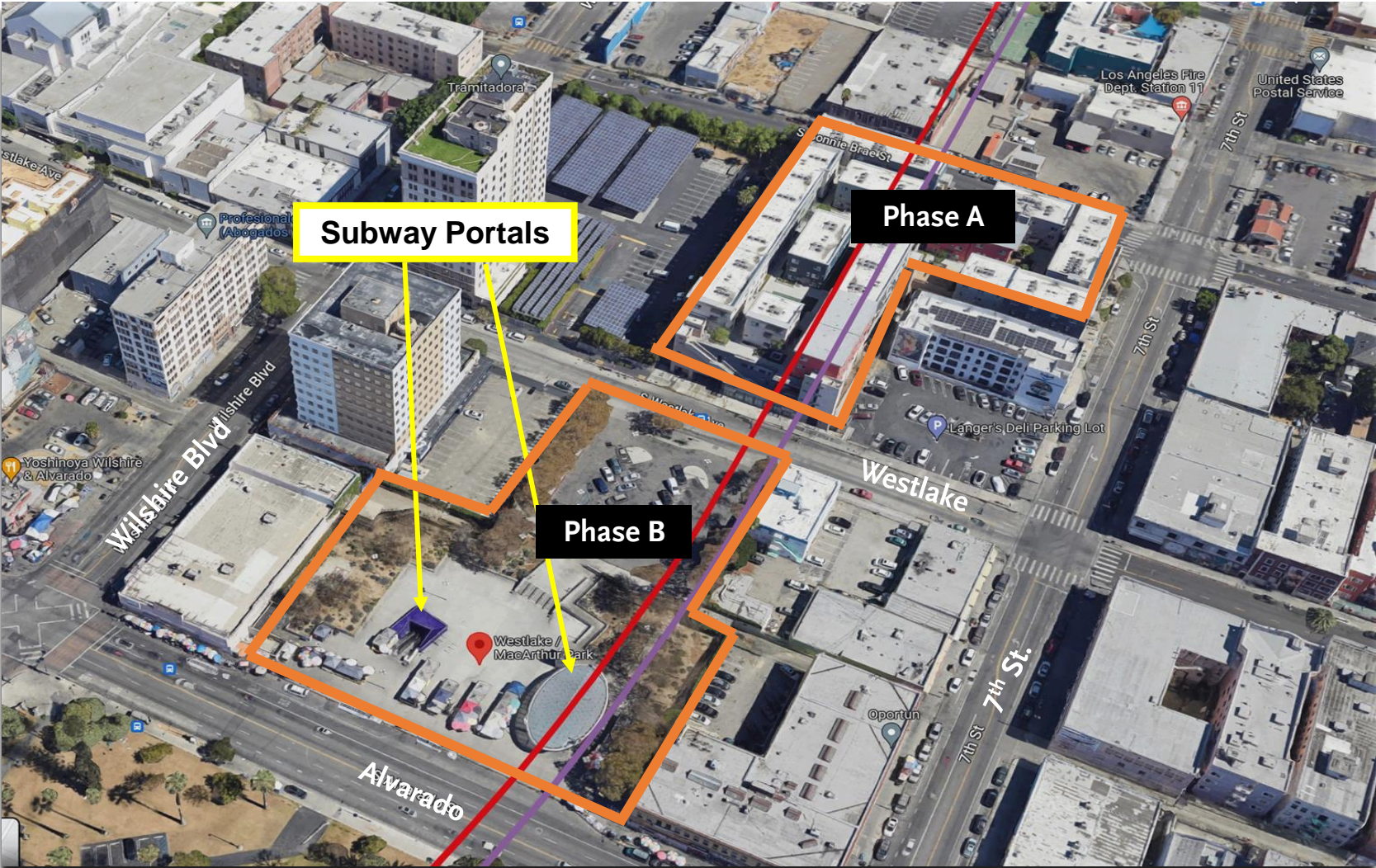
Planning & Programming Committee

July 19, 2023

Legistar File #2023-0236

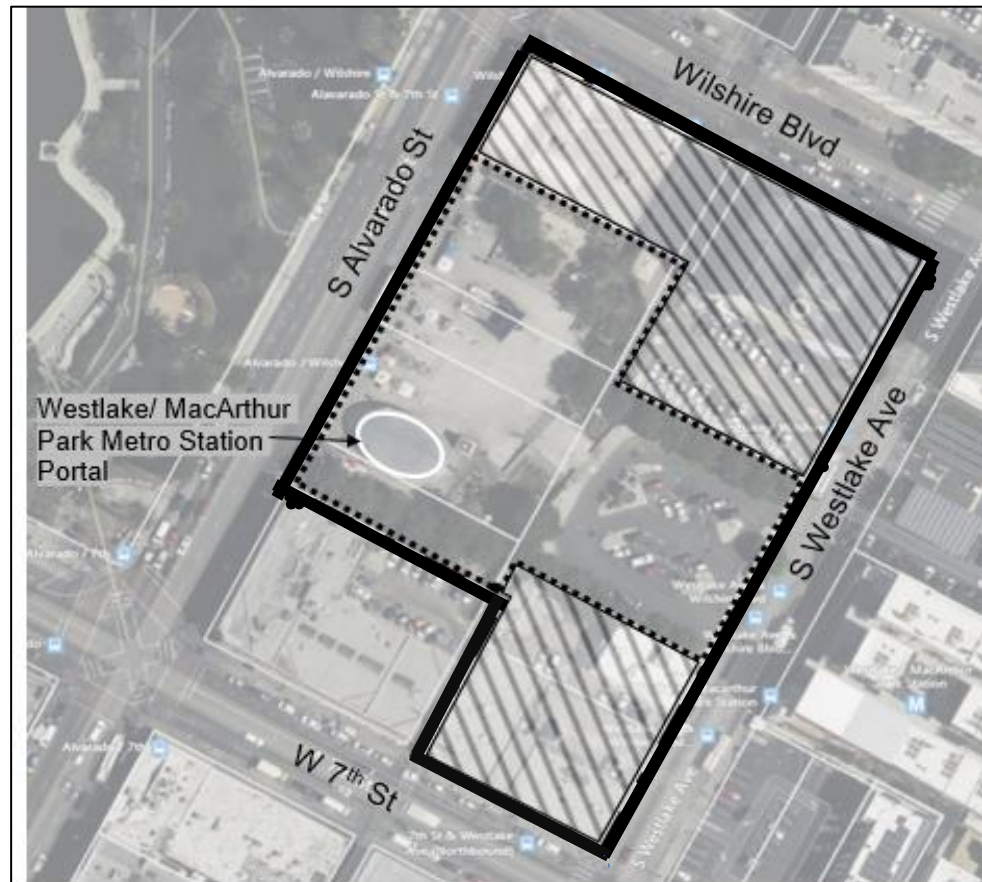


Westlake/MacArthur Park Station History



New Project Site (Phase B) Proposal

- > Joint Development consisting of 1.8 acres of Metro Plaza & 1.63 acres of developer owned properties. Total Project Site of 3.43 acres.
- > Proposed development is the product of an unsolicited proposal and 2020 Board action approving the ENA inclusive of the current program.
- > Proposed Board action consists of authorizing the LA Metro CEO to extend the current ENA by one year and retain the authority to extend an additional two 1-year periods, if needed.



Project Site



Metro-owned property



Developer-owned property

Current Project Overview

Programming

Developer:

- > Walter J Company

Units:

- > 668 Dwelling Units

Commercial & Retail:

- > 187,721 sq. ft. (up to)
- > 300 Room Hotel

Amenities:

- > Dedicated vendor space
- > Retail with favorable terms for local businesses
- > Local food services

Parking:

- > 341 residential
- > 627 commercial/retail

Affordable Housing Detail

- > 668 Total Housing Units

- > 234 Income Restricted Units:

- 36 units for seniors (0% to 50% AMI)
- 66 units (30% to 50% AMI)
- 66 units (50% to 80% AMI)
- 66 units (120% to 150% AMI)

- > All Income Restricted Units will be protected by a long-term affordability covenant

Public/Private Participation Summary

Metro Participation

- > Allocation of plaza through the ground lease (1.8 acres)
- > Transfer of 575,492 sq ft in developable air rights
- > Additional 240 density units of housing (part of 668 total units)

Developer Participation

- > Allocation of 1.63 acres of Developer property including all frontage along Wilshire Blvd
- > Plaza enhancements and landscaping upgrades to increase community serving uses
- > New investment of over \$938 million (estimated development)
- > Income Restricted Units
- > Commitment to supporting small businesses in the retail and plaza vendor spaces
- > Estimated 850 new permanent jobs (Nov. 2022 developer model)

Key Milestones Achieved Through June 2023

Conceptual Design:

- > Approved by Metro following extensive review and Project Area Task Force (PATF) input

Community Outreach:

- > 8 PATF update project meetings
- > 4 Project workshops focused on local stakeholders
- > 26 Project updates to various community groups
- > 33 Community-based neighborhood events

Entitlements:

- > To be submitted by September 2023



Next Steps

Upon Board approval and ENA Execution:

- > Seek further input on plaza programming & mix of affordability levels
- > Update program elements, including the affordable housing mix, and revise the pro forma to confirm financial feasibility
- > Coordinate with the WLMP Task Force regarding maintenance and security
- > Consult with TOC Economic Development Program regarding the Restructured Plaza Vending activities
- > Refine project design and process entitlements
- > Negotiate a term sheet for the Joint Development Agreement and Ground Lease



Board Report

File #: 2023-0285, File Type: Agreement

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 19, 2023**

SUBJECT: SCAG CTC PARTNERSHIP PROGRAM GRANT AWARDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds awarded in the amount of \$41,279,497 through the County Transportation Commission Partnership Program; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

ISSUE

On May 9, 2023, Metro staff submitted applications to the Southern California Association of Governments (SCAG) County Transportation Commission (CTC) Partnership Program for Metro-led and Metro-partnered transportation plans, programs, and infrastructure projects. The SCAG Regional Council approved awards on July 6, 2023. The Program guidelines require that Metro enter into an agreement with SCAG prior to initiating reimbursable work on awarded projects. In addition, agreements are necessary for Metro to pass through funds to the external agencies who will implement awarded projects.

BACKGROUND

The 2021 Regional Early Action Planning Grants Program (REAP) established by AB 140, funded from the State General Fund, and administered by the California Department of Housing and Community Development provides funds for planning and implementation activities within infill areas that have significant geographic or regionwide benefit towards three objectives:

1. Accelerate infill development that facilitates housing supply, choice, and affordability
2. Affirmatively further fair housing

3. Reduce vehicle miles traveled (VMT)

The 2021 REAP sets aside 85 percent of funds for direct allocation to Metropolitan Planning Organizations (MPOs). SCAG received \$246 million and designated \$80 million for the CTC Partnership Program (Program). The six CTCs in the SCAG region are the only eligible applicants, however, CTCs can submit applications in partnership with stakeholders such as Councils of Governments (COGs). The Program guidelines require that funded projects not only meet the state's 2021 REAP objectives and eligibilities but also align with the Key Connection Strategies in SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which focus on innovative policies and/or technologies together with expanded mobility offerings to realize regional planning goals.

SCAG opened the Call for Applications on April 12, 2023 with an application deadline of May 9, 2023. Metro submitted 11 applications for Metro-led and Metro-partnered (COG-led) planning, program, and infrastructure projects. On July 6, 2023, the SCAG Regional Council approved awards totaling \$41.3 million for ten projects in Los Angeles County. This total includes \$31.9 million for six Metro-led projects and \$9.3 million for four COG-led projects. A list of funded projects is shown in Attachment A.

DISCUSSION

The Program is an opportunity to advance innovative, multimodal, and shovel-ready transportation planning and implementation activities. The funded projects meet the Program's objectives and eligibility criteria as outlined in Attachment B, and importantly, are expected to be complete by the Program's deadline of December 31, 2025. To meet the Program's firm project completion deadline, Metro must execute an agreement with SCAG that establishes the projects and activities that may be reimbursed. SCAG will not reimburse costs prior to the execution of the agreement.

Although CTCs like Metro are the only eligible applicants for the Program, Metro staff aimed to meet the Program's collaborative and partnership goals by working with interested COGs to identify projects for this opportunity. Metro staff met with each COG applicant to explain roles and responsibilities for the application process and grant administration activities associated with Program funds. Metro submitted the COG projects as a partnership between Metro and the respective COG, however, SCAG will not enter into agreements with any other parties besides the eligible applicant. Therefore, Metro must enter into separate agreements with COGs to establish the terms for passing through the Program funds for the COG-led projects. Entering into these agreements expediently is also necessary to ensure the COG-led projects can meet the project completion deadline.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

Adoption of the recommendations would allow Metro to take actions to secure \$41.3 million for Metro and subregional projects. Since the Program operates on a reimbursement basis, the cost centers

implementing the Metro projects will be responsible for budgeting the costs in future years. Subregional project costs will be budgeted by the respective subregion.

Impact to Budget

The fund source is 2021 REAP funds distributed by SCAG through the CTC Partnership Program. These funds are not eligible for Metro's bus and rail operating expenditures.

EQUITY PLATFORM

The Board action will help secure funding from a program that is intended to advance transit and other multimodal plans, programs, and infrastructure improvements within and for lower resourced communities, areas of concentrated poverty, historically disadvantaged communities, and/or areas with lost or reduced service. Metro staff selected projects for application and SCAG selected projects for funding in accordance with the Program objectives and requirements.

The Program guidelines require that funded projects meet all three 2021 REAP objectives: accelerating infill development that facilitates housing supply, choice, and affordability; affirmatively furthering fair housing; and reducing VMT. In addition, projects must satisfy location criteria associated with each objective such as: areas with transit supportive densities, lower resources coupled with measures to promote equitable quality of life and access to opportunities and Disadvantaged and Historically Underserved communities. The 2021 REAP defines Disadvantaged and Historically Underserved Communities as including concentrated areas of poverty; areas of high segregation and poverty and areas of low to moderate access to opportunity per the state's Opportunity Area Maps; Communities of Concern, Disadvantaged Communities, and Low Income Communities per SB 535 and AB 1550; areas of high housing cost burdens; areas with high vulnerability of displacement; areas related to Tribal Entities, and other areas experiencing disproportionate impacts of California's housing and climate crisis. Metro staff evaluated all projects for application on these objectives and criteria aided by the Indicator Mapping Tool developed by SCAG to identify whether project locations are consistent with 2021 REAP and SCAG objectives. Nearly all Metro Equity Focus Communities (EFCs) overlap with one or more of the indicators included in SCAG's mapping tool. All 11 projects that Metro submitted will serve EFCs as they are either fully or partially located within EFCs and create connections, services, or programs that target or provide disproportionate benefit to EFCs residents. Each project sponsor was required to describe how it would advance equity by benefiting disadvantaged and historically underserved communities, discuss existing and planned partnership and stakeholder engagement in project development and throughout the project lifecycle, identify location criteria satisfied by the project, and propose metrics for tracking the performance of the project in each of the three 2021 REAP objectives. SCAG evaluated and ranked projects based on responses to these application questions.

The projects' outcomes and desired impacts will be measured and shared through regular and annual progress reports as required by SCAG's Program guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of these recommendations will support the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding that will conduct planning, create and enhance programs, and build infrastructure that accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduce VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefit.

ALTERNATIVES CONSIDERED

The Board may choose not to approve one or both of the recommended actions. Staff does not recommend this alternative because Metro and our subregional partner agencies cannot be reimbursed for work on awarded projects without an executed agreement with SCAG. Metro could lose out on receiving \$41.3 million targeted to improve mobility and increase access to opportunity. The Board may also choose to delay approval of one or both of the recommended actions until a later date. Staff does not recommend this alternative because beginning reimbursable work as soon as possible upon agreement execution is necessary to ensure projects are completed by the December 31, 2025 deadline.

NEXT STEPS

Upon Board approval of these recommendations, Metro staff will work with SCAG and COG staff to enter into agreements.

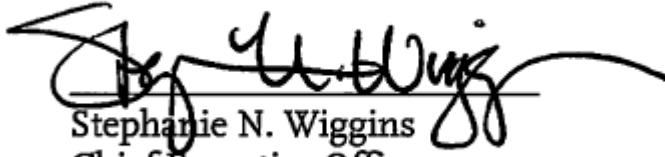
ATTACHMENTS

Attachment A - CTC Partnership Program Awards

Attachment B - Objectives and Eligibility Criteria

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

County Transportation Commission Partnership Program Awards

Project Sponsor	Project	Project Description	Request	Award
City of LA	Connecting Communities with Stress Free Connections	Construction of low stress active transportation improvements in Mid City West, South LA, and Central LA neighborhood corridors.	\$5,250,000	\$5,250,000
City of LA	First Last Mile Revolution: Transforming Metro Connections to Housing	Planning and 30% design to advance implementation of Purple Line Extension Section 2 and 3 and East San Fernando Valley LRT FLM plans.	\$1,050,000	\$1,050,000
Metro	Countywide Signal Priority Cloud Based Solution	Purchase and install cloud-based transit signal priority at intersections countywide with older technology.	\$4,004,028	\$4,004,028
Metro	Metro Bike Share In-fill Expansion	Update the Metro Bike Share Plan to identify bike share service gaps and areas where bike share can be expanded and deploy service to fill gaps.	\$12,075,000	\$7,550,000
Metro	Mobility Wallets Pilot 2.0: Challenge and Low-Income	Fund expansion of mobility wallets including different wallet types.	\$10,000,000	\$4,023,750
Metro	North Hollywood Transit Center	Construct a consolidated transit center to vacate a parcel that will be developed into mixed-use development including affordable housing.	\$15,000,000	\$15,000,00
Metro	Traffic Reduction Study	Conduct additional modeling to help plan a pilot(s) that incorporates public input into pilot design.	\$1,000,000	\$1,000,000
Metro	Urban Wilderness Access Feasibility Plan	Planning study to increase access to Griffith Park and surrounding parklands in the Hollywood Hills	\$945,000	\$372,000
San Gabriel Valley Council of Governments	Enhanced GoSGV E-Bike Share Program	Subsidize GoSGV (regional e-bike subscription program) membership for affordable housing residents, purchase e-cargo and e-trike bikes, and upgrade existing bikes.	\$2,625,469	\$2,625,469
South Bay Cities Council of Governments	Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	Analyze, assess, and create an inventory of existing buildings that could be used as a mobility hub in the cities of Carson, Hawthorne, Gardena, and the unincorporated community of West Athens-Westmont in LA County.	\$404,250	\$404,250
Grand Total			\$52,353,747	\$41,279,497

Objectives and Eligibility Criteria

This attachment describes the 2021 REAP objectives and requirements which all projects must meet, and the eligible activities and project priorities which are identified by SCAG for the CTC Partnership Program.

Objectives and Requirements

Objectives and requirements described in the Department of Housing and Community Development's *Regional Early Action Planning Grants (REAP) of 2021 Guidelines for Metropolitan Planning Organizations*¹:

All projects must demonstrate a nexus to all three 2021 REAP objectives:

1. Accelerating infill development that facilitates housing supply, choice, and affordability
2. Affirmatively furthering fair housing
3. Reducing Vehicle Miles Traveled (VMT)

All projects must also:

- Have significant geographic or regionwide benefit
- Meet the definition of a transformative planning or implementation activity²
- Meet the infill definition³

Eligible Activities

Eligible activities that meet the 2021 REAP objectives as described in SCAG's *2023 CTC Partnership Program Guidelines*⁴:

1. Realizing multimodal communities
 - a. Establishing and implementing a vision-zero policy and program, a safety plan, and a slow streets program.

¹ <https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf>

² "Transformative planning and implementation activities" means housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita VMT reductions, including accelerating infill development, supporting residents through realizing Multimodal Communities, shifting travel behavior through reducing driving, and increasing transit ridership.

³ "Infill", for the purposes of the 2021 REAP, means areas where all the following apply: (1) the area consists of unused or underutilized lands (2) within existing development patterns (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, or
- b. An established community that meets all the following criteria:
 - a. The area consists or previously consisted of qualified urban uses
 - b. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
 - c. No parcel within or adjoining the area is classified as agricultural or natural and working lands
- c. Under unique circumstances, applicants may propose an alternative definition of "Infill" subject to approval by the Department of Housing and Community Development and State Collaborative Partners.

⁴ https://scag.ca.gov/sites/main/files/file-attachments/ctc_call_for_projects_guidelines_04112023_final.pdf?1681314989

- b. Developing bicycle and pedestrian infrastructure plans and other multimodal plans or policies.
 - c. Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
 - d. Producing multimodal corridor studies associated with developing specific planning documents or implementation actions.
2. Shifting travel behavior by reducing driving
 - a. Studying roadway pricing feasibility and implementing road pricing programs.
 - b. Funding the establishment of a local VMT impact fee or catalyzing a regional VMT mitigation bank.
 - c. Funding and implementing parking and transportation demand management programs or ordinances.
 3. Increasing transit ridership
 - a. Funding and implementing actions to establish more seamless regional transit systems between and across communities, including establishing common fares systems, sync transit routing systems and schedules, service design, and wayfinding to connect residential neighborhoods with employment centers and other key destinations.
 - b. Developing and implementing multimodal access plans to and from transit facilities
 - c. Planning for additional Housing near transit.

Priority Projects

Priority projects to implement Key Connection strategies included in *Connect SoCal 2020*⁵ as described in SCAG's *2023 CTC Partnership Program Guidelines*:

1. Transit Recovery – examples include capital improvements to increase bus speed and reliability and improve customer experience.
2. Mobility Integration & Incentives – examples include mobility wallets, pricing, universal basic mobility, and fare integration.
3. Shared Mobility & Mobility Hubs – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.
4. VMT Bank & Exchange Programs – examples include studies, pilot programs, and plans.

Indicator Mapping Tool

Interactive map prepared by SCAG to help identify project locations that are consistent with 2021 REAP and SCAG objectives:

<https://maps.scag.ca.gov/portal/apps/webappviewer/index.html?id=94a15b4f502d44c6941e6c0b71818823>

⁵ <https://scag.ca.gov/read-plan-adopted-final-connect-social-2020>



Next stop: access to opportunity.

Item 12 - SCAG CTC Partnership Program Grant Awards
Planning and Programming Committee
File No. 2023-0285



Recommendation

Consider:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute an agreement with the Southern California Association of Governments to claim funds in the amount of \$41,279,497 awarded through the County Transportation Commission Partnership Program

- B. AUTHORIZING the CEO or their designee to negotiate and execute pass-through agreements with the agencies who will implement projects awarded through the County Transportation Commission Partnership Program

CTC Partnership Program

SCAG* received \$246M from HCD* Regional Early Action Planning Grants (REAP) 2.0

SCAG-created programs:

- Programs to Accelerate Transformative Housing
- Subregional Partnership Program 2.0
- Sustainable Communities Program
- **County Transportation Commission (CTC) Partnership Program**



CTC Partnership Program

Funding: \$80 million competitive

Eligible applicants: CTCs only, partnerships encouraged

Eligible projects: Plans, programs, and capital improvements

Application period: April 12 – May 9, 2023

Awards approved: July 6, 2023

Expenditure deadline: December 30, 2025

**SCAG is the Southern California Association of Governments*

**HCD is the California Department of Housing and Community Development*

Review Criteria

HCD REAP 2.0 Objectives & Location Constraints



- Accelerate infill development that facilitates housing supply, choice, and affordability
- Affirmatively further fair housing
- Reduce VMT



Projects with significant geographic or regionwide benefit in *infill areas*

HCD REAP 2.0 Eligible Activities/Uses



- Realizing multimodal communities
- Shifting travel behavior by reducing driving
- Increasing transit ridership

SCAG CTC Partnership Program Priorities



- Transit Recovery
- Mobility Integration & Incentives
- Shared Mobility & Mobility Hubs
- VMT Bank & Exchange Programs

Metro Priorities



- Advance Metro Board directives
- Project readiness
- Feasibility

Awards

Metro-led Projects

Project	Request	Award
Countywide Signal Priority Cloud Based Solution	\$4,004,028	\$4,004,028
Metro Bike Share In-fill Expansion	\$12,075,000	\$7,550,000
Mobility Wallets Pilot 2.0: Challenge and Low-Income	\$10,000,000	\$4,023,750
North Hollywood Transit Center	\$15,000,000	\$15,000,00
Traffic Reduction Study	\$1,000,000	\$1,000,000
Urban Wilderness Access Feasibility Plan	\$945,000	\$372,000
Total Metro-led Projects	\$43,024,341	\$31,949,778

COG-led Projects

Project Name	Request	Award
First/Last Mile Revolution: Transforming Metro Connections to Housing	\$1,050,000	\$1,050,000
Connecting Communities with Stress Free Connections	\$5,250,000	\$5,250,000
Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	\$404,250	\$404,250
Enhanced GoSGV E-Bike Share Program	\$2,625,469	\$2,625,469
Total COG-led Projects	\$9,349,719	\$9,329,719



Board Report

File #: 2023-0401, **File Type:** Informational Report

Agenda Number: 14.

**CONSTRUCTION COMMITTEE
JULY 20, 2023**

SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES FY24 ANNUAL WORK PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute the annual expenditure budget plan of \$36,536,291 for the FY24 Annual Work Plan for the City of Los Angeles (Attachment A).

ISSUE

During the design, construction and maintenance phases of Metro projects, a significant amount of support is required from local jurisdictions via an annual work plan. The annual work plan shall serve as a commitment from the agency for the reimbursement of services by City of Los Angeles reviewing jurisdictions for an estimated amount of services. Without an annual work plan, the City of Los Angeles jurisdictions have no funding sources to support the projects in a timely manner in order to meet Metro's schedules.

BACKGROUND

In December of 2002, A Master Cooperative Agreement (MCA) was executed between Metro and the City of Los Angeles. The intent of the agreement was to establish a streamlined process among both entities to successfully construct Metro's ongoing projects. A function of the MCA was to clearly identify a yearly budget for each City department to provide those city services. This function was labeled as the Annual Work Plan. A new MCA is currently being negotiated between Metro and the City of Los Angeles, and the 2002 MCA remains in effect until the new MCA is finalized. The new MCA is an effort to support the Metro construction program by capturing lessons learned, updating and enhancing processes, and enhancing overall relationships and cooperation between the two agencies. Upon execution of the new MCA, the 2002 MCA shall be terminated. This work plan is consistent with the principals of the new draft MCA which contains a streamlined escalation ladder, improved processes for design review and acceptance, early involvement and improved collaboration processes, and the inclusion of a Project Liaison to coordinate across City departments for future mega projects. The Project Liaison will be piloted for the East San Fernando Valley Transit Corridor

project, and funds for this pilot are included within this AWP.

DISCUSSION

The Annual Work Plan funds Metro's project plan reviews from various City of Los Angeles departments to support reviews of design and construction project plans on an annual basis. These services are essential for streamlining project delivery, which includes expediting plan reviews and approvals, ensuring quality and effective construction measures, timely inspections, and other functional efforts as described above. All services are centered to avoid project delays and promote cost saving measures to effectively deliver the project with minimal impacts on the community and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

The action contained herein provides funding for the City of Los Angeles participation in projects within the limit of the current approved FY24 budget for Third Party Review and maintenance. (See Attachment A).

Metro's efforts to proactively manage these costs will include the following:

- A. Controlling the design review process through the early coordination of design efforts to confirm scope and establish/clarify standards and requirements.
- B. Reviewing submittals for completeness.
- C. Ensuring that third party requirements are identified and addressed prior to sending to the third party.
- D. Reviewing timesheets with each third-party organization on a monthly basis to ensure that hours charged are appropriate.
- E. Conducting executive and staff level partnering with third parties.

DETERMINATION OF SAFETY IMPACT

The recommended action has no impact on safety.

FINANCIAL IMPACT

The funding of \$36,536,291 which may be obligated and spent under this one-year work plan, is included in the FY24 adopted budget within the projects requiring the services to be performed by the City of Los Angeles as outlined in Attachment A. Since these are multi-year projects, the Project Managers and the Chief Program Management Officer will be responsible for budgeting future year costs.

EQUITY PLATFORM

While considering the projects, Metro will provide an estimated 42 miles of new transit systems (pedestrian, bicycle, rail and bus) and 11 potential passenger stations within the City of L.A limits and

Equity Focus Communities (EFC). This Board item action will reduce likelihood of transit and active transportation project delays.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By executing the Annual Work Plan for FY24 and allowing the City departments to continue reviewing plans, while advancing a more streamlined approval process to successfully construct Metro's ongoing projects, it would positively support Metro's overall plan and goal of expanding the transportation network, increase mobility for all users and improve LA County's overall transit networks and assets.

IMPACT ON BUS AND RAIL OPERATING AND CAPITAL BUDGET

The funding for this Annual Work Plan will come from various sources of funds (see Attachment A). With the exception of major construction projects funded with specific grant funds, these funds are eligible for bus and rail operating and capital expenditures. No other sources of funds were considered for this activity because the primary beneficiary of the service is bus, rail and capital projects.

ALTERNATIVES CONSIDERED

The Board may reject the recommendation and direct us to include this work under Construction Contracts. Unfortunately, this is not recommended because it will delay each of the projects.

NEXT STEPS

Upon Board approval of the annual work plan, the City of Los Angeles shall submit the annual work plan to the Los Angeles City Council and Mayor's Office for adoption.

ATTACHMENTS

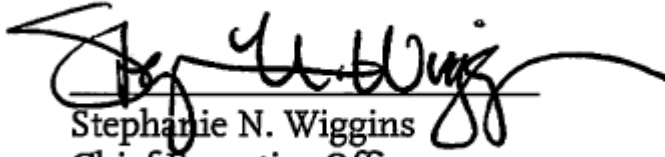
Attachment A - FY24 Annual Work Plan Anticipated Budget for the City of Los Angeles

Prepared by:

Eduardo Cervantes, Executive Officer, Projects Engineering, 213-922-7255.

Reviewed by:

Sameh Ghaly, Chief Program Management Officer (Interim), 213-418-



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

FY24 ANNUAL WORK PLAN ANTICIPATED BUDGET FOR CITY OF LOS ANGELES

CRENSHAW CATCH ALL

Bureau of Engineering	\$300,000
Dept. of Transportation	\$300,000
Con Ad	\$376,430
<hr/>	
Subtotal:	\$976,430

REGIONAL CONNECTOR

Bureau of Engineering	\$750,000
Dept. of Transportation	\$784,883
Bureau of Street Services	\$149,955
Bureau of Street Lighting	\$90,691
Con Ad	\$654,111
Cross Coordination	\$50,000
General Services	\$5,064
<hr/>	
Subtotal:	\$2,484,704

PURPLE LINE #1

Bureau of Engineering	\$900,000
Dept. of Transportation	\$1,097,585
Bureau of Street Services	\$125,985
Bureau of Street Lighting	\$285,632
Con Ad	\$794,258
Cross Coordination	\$100,000
LAPD	\$55,274
<hr/>	
Subtotal:	\$3,358,734

PURPLE LINE #2

Bureau of Engineering	\$900,000
Dept. of Transportation	\$977,915
Bureau of Street Services	\$160,822
Bureau of Street Lighting	\$278,159
Con Ad	\$696,146
LASAN	\$156,933
Cross Coordination	\$100,000
LAPD	\$115,000
LASan	\$119,082
LAFD	\$53,040
<hr/>	
Subtotal:	\$3,557,097

ATTACHMENT A (Continued)

PURPLE LINE #3

Bureau of Engineering	\$1,200,000
Dept. of Transportation	\$1,576,284
Bureau of Street Services	\$167,197
Bureau of Street Lighting	\$303,918
Con Ad	\$696,146
LASAN (WESD)	\$156,933
Cross Coordination	\$100,000

Subtotal:	\$4,200,478
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RAILTO RAIL

Bureau of Engineering	\$450,000
Dept. of Transportation	\$1,200,000
Bureau of Street Services	\$52,908
Bureau of Street Lighting	\$140,037
Con Ad	\$250,000

Subtotal:	\$2,092,945
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EASTSIDE 1ST/CENTRAL

Bureau of Engineering	\$200,000
Dept. of Transportation	\$63,759
Bureau of Street Lighting	\$109,083
Bureau of Street Services	\$70,305
LASAN	\$27,129
Con Ad	\$100,000

Subtotal:	\$570,276
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ORANGE LINE

Bureau of Engineering	\$875,000
Dept. of Transportation	\$968,223
Bureau of Street Services	\$258,245
Bureau of Street Lighting	\$296,545
Con Ad	\$20,000
LASAN	\$188,357

Subtotal:	\$2,606,370
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ESVTC

Bureau of Engineering	\$1,475,000
Dept. of Transportation	\$1,197,585
Bureau of Street Services	\$371,127
Bureau of Street Lighting	\$803,810
LASAN (WPD)	\$534,736
LASAN (WESD)	\$188,357
Con Ad	\$46,072
Cross Coordination Support	\$100,000

Subtotal:	\$ 4,716,687
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ATTACHMENT A (Continued)

Link US

Bureau of Engineering	\$600,000
Dept. of Transportation	\$403,425
Bureau of Street Services	\$80,638
Bureau of Street Lighting	\$230,915
LASAN (WESD)	\$45,600
<hr/>	
Subtotal:	\$1,360,578

Brighton to Roxford

Bureau of Engineering	\$300,000
Dept. of Transportation	\$209,810
Bureau of Street Lighting	\$209,924
<hr/>	
Subtotal:	\$719,734

Doran Street Grade Separation

Bureau of Engineering	\$300,000
Dept. of Transportation	\$270,381
Bureau of Street Services	\$166,581
Bureau of Street Lighting	\$177,236
LASAN (WESD)	\$50,689
<hr/>	
Subtotal:	\$964,887

HOLLYWOOD TO PASADENA BRT

Bureau of Engineering	\$300,000
Dept. of Transportation	\$300,000
Bureau of Street Lighting	\$50,000
Con Ad	\$10,000
LA San	\$10,000
Bureau of Street Services	\$50,000
<hr/>	
Subtotal:	\$720,000

WEST SANTA ANA

Bureau of Engineering	\$25,000
Dept. of Transportation	\$25,000
Bureau of Street Services	\$25,000
Bureau of Street Lighting	\$25,000
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Subtotal:	\$100,000

SEPULVEDA NORTH

Bureau of Engineering	\$30,000
Dept. of Transportation	\$30,000
Bureau of Street Lighting	\$30,000
<hr/>	
Subtotal:	\$90,000

ATTACHMENT A (Continued)

NEXT GEN SPEED AND RELIABILITY

Bureau of Engineering	\$775,000
Bureau of Street Services	\$1,250,000
Dept. of Transportation	\$3,665,000
Subtotal:	\$5,690,000

DIVISION 20

Bureau of Engineering	\$150,000
Dept. of Transportation	\$156,044
Bureau of Street Services	\$50,000
Bureau of Street Lighting	\$150,000
Con Ad	\$491,829
LASAN	\$50,000
Subtotal:	\$1,047,873

METRO CENTER PROJECT

Bureau of Engineering	\$300,000
Dept. of Transportation	\$58,663
Bureau of Street Services	\$264,292
Bureau of Street Lighting	\$304,988
Con Ad	\$88,897
LASAN	\$42,658
Subtotal:	\$1,059,498

I-105 EXPRESS LANES

Bureau of Engineering	\$30,000
Dept. of Transportation	\$30,000
Bureau of Street Lighting	\$30,000
Subtotal:	\$90,000

PATSAOURAS

Bureau of Engineering	\$15,000
Dept. of Transportation	\$10,000
Bureau of Street Services	\$10,000
Bureau of Street Lighting	\$10,000
Con Ad	\$10,000
Subtotal:	\$55,000

RED LIGHT PHOTO ENFORCEMENT

Bureau of Engineering	\$75,000
Subtotal:	\$75,000

GRAND TOTAL: \$36,536,291

TOTAL FY24 BUDGET: \$36,536,291



Board Report

File #: 2023-0438, File Type: Contract

Agenda Number: 19.

EXECUTIVE MANAGEMENT COMMITTEE JULY 20, 2023

SUBJECT: ADVERTISING & COMMUNICATION SERVICES CONTRACT

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 1 to Contract No.PS71009000 with Civilian, Inc. for advertising and communication services in the amount of \$1,500,000, increasing the base contract value from \$1,738,469 to a not-to-exceed amount of \$3,238,469.

ISSUE

Metro's marketing communications team develops and implements campaigns to grow ridership and promote agency initiatives including those related to equity and safety. A current priority is to grow ridership to pre-pandemic levels, leveraging the growth of the rail system (including the K Line and Regional Connector station openings), continued service updates and improvements, fare program initiatives including the GoPass and LIFE programs, and sports and entertainment events that are so prevalent in Los Angeles. With this opportunity comes the need for expanded media purchasing and marketing services. Metro contracts with Civilian, Inc., for these services, however, a contract modification is required to fund the work that Metro requires through May 30, 2024, the end of the base term.

BACKGROUND

In April 2021, Civilian was awarded a multi-year contract for advertising & communications services in the not-to-exceed amount of \$1,738,469 for the three-year base term, plus \$614,064 for a one-year option, for a total not-to-exceed contract value of \$2,353,073. This contract was awarded amidst the uncertainty of the Covid-19 pandemic during which the focus was on rider education about pandemic-related safety and related service changes.

Since then, the focus expanded to support Metro's ridership and safety efforts, including the K Line and Regional Connector openings, LIFE and reduced fare programs, bus operator recruitment, Go 511 campaigns and Eat Shop Play.

Civilian currently supports Metro campaigns by developing paid media/advertising strategies, purchasing print, digital, and broadcast media/advertising, conducting CBO outreach, engaging social media influencers to amplify our social media efforts, optimizing marketing investments, and identifying new marketing communications channels to promote Metro and its priority initiatives.

One example of Civilian's effectiveness is their work on our Low-Income Fare is Easy (LIFE) program. Metro, in collaboration with Civilian-contracted CBOs, has enrolled more than 60,000 people in the LIFE program, increasing participation by 106 percent and significantly outpacing program goals two months ahead of project completion.

DISCUSSION

Now that the pandemic is behind us, the Metro Marketing team has expanded its work with the priority to recover and grow ridership by focusing on youth, lapsed returning office staff, and weekend and choice riders. This strategy requires new and innovative approaches to how we target and communicate to potential riders and deliver messaging in the way our individual riders expect.

The services provided by Civilian through this contract are essential for developing and implementing our marketing communications campaigns. Civilian serves as an extension of our in-house marketing and communications team and stays current on the latest trends, technologies, and audience behaviors which allows them to assist Metro's efforts to develop effective outreach strategies quickly.

Metro is currently working with Civilian on several high-profile marketing communications campaigns including the introduction of Fare Capping, the continued growth of adoption and use of the GoPass (including summer and back to school), and Summer Ridership (#METRO2DTLA) campaigns that will inspire and entice Angelenos and visitors to Go Metro for leisure and fun - in addition to work.

Campaigns will also educate our riders about our new fare structure and safety initiatives, build support for Metro projects and increase positive sentiment about Metro.

FINANCIAL IMPACT

The Marketing Department will reallocate \$1,500,000 of its FY24 Budget from several operating projects to project number 306005, Public Affairs, under cost center number 7140, Marketing, to support this Modification.

Since this is a multi-year contract, the cost center manager and the Chief Customer Experience Officer will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The funding sources for this action include Proposition A 35%, C 40%, C 5%, Measure R 20%, Measure M 20%. Transportation Development Act (TDA) 4%, State Transit Assistance (STA) and local grants. These funds are eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

Metro currently contracts with Civilian, a woman-owned, DBE, and SBE, full-service marketing communications agency specializing in raising awareness and promoting action among diverse, hard-to-reach audiences, as well as the general public.

Civilian has prioritized Metro's commitment to reaching underserved and communities of color by employing culturally relevant marketing and communication materials. Our media strategy development process focuses on intentional engagement with these diverse communities by utilizing in-language community publications, social media platforms, radio, and streaming services, as well as utilizing Metro's own channels and printed materials.

Civilian is exceeding Metro's goals by actively contributing to the Diversity & Economic Opportunity Department's (DEOD) 22% Small Business Enterprise (SBE) goal and demonstrates the real-life, tangible economic opportunity created through the involvement of small businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support all the following goals by ensuring our audiences are aware of our mobility options and affordable access options, as well as increasing trial and repeat ridership consideration by increasing self-efficacy and decreasing negative perceptions removing barriers to ridership. In addition, the current #METRO2DTLA campaign further enforces our regional collaboration with local partners.:

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

ALTERNATIVES CONSIDERED

The Board may request staff procure a separate advertising & communication services contract. This alternative is not recommended as it would result in a lengthy pause and gap in our marketing efforts, which would be detrimental to our ability to meet our ridership, equity, and access to mobility goals. In this case, all the services would fall to the internal Metro team, which is not adequately staffed to handle the workload nor equipped with the specialized skills to perform the depth and breadth of services. In this scenario, this internal shortfall would create delays, overburden staff, and potentially jeopardize the timing affecting approximately a dozen programs for at least six to nine months.

Without this contract modification, Metro will not be able to purchase media/advertising in key publications, on digital platforms and broadcast channels that are vital to generating awareness and driving trial and/or repeat ridership. In addition, Metro will have to reduce CBO outreach that supports our LIFE and reduced fare programs.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Contract No. PS71009000 with Civilian

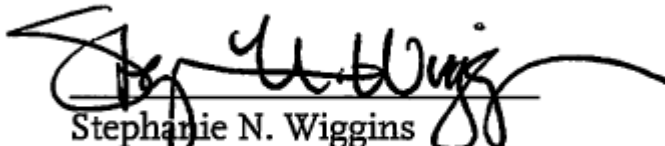
to continue to provide advertising and communication services through the base term.

ATTACHMENTS

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

Prepared by: Glen Becerra, Executive Officer, Marketing, 213-418-3264
Monica Bouldin, Deputy Chief, Customer Experience,
213-922-4081
Debra Avila, Deputy Chief Vendor/Contract Management,
213-418-3051

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, 213-922-4060



Stephanie N. Wiggins
Chief Executive Officer

**PROCUREMENT SUMMARY
ADVERTISING & COMMUNICATION SERVICES/PS71009000**

1	Contract Number: PS71009000		
2	Contractor: Civilian, Inc.		
3	Mod. Work Description: Increase contract price for the base term		
4	Contract Work Description: Advertising and Communication Services		
5	The following data is current as of: 6/29/2023		
6	Contract Completion Status		Financial Status
	Contract Awarded:	4/22/2021	Contract Award Amount: \$ 1,738,469
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$ 0
	Original Complete Date:	5/30/2024	Pending Modifications (including this action): \$ 1,500,000
	Current Est. Complete Date:	5/30/2024	Current Contract Value (with this action): \$ 3,238,469
7	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8	Project Manager: Bunrort Em		Telephone Number: (213) 922-5246

A. Procurement Background

This Board Action is to approve Modification No. 1 to Contract No. PS71009000 to continue to provide advertising and communication services.

This contract modification will be processed in accordance with Metro’s Acquisition Policy and the contract type is a firm fixed unit rate.

In April 2021, the Board awarded a four-year (inclusive of a one-year option) firm fixed unit rate Contract No. PS71009000 to Civilian, Inc. to provide advertising and communication services.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on firm fixed unit rates that were established and evaluated as part of the competitive contract awarded in 2021.

Proposed Amount	Metro ICE	Recommended Amount
\$1,500,000	\$1,500,000	\$1,500,000

ATTACHMENT B

**CONTRACT MODIFICATION/CHANGE ORDER LOG
ADVERTISING & COMMUNICATION SERVICES/PS71009000**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Continuation of advertising and communication services during the base term	Pending	Pending	\$ 1,500,000
	Modification Total:			\$ 1,500,000
	Original Contract:		4/22/21	\$ 1,738,469
	Total:			\$ 3,238,469

DEOD SUMMARY

ADVERTISING & COMMUNICATION SERVICES/PS71009000

A. Small Business Participation

Civilian, Inc., a Small Business Enterprise (SBE) Prime, made a 100% SBE commitment on this Small Business Prime (Set-Aside) contract. Based on payments, the project is 76% complete and the current participation is 99% SBE.

Small Business Commitment	100% SBE	Small Business Participation	99% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Civilian, Inc.	100%	99%
	Total	100%	99%

¹Current 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

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

Examples of Multicultural Marketing Creative for Regional Connector and Fare Capping



주의!
기차를 경계하고
조심하십시오.



M Metro



電車に注意



M Metro

Regional Connector

Pedestrian Safety ROS Banner
Display Ads for Rafu Shimpo
and Korea Times



M Metro 電車に注意!



M Metro 주의! 기차를 경계하고
조심하십시오.



Examples of Multicultural Marketing Creative for Regional Connector and Fare Capping



Metro simplifica sus tarifas

A partir del 1 de julio de 2023, la nueva política de tarifas de Metro simplificará la forma de pagar sus tarifas de autobús y tren de Metro. Obtenga más información sobre los cambios en las tarifas y cómo funciona el límite de tarifas en metro.net/farecapping.

Límite de tarifas

Metro introduce el límite de tarifas, una nueva forma de pagar las tarifas de autobús y tren de Metro.

- > El límite de tarifas reemplazará a todos los pases de Metro. Con este programa, usted obtendrá los beneficios de un pase sin pagar el costo inicial.
- > Cargue valor almacenado (dinero) en una tarjeta TAP para pagar por viaje. Cuando alcanza su límite de 1 o 7 días, puede viajar gratis por el resto de ese día o período de 7 días. Nunca gaste más de \$5 en un día o \$18 en 7 días. Consulte la tabla de tarifas a la derecha para conocer los precios de tarifa reducida.
- > Estos cambios facilitarán que todos los que pagan con TAP ganen viajes gratis.

Cambios adicionales en las tarifas

- > Una tarifa base para todos los pasajeros de tarifa reducida que reducirá la tarifa base para estudiantes K-12, universitarios o de programas vocacionales a 75¢.
- > Una tarifa base para todos los niveles de servicio, por lo que no habrá más cargos adicionales en los servicios de la J Line de Metro ni en los servicios de autobús exprés.
- > Los participantes de LIFE elegirán la opción de 20 viajes gratis (incluye 2 horas de transbordos gratis). Después de usar los 20 viajes gratis, se paga por viaje en Metro hasta que alcance su límite de 1 o 7 días.

Otros beneficios clave

- > Los pasajeros seguirán recibiendo 2 horas de transbordos de una ida gratis en Metro con cada viaje pagado con TAP.
- > La tarifa base para pasajeros mayores/personas con discapacidades se mantiene en 75¢ en horas pico y 35¢ fuera de horas pico.

Preguntas frecuentes

¿Cuáles son los beneficios del límite de tarifas?

- > Usted pagará la tarifa más baja y obtendrá viajes gratis.
- > No pagará el costo inicial del pase, ¡solo pagará por viaje!
- > Los pasajeros frecuentes tendrán más beneficios. Mientras más viaje, más ahorrará.

¿Quién es elegible?

Cualquier pasajero de Metro con una tarjeta TAP puede participar. Las tarjetas TAP no tienen que registrarse. Si usa efectivo para pagar sus tarifas, cambie a una tarjeta TAP y empiece a obtener viajes gratis.

¿Necesito comprar una nueva tarjeta TAP para obtener los beneficios de la limitación de tarifas?

Su tarjeta TAP actual funciona perfectamente.

¿Dónde puedo comprar y recargar una tarjeta TAP?

- > En los autobuses de Metro, pídale al operador que cargue valor almacenado a su tarjeta TAP.
- > En línea en taptogo.net.
- > En la aplicación de TAP, disponible en App Store y en Google Play.
- > Por teléfono al 866.827.8646.
- > En cualquiera de las casi 1,900 ubicaciones de proveedores de TAP.
- > En los centros de atención al cliente de Metro.
- > En las máquinas expendedoras de TAP ubicadas en todas las estaciones de tren de Metro y estaciones de J Line y G Line.

¿Cómo sabré cuando haya alcanzado mi límite de 1 día o 7 días?

Cuando pase su tarjeta en la terminal de pago de los autobuses o en el lector de TAP de las estaciones de tren, la pantalla le mostrará cuánto valor almacenado (o efectivo) se deduce o si el viaje es gratis. Podrá encontrar información más detallada, incluido el estado de su limitación de tarifas, en las máquinas vendedoras de TAP, la app de TAP, taptogo.net o llamando al número de atención al cliente de TAP al 866.827.8646.

Cambios de tarifas a partir del 1 de julio de 2023

Categoría de pasajero y producto de tarifa	Tarifas actuales	Tarifas a partir del 1 de julio
Tarifa regular		
Tarifa base	\$1.75	\$1.75
Recargo	75¢	GRATIS
Pase diario o límite diario	\$7	\$5
Pase de 7 días o límite semanal	\$25	\$18
Pase de 30 días	\$100	No disponible
Pase de 30 días + Zona 1	\$122	No disponible
Personas mayores y personas con discapacidades		
Tarifa base	75¢ / 35¢	75¢ / 35¢
Recargo	60¢	GRATIS
Pase diario o límite diario	\$2.50	\$2.50
Pase de 7 días o límite semanal	No disponible	\$5
Pase de 30 días	\$20	No disponible
Estudiantes de K-12, universitarios o de programas vocacionales		
Tarifa base para estudiantes de K-12	\$1	75¢
Recargo	60¢	GRATIS
Tarifa base para estudiantes universitarios y de programas vocacionales	\$1.75	75¢
Recargo	60¢	GRATIS
Pase diario o límite diario	No disponible	\$2.50
Pase de 7 días o límite semanal	No disponible	\$6
Pase de 30 días para estudiantes de K-12	\$24	No disponible
Pase de 30 días para estudiantes universitarios o de programas vocacionales	\$43	No disponible
LIFE		
	20 viajes gratis	20 viajes gratis

¿Cuáles programas no se verán afectados por la limitación de tarifas?

GoPass, B-TAP (Pase para Pequeñas Empresas [Small Employer Pass, SEP]), U-Pass/ITAP, Pase para empleados (E-Pass), Access Services, Pase de

EZ transit, Juventud en movimiento (Youth on the Move, YOTM), Pase de jurado (Jury Pass), Metro Micro, Metro Bike Share, "Metro 4-ride" para servicios sociales y personas sin hogar, Programa de reducción del condado.

Fare Capping Take-One



Board Report

File #: 2023-0350, File Type: Contract

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 20, 2023

SUBJECT: BUS ENGINE IGNITION COILS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/ Indefinite Quantity (IDIQ) Contract No. MA102753000 to Cummins, Inc. the responsive and responsible bidder for ignition coils. The contract one-year base amount is \$2,521,828.80 inclusive of sales tax, and the one-year option amount is \$2,585,163.60, inclusive of sales tax, for a total contract amount of \$5,106,992.40, subject to resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the acquisition of ignition coils which are required for maintaining the safe and reliable operation of the bus fleet. They are used by the bus maintenance department while repairing the Cummins Compressed Natural Gas (CNG) engines in Metro buses.

Award of this contract will ensure operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards to ensure service continuity and avoid any interruption to Metro operations.

BACKGROUND

Metro Bus Maintenance performs regularly scheduled work on all buses as part of their Preventative Maintenance Program (PMP). The replacement of the ignition coils in the engine is part of the PMP. Ignition coils can fail due to the advanced mileage and heavy-duty service provided by the Metro bus fleet. A failed ignition coil will result in the bus being taken out of service due to poor performance or visible exhaust emissions. The proper functioning of the ignition coil ensures that the CNG engine remains operational, which is essential to ensuring the performance, reliability, and safety of the Metro bus fleet.

DISCUSSION

Ignition coils are an electronic engine management component that are part of the bus ignition system. The ignition coil is the component responsible for generating the engine spark, and any

problems with the ignition coil can quickly lead to engine performance issues. The engine ignition coils support 97% of our bus fleet, which have Cummins 8.9 ISLG and L9N Near-Zero engines installed. The ignition coil is an Original Equipment Manufacturer (OEM) part delivered directly from the engine manufacturer, Cummins, due to historical problems encountered with aftermarket ignition parts, including increased road calls that have impacted service reliability.

The contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the ignition coils that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The purchased engine ignition coils are installed by Metro Mechanics.

Bus engine ignition coils will be purchased and maintained in inventory and managed by Material Management. As ignition coils are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that all operating divisions and the Central Maintenance Facility have an adequate inventory to maintain the equipment according to Metro Maintenance standards. This action will prevent deferred maintenance and ensure bus availability for revenue service.

FINANCIAL IMPACT

Funding in the amount of \$2,521,829 for these ignition coils is included in the FY24 budget under account 50441, Parts - Revenue Vehicle in multiple bus operating cost centers under project 306002 Operations Maintenance, and in the Central Maintenance cost center 3366 under project 203025 Bus Engine Replacement Project.

Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The current source of funding for this action are Federal, State, and Local, including sales tax and fares. 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

The benefits of this action are to ensure the bus fleet that serves most regions in Los Angeles County, including Equity Focus Communities, can provide vital transportation services. 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.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) goal

and verified the commitment by the successful bidder for this procurement.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Purchase of the ignition coils supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The procurement of ignition coils for inventory will help to 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 award the contract and procure the ignition coils on an as-needed basis, 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 Contract No. MA102753000 for the procurement of ignition coils with Cummins Inc. at the Board approved amounts.

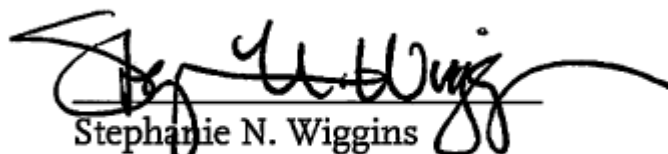
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B DEOD Summary

Prepared By: Harold Torres, Senior Director, Central Maintenance, (213) 922-5714
Tanya Allen, Procurement Planning Administrator. (213) 922-1018
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051
James Pachan, Senior Executive Officer, Maintenance (213) 922-5804

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


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUS ENGINE IGNITION COILS/MA102753000

1.	Contract Number: MA102753000	
2.	Recommended Vendor: Cummins Inc., 1939 Deere Avenue, Irvine, CA 92606	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates :	
	A. Issued: 3/9/23	
	B. Advertised/Publicized: 3/15/23	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 4/12/23	
	E. Pre-Qualification Completed: 4/17/23	
	F. Conflict of Interest Form Submitted to Ethics: 4/14/23	
	G. Protest Period End Date: 07/24/23	
5.	Solicitations Picked up/Downloaded: 7	Bids/Proposals Received: 1
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 Contract No. MA102753000 for the procurement of ignition coils. Board approval of this contract award is subject to the resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA102753 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of one (1) bid was received on April 12, 2023.

Staff conducted a market survey to request information from prospective bidders to determine why no additional bids were submitted. Inquiries were made of all firms that downloaded the solicitation. One firm responded that they did not feel their pricing would be competitive on this part and another firm did not submit due to a key staff member's absence. The results of the market survey indicated that factors beyond LACMTA's control caused the potential sources not to submit bids and that there were no restrictive elements in the solicitation documents that prevented competition. As such, Metro proceeded to evaluate the responsiveness, responsibility, and price reasonableness of the single bid as it was determined Metro could proceed with a competitive award.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro’s Acquisition Policy for a competitive sealed bid.

The bid received from Cummins, Inc. was determined to be responsive and responsible, and in full compliance with the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price of \$5,106,992.40 is 15% over the Independent Cost Estimate (ICE) of \$4,442,938.00. The ICE was based on historical pricing and did not factor in material cost increases and on-going supply chain constraints. The recommended price has been determined to be fair and reasonable based on the expectation of adequate price competition, the independent cost estimate, and fact finding.

Low Bidder Name	Bid Amount	Metro ICE
Cummins Inc.	\$5,106,992.40	\$4,442,938.00

D. Background on Recommended Contractor

The recommended firm, Cummins Inc. (Cummins) in Irvine, CA has been in business for one hundred and four (104) years. Cummins has provided similar products for Metro and other agencies, including Long Beach Transit, and Santa Monica Big Blue Bus and numerous other transit proprietries that are available upon request. Cummins has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

BUS ENGINE IGNITION COILS/MA102753000

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. Cummins, Inc. made a 2% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Say Cargo Express	Hispanic American	2%
Total Commitment			2%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0366, File Type: Contract

Agenda Number: 7.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JULY 20, 2023

SUBJECT: PORTABLE RESTROOM SERVICES FOR METRO EMPLOYEES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS96427000 to United Site Services of California, Inc. for portable restrooms and handwash stations in an amount not-to-exceed \$896,490 for a three-year base period and \$272,705 for the first one-year option term and \$291,330 for the second one-year term, for a combined not-to-exceed amount of \$1,460,525, effective on August 1, 2023, subject to the resolution of all properly submitted protest(s), if any.

ISSUE

Metro utilizes portable restrooms and handwash stations for its employees when fixed restrooms are not available at critical locations. The current contract that provides these services is set to expire on August 30, 2023. Establishing a new contract that can provide the required portable restrooms, handwash stations, and related support facilities is critical to a safe and healthy environment for our Metro employees.

BACKGROUND

Portable restrooms and handwash stations are necessary for Metro bus operators who have limited access to permanent restroom facilities at various Metro bus terminals and layovers. These temporary stations ensure that the health and well-being of our front-line employees are taken care of and are mandatory to comply with federal, state and county (local) health and environmental statutes. The services performed under this contract will be monitored by Operations through the Stops & Zones Department. To continue providing portable restrooms, and handwash stations, a new contract for portable restroom services is recommended for award.

Portable restrooms are also needed to support normal operations at bus layover zones, bus and rail operating divisions, and other Metro properties to support planned and unplanned maintenance work. Portable restrooms are also provided for special events at various local venues for Metro support staff.

DISCUSSION

This contract will provide portable restrooms and handwash stations at a minimum of 11 selected Metro bus terminals and layover sites, with a minimum of 21 units to be collectively serviced 105 times per week. These portable restrooms can be used by nearly 1,200 bus operators that stop at these 11 bus layover zones daily (M-F), with reduced usage on weekends. Additional portable restrooms will be provided for Metro staff for special events at various locations adjacent to the Los Angeles Coliseum, Pasadena Rose Bowl, and Metro Bus and Rail Rodeos. The proposed new contract includes provisions for contingencies for emergencies and unanticipated special events. The scope of work for this new contract also includes ADA accessible, elite or suite restrooms (flushable toilets with interior lighting, A/C and other amenities when requested by Metro project managers).

DETERMINATION OF SAFETY IMPACT

Award of this contract shall ensure compliance with federal, state and county (local) health and environmental statutes. Service of portable restrooms will be performed by a licensed contractor with certified technicians that have the training and experience to safely perform this service.

FINANCIAL IMPACT

The funding of \$337,710 for this service is included in the FY24 budget in cost center 3630, Stops and Zones under bus and rail operating projects. Since this is a multi-year contract, the cost center manager and the Deputy Chief Operations Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The source of funds for this action includes the Federal, State grants, and operating eligible local sources including Transportation Development Act (TDA), Measure R, and Measure M. Allocation of these funds to this effort maximizes their intended use given approved funding guidelines and provisions. This is an ongoing operating maintenance cost as portable restrooms are required to provide clean and sanitary restrooms.

EQUITY PLATFORM

Portable units will be installed at Metro bus layover zones and other locations upon request. The benefits of this action are to ensure Metro bus operators and staff are provided safe, clean restrooms throughout Metro's service area.

The Diversity & Economic Opportunity Department did not recommend an SBE/DVBE participation goal for this procurement due to lack of small businesses that perform these services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Portable restrooms services support Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the organization. The routine service will ensure clean and sanitized portable restrooms for Metro bus operators and staff at bus terminals, layovers, and special events.

ALTERNATIVES CONSIDERED

An alternative is to have Metro employees perform these services in-house, however, this is not recommended. Performing the service in-house would require the purchase and maintenance of portable restrooms. In addition, it would require the hiring of additional personnel and the purchase of additional equipment and vacuum trucks. Metro employees also do not possess the necessary certifications to perform this work. In addition, Metro and the vacuum trucks would require Health Department, L.A. County, and waste disposal permits.

NEXT STEPS

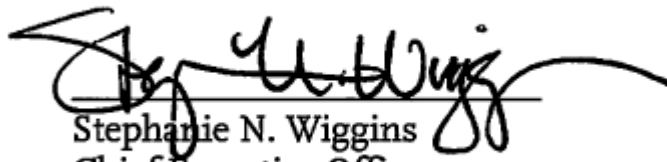
Upon approval by the board, staff will execute Contract No. PS96427000 to United Site Services of California, Inc. to provide portable restroom and waste tank services at selected Metro properties and locations effective on August 1, 2023.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: David Daniels, Senior Manager, Facilities Maintenance, (213) 922-5190
Christopher Limon, Deputy Executive Officer, Facilities Maintenance, (213) 922-6637
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management 213 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PORTABLE TOILET SERVICES / PS96427000

1.	Contract Number: PS96427000	
2.	Recommended Vendor: United Site Services of California, Inc.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 30, 2023	
	B. Advertised/Publicized: March 30, 2023	
	C. Pre-Bid Conference: April 6, 2023	
	D. Bids Due: May 3, 2023	
	E. Pre-Qualification Completed: May 18, 2023	
	F. Conflict of Interest Form Submitted to Ethics: May 4, 2023	
	G. Protest Period End Date: July 25, 2023	
5.	Solicitations Picked up/Downloaded: 4	Bids/Proposals Received: 2
6.	Contract Administrator: Manchi Yi	Telephone Number: (213) 418-3332
7.	Project Manager: David Daniels	Telephone Number: (213) 922-5190

A. Procurement Background

This Board Action is to approve Contract No. PS96427000 to United Site Services of California, Inc. to provide portable toilets, handwash stations and holding waste tank services at selected locations in support of the Los Angeles County Metropolitan Transportation Authority's (Metro) bus and rail operations. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

On March 30, 2023, the Invitation for Bids (IFB) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department did not recommend an SBE/DVBE participation goal for this procurement due to lack of small businesses that perform these services.

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

- Amendment No. 1, issued on April 20, 2023, revised the Compensation and Payment section of the pro-forma Contract to remove the requirement for retention.

A virtual pre-bid conference was held on April 6, 2023, with two firms in attendance.

Three companies downloaded the IFB and were included on Metro's planholders list. Thirty questions were received, and responses were released prior to the bid due date.

A total of two bids were received by the due date of May 3, 2023 and are listed below in alphabetical order:

1. Diamond Environmental Services, LP
2. United Site Services of California, Inc. (United)

B. Evaluation of Bids

This procurement was conducted in accordance with and complies with Metro's Acquisition Policy for a competitive sealed bid.

Both firms were determined to be responsive to the solicitation requirements and have provided portable toilet services to various public agencies, including Metro.

The recommended firm, United, is the lowest responsive and responsible bidder and has been determined to be qualified to perform the required services based on the IFB requirements.

C. Price Analysis

The award amount of \$1,460,525 has been determined to be fair and reasonable based on adequate competition, price analysis, independent cost estimate (ICE) and technical analysis. The award amount is higher than the original bid amount by \$1,100 or 0.08% due to a clerical error on the bid. Clarification revealed that the bidder made a calculation error on one of the bid items for the option term.

	Bidder Name	Bid Amount	Metro ICE	Award Amount
1.	United Site Services of California, Inc.	\$1,459,425	\$2,119,588	\$1,460,525
2.	Diamond Environmental Services, LP	\$2,372,291		

D. Background on Recommended Contractor

The recommended firm, United Site Services of California, Inc. (United) headquartered in Westborough, Massachusetts, with an operational yard in El Monte, California, has been in business for about 19 years. United provides portable toilets, handwashing stations, restroom/shower trailer rentals and services and temporary fencing. Public agency clients that United currently services include County of Orange, City of Los Angeles, and City of Santa Cruz. United provided portable toilet services to Metro from December 2010 through December 2013 and performance was satisfactory.

DEOD SUMMARY

PORTABLE TOILET SERVICES / PS96427000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goals for this solicitation due to the lack of availability of SBE/DVBE firms that perform these services. United Site Services of California, Inc. (USSC) did not make a commitment. It is expected that USSC will perform the services 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 contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0391, File Type: Informational Report

Agenda Number: 27.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE JULY 20, 2023

SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS

ACTION: APPROVE NOMINATIONS

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities and San Fernando Valley Service Councils.

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives that serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

The Gateway Cities and San Fernando Valley Service Councils have vacancies created by Councilmembers who recently resigned or whose seats were not filled at the end of their terms.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting 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 region, and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSC are responsible for convening public hearings to receive community input on proposed service modifications and rendering decisions on proposed bus route changes considering staff's recommendations and public comments. 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 an MSC-approved service change to an Action Item, the MSC will be notified of this change prior to the next Service Council monthly meeting.

DISCUSSION

The individuals listed below have been nominated to serve by the Councils' appointing authorities. If approved by the Board, these appointments will serve for the remainder of the three-year terms specified below. A brief listing of qualifications for the new nominees and the nomination letters from the nominating authorities are provided in Attachments A and B.

For your reference, the 2021 American Community Survey demographics and 2019 Metro Ridership Survey demographics for each region are compared to the membership, should these nominees be appointed, for each region.

Gateway Cities

- A. Jose Muñoz Guevara, New Appointment
 Nominated by: Gateway Cities Council of Governments
 Term: July 1, 2022 - June 30, 2025

Should this nominee be appointed, the Gateway Cities (GWC) Service Council membership will compare to the region and the region's ridership as follows:

Region Demographics	Hispanic	White	Asian & PI	Black	Native Amer	Other
GWC Council Region	65.6%	14.6%	9.4%	7.9%	0.2%	2.2%
GWC Region Ridership	66%	6%	3%%	21%	0%	4%
GWC Membership/No.	77.7% / 7	11.1% / 1	0% / 0	0% / 0	0% / 0	11% / 1

The gender makeup of the GWC Service Council will be as follows:

Gender	GWC Membership/No.	Los Angeles County
Male	55.5% / 5	49.7%
Female	44.4% / 4	50.3%

San Fernando Valley

- B. Antoinette Scully, New Appointment
 Nominated by: Third District Supervisor Lindsey P. Horvath
 Term: July 1, 2022 - June 30, 2025

Should this nominee be appointed, the San Fernando Valley (SFV) Service Council membership will compare to the region and the region's ridership as follows:

Region Demographics	Hispanic	White	Asian & PI	Black	Native Amer	Other
SFV Council Region	41.3%	40.1%	11.0%	3.7%	0.1%	3.7%
SFV Region Ridership	63%	13%	9%	9%	1%	5%

SFV Membership/No.*	44.4% / 4	37.5% / 3	0% / 0	22.2% / 2	0% / 0	0% / 0
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The gender makeup of the SFV Service Council with the above listed nominee will be as follows:

Gender	SFV Membership/No.*	Los Angeles County
Male	66.6% / 6	49.7%
Female	33.3% / 3	50.3%

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

EQUITY PLATFORM

Metro seeks to appoint Service Council members that represent the diverse needs and priorities reflective of the demographics of each respective region. To encourage nominating authorities to nominate individuals that will closely reflect the region and its ridership, staff shares regional ridership demographics, regional resident demographics and Service Council membership race/ethnicity and gender demographics with each request for a nomination to the Service Councils. This practice has resulted in the Service Councils becoming much 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; there is work to be done to achieve gender equity on 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.

ALTERNATIVES CONSIDERED

The alternative to approving these appointments would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having a less diverse representation of their respective service areas.

NEXT STEPS

Two vacant seats on the Westside Central Service Council remain. Staff will continue to work with the nominating authorities to fill the outstanding vacancies.

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 and to implement and improve bus service in their areas and the customer experience using our bus service.

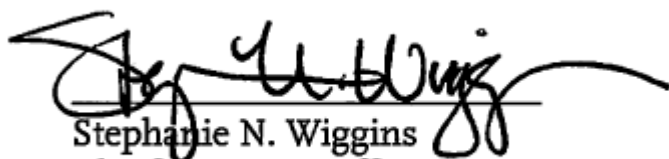
ATTACHMENTS

Attachment A - New Appointee Biography Qualifications

Attachment B - Appointing Authority Nomination Letters

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

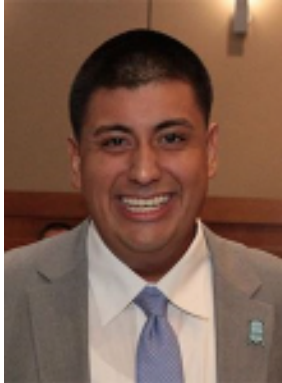
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Juan Muñoz Guevara, Nominee to Gateway Cities Service Council



Juan Muñoz-Guevara was born and raised in Lynwood, and was elected to the Lynwood City Council in November 2022. He was appointed to serve on the Policy & Budget/State Audit Committee and to represent Lynwood on the COG I-710 EIR/EIS Committee. He was also appointed as an alternate to SCAG, League of California Cities, and the National League of Cities. He is currently employed as a labor organizer/researcher for UNITE HERE Local 11. He previously served as a Commissioner on the Public Safety, Traffic, and Parking Commission for the City of Lynwood from June 2018-December 2020. Juan graduated from UCLA summa cum laude with a BA in political science and government in 2019.

Antoinette Scully, Nominee to San Fernando Valley Service Council



Antoinette Scully is currently a National Organizer for the Unitarian Universalist Women's Federation, a faith-based nonprofit that centers the justice needs of women and femmes where role includes program creation, educational webinars, and fostering relationships throughout the country.

Outside of her day job, Ms. Scully is a writer, activist, and educator who speaks publicly on social justice, race, and literary activism, all rooted in her Unitarian Universalist faith. She is the founder of Black & Bookish Literary Collective, an expansive website dedicated to celebrating Black literature launched in 2016. From there, she grew her small business into a literary editing collective, specializing in sensitivity reading consultations. In 2017, she launched *In Conversation: with Antoinette Scully Podcast* where she interviews Black authors about their process, progress, and prose. In 2021, she was nominated for a AAMBC Literary Award in the category of Literary Activist of the Year.

Ms. Scully also co-founded the Valley Justice Coalition, an organization that creates justice projects centered in the San Fernando Valley and a co-founder of the comprehensive sexual health education nonprofit, More Than Sex-Ed. She also serves as the Social Justice Chairperson at the First Unitarian Church of Los Angeles. Antoinette earned her M.A. from the University of Southern California and a dual B.A from Stetson University in DeLand, FL.

APPOINTING AUTHORITY NOMINATION LETTERS

Gateway Cities Service Council

SOUTHEAST LOS ANGELES COUNTY

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Dawsey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill


South Gate

Vernon

Whittier

County of Los Angeles

Part of Long Beach



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

June 8, 2022

Ms. Stephanie Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

Nominee for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated one community member to fill 1 seat expiring June 30, 2025, replacing Denise Diaz beginning July 1, 2023.

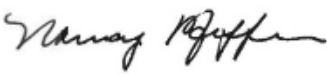
At its regularly scheduled meeting of June 8, 2023, the Gateway Cities Council of Governments Board of Directors nominated the following applicant:

- Juan Munoz-Guevara, a community member and new applicant from the city of Lynwood. Juan will complete Denise Diaz's term expiring June 30, 2025

A copy of the nominee's applications is enclosed.

We would appreciate your assistance in agendaizing the nominations for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,



Nancy Pfeffer
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Sr. Administrative Analyst, Regional Service Councils

16401 Paramount Boulevard ■ Paramount, California 90723 ■ phone (562) 663-6850 fax (562) 634-8216
www.gatewaycog.org

San Fernando Valley Service Council



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

821 Kenneth Hahn Hall Of Administration, Los Angeles, CA
90012 PHONE: 213-974-3333 | FAX: 213-625-7360

LINDSEY P. HORVATH
SUPERVISOR, THIRD DISTRICT

May 31, 2023

Collette Langston, Board Secretary
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Appointment of Ms. Antoinette Scully to San Fernando Valley Service Council

Dear Ms. Langston:

It is my understanding that as a member of the Metro Board of Directors, I may appoint a member of the San Fernando Valley Service Council. I would like to take this opportunity to appoint Ms. Antoinette Scully as my representative. Ms. Scully is an active user of Metro bus and rail services and is highly knowledgeable on a wide range of transportation issues.

Ms. Scully may be contacted at amariescully@gmail.com or (407) 405-8891. Should you need any additional information or assistance with this matter, please do not hesitate to contact my Transportation Deputy, Justin Orenstein. He can be reached at (213) 974-3333.
Sincerely,

A handwritten signature in black ink, appearing to read "Lindsey P. Horvath".

Lindsey P. Horvath
Los Angeles County Supervisor, Third District
Member, Metro Board of Director

**EAST SAN FERNANDO VALLEY
DISTRICT OFFICE**
7555 Van Nuys Boulevard, Suite 1
Van Nuys, CA 91405

**WEST VALLEY/ MOUNTAIN COMMUNITIES
DISTRICT OFFICE**
26600 Agoura Road, Suite 100
Calabasas, CA 91302

**WEST/ METRO LA
DISTRICT OFFICE**
1645 Corinth Avenue, Suite 102
Los Angeles, CA 90025



Board Report

File #: 2023-0362, **File Type:** Contract

Agenda Number: 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 20, 2023**

SUBJECT: PASADENA TRANSIT SERVICE OPERATION AGREEMENT AND BUS CAPITAL FUNDING FOR PASADENA TRANSIT

ACTION: APPROVE AGREEMENTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute:

- A. the Transit Service Operation Agreement between Metro and the City of Pasadena for Contracted Service Lines 177 & 256, for a period of five years from July 1, 2024 (when new buses are expected to begin service) through June 30, 2029 (FY25 through FY29), with a two-year extension option for FY30 and FY31, for an amount up to \$25,590,137.82; and
- B. the allocation of a 70 percent funding contribution towards the purchase of the nine (9) new buses by the City of Pasadena to operate Lines 177 & 256, for an amount up to \$4,123,823.

ISSUE

As part of the NextGen Bus Plan adopted by the Metro Board in October 2020, the opportunity was noted for the City of Pasadena to operate currently Contracted Service Metro bus Lines 177 and 256 as part of their Pasadena Transit system. The City of Pasadena is not an “Included Operator” so there is no mechanism through the Formula Allocation Procedure for the City to receive funding to support continued operation of these services by the City instead of Metro. Staff is therefore presenting this item to seek approval to establish an operating agreement between the City of Pasadena and Metro to allow the City of Pasadena to be funded by Metro for the operation of Metro Lines 177 & 256 (hereinafter collectively referred to as “the Service”) at a lower cost than what Metro’s current expenditures for the service through contracted services. Therefore, in addition to the operating agreement, a second agreement would provide for the purchase of nine (9) buses by the City of Pasadena to operate the Service including a one-time funding contribution from Metro, avoiding Metro the need to replace the existing buses used on the Service which have reached the end of their useful life.

BACKGROUND

The NextGen Bus Plan’s goal was to implement a new competitive bus system in Los Angeles County that is fast, frequent, and accessible to residents. The NextGen plan was separated into different Tiers of implementation. Each Tier represents the level of bus service a specific line operates; Tier 1 has the highest bus service that Metro offers. The Service was classified as NextGen

Bus Plan Tier 4, which are local lines that may be more appropriately operated and planned by the local communities they serve, due to the low service levels and direct ability to enhance the local transit system's existing network. Therefore, the Metro Board approved NextGen Bus Plan including the recommendation to transfer two Metro Tier 4 Lines 177 and 256, currently operated by Contract Services Divisions 95 - Line 256 and Division 98 - Line 177, to the City of Pasadena.

DISCUSSION

Operations of the Service

The Pasadena Transit system of the City of Pasadena currently consists of eight bus lines, which are operated under contract by First Transit.

In the NextGen Bus Plan, the opportunity was recognized to transfer Metro Contract Service Lines 256 (Highland Park to Sierra Madre Station) and 177 (CalTech Pasadena - Jet Propulsion Laboratory) to the City of Pasadena as part of the Pasadena Transit network as desired by the city given the local nature of these lines. The City of Pasadena would become a contractor for Metro as part of this agreement in order to receive Metro operating funding for the Service.

There are several other factors that make the transfer of these two lines to the City of Pasadena a good outcome:

- 1) Pasadena Transit's proposed Revenue Service Hour rates are lower than Metro's Contracted Bus divisions, resulting in cost savings of approximately \$900,000 per year compared to continued operation of these lines by Metro.
- 2) The nine smaller 32' buses Metro contractors currently use on these two lines have reached the end of their useful life. Metro needs to replace these buses but does not wish to create a separate procurement for this smaller 32' bus since Metro is currently only purchasing larger, 40' zero emission buses. Under the proposed agreement, Metro will cover 70 percent of the cost of nine new 35' CNG buses that the City of Pasadena would purchase, own, and operate (with a 30 percent contribution from the City of Pasadena). The City of Pasadena would also cover the additional cost of purchasing nine zero emission buses (rather than CNG) as part of this purchase, achieving a zero- emission fleet for these services.

Upon approval, Metro would enter into an Agreement with the City of Pasadena to incorporate the Service into their network and will brand the two lines and the buses utilized in a manner consistent with their transit network bus route numbering. Metro has similar operating agreements with three other jurisdictions for funding of services that operate as part of a local transit system rather than Metro.

Pasadena Transit would be required to operate the Service according to the alignments, spans, trip counts, and frequencies operated by Metro so as to maintain service at the levels provided by Metro. Pasadena Transit will also incorporate peak hour supplemental "tripper" service for Line 256, if necessary (currently there is no need), as agreed between Metro and Pasadena Transit, as determined by average weekday ridership per trip exceeding peak load standards.

Pasadena Transit will charge cash fares based on Pasadena Transit's fare structure. Metro regional TAP cards can also be utilized on the service as Pasadena Transit is a participant in the TAP program. The fare costs must be equal to or less than Metro's local bus fares. Currently, the base fare for Pasadena Transit is \$0.75, well below the Metro base fare of \$1.75.

During the agreement period, Metro will retain the right to audit Pasadena Transit's records of the Service. Metro may periodically monitor the service to review compliance with Agreement requirements and evaluate the performance of the lines, findings, and recommendations to ensure that the service provided aligns with Metro's transit service policies, efficiency standards, and meet the needs of our diverse customers and stakeholders.

Bus Purchases

Metro and the City of Pasadena have negotiated funding for the purchase of the nine (9) buses needed for the Service. This purchase would be addressed in a separate Bus Purchase Agreement. The Service requires five (5) buses for Line 256 service, two (2) buses for Line 177 service, and two (2) spare buses. Metro has agreed to a one-time funding contribution of 70 percent of the cost of nine new 35' buses, based on the cost of new CNG buses. The City of Pasadena will cover the remaining 30 percent of that cost as well as all additional costs to purchase zero emission buses for the Service, including all associated infrastructure costs. The City of Pasadena would arrange the purchase and would be the owner and operator of the vehicles. The City of Pasadena would also be required to provide an existing fleet or purchase a new fleet to service peak supplementary trips beyond the nine (9) buses mentioned above, should that be needed, at no capital cost to Metro (note: there is currently no supplementary peak service on Line 256). The fleet of nine (9) buses will be branded with the City of Pasadena branding and the Service will operate as part of the Pasadena Transit network.

The City of Pasadena will therefore own, operate, and maintain all the buses as part of this agreement and in accordance with all applicable Federal Transit Administration (FTA) requirements including, but not limited to, FTA Circular 5010.1D including the applicable lifespan (e.g., 12-year, 500,000 mile minimum or other applicable requirement based on fleet selected).

Metro's obligation to fund the City of Pasadena's operation of the Service is contingent upon the City of Pasadena's acquisition of the bus fleet. Metro will have no obligation to make the payments if the City of Pasadena does not acquire the said fleet.

DETERMINATION OF SAFETY IMPACT

Approval of this item which includes the purchase of modern, reliable new buses will have a positive impact on the safe, reliable operation of services for Metro customers. The City of Pasadena would have responsibility for safety oversight of their contractor (currently First Transit). The Service will be part of the Pasadena Transit system.

FINANCIAL IMPACT

The present contract with Transdev Services, Inc., for the operation of Line 177 is for a rate of \$137.79 per revenue service hour. The direct contracting cost for this line is approximately \$552,386 per year. The present contract with Southland Transit, Inc., for the operation of Line 256 is for a rate

of \$147.10 per revenue service hour. The direct contracting cost for this line is approximately \$3,473,958 per year. The combined cost for the operation of Lines 177 and 256 is \$4,026,344.

The City of Pasadena would operate the service through their private contractor for a rate of \$113.96 per revenue service hour. The proposed change would reduce the cost of operating Lines 177 and 256 to approximately \$3,148,168 per year, as shown in Table 1 below. This would result in cost savings, to Metro, of approximately \$878,176 over the course of a year. Although exact figures for FY25 are unavailable, due to a pending solicitation of Metro northern region contracted bus services, Metro can expect to see similar savings for future years operated under this proposed agreement.

The age of the current Metro bus fleet used for the Service (13 years old), would require their replacement as soon as possible. Metro would therefore be required to undertake the expense of fleet replacement regardless of who operates the service. The \$4,123,823 used to purchase the new fleet, as proposed in the Bus Purchase Agreement and shown in Table 1 below, would replace the \$9,000,000 Metro would need to spend to replace the current fleet, thereby saving Metro \$4,876,177.

Table 1: Proposed Agreements with City of Pasadena: Costs and Savings						
	Metro Contractors				Pasadena Contractor	Savings by Metro
	Transdev	Southland Transit	Total of Metro Contractors		First Transit	
RSH Rate	\$137.79	\$147.10			\$113.96	
FY24 RSH	4,009	23,616	27,625		27,625	
FY24 Cost	\$552,386.33	\$3,473,957.7	\$4,026,344.0		\$3,148,167.7	\$878,176.27
Service Operated	Line 177	Line 256	Lines 177 & 256		Lines 177 & 256	
No. of Buses	3	6	9		9	
Price per Bus	\$1,000,000.0	\$1,000,000.0	\$9,000,000.0		\$458,202.56	
Total Cost	\$3,000,000.0	\$6,000,000.0	\$9,000,000.0		\$4,123,823.0	\$4,876,177.0

Impact to Budget

There will be no impact to the FY24 operating or capital budget. FY25 will be the first year this project will be included in Metro’s operating and capital budgets, based on the expected delivery of the new buses to the City of Pasadena for the project. The sources of funding for this action are Federal, State, and Local including sales tax and fares. 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

Community members that live throughout the area will continue to benefit from the bus services provided. Metro Line 177 is a line that mainly transports Jet Propulsion Laboratory “JPL” employees from Caltech Pasadena to JPL and 15% of the line travels through equity focused communities. The

revised Metro Line 256 would operate from Highland Park to Pasadena - Sierra Madre Villa Station with 35% of the line traveling through equity focused communities. Riders will enjoy a low base fare (\$0.75) and continue to receive the same service levels as planned and operated by Metro.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity. Metro will continue to work towards making Los Angeles County’s transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

NEXT STEPS

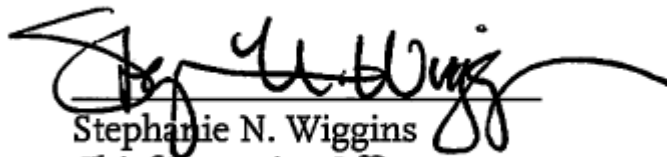
Metro will enter into a Transit Service Agreement with the City of Pasadena for the operation of the Service, subject to the City Council of Pasadena also approving these two agreements. The goal is to have the service in operation as soon as possible in FY25 following delivery of the new buses. Metro and City of Pasadena staff will coordinate closely on all steps required to successfully transition the service to Pasadena Transit.

ATTACHMENTS

Attachment A - Contracted Service Lines 177 & 256 Map
Attachment B - Transit Service Agreement Value

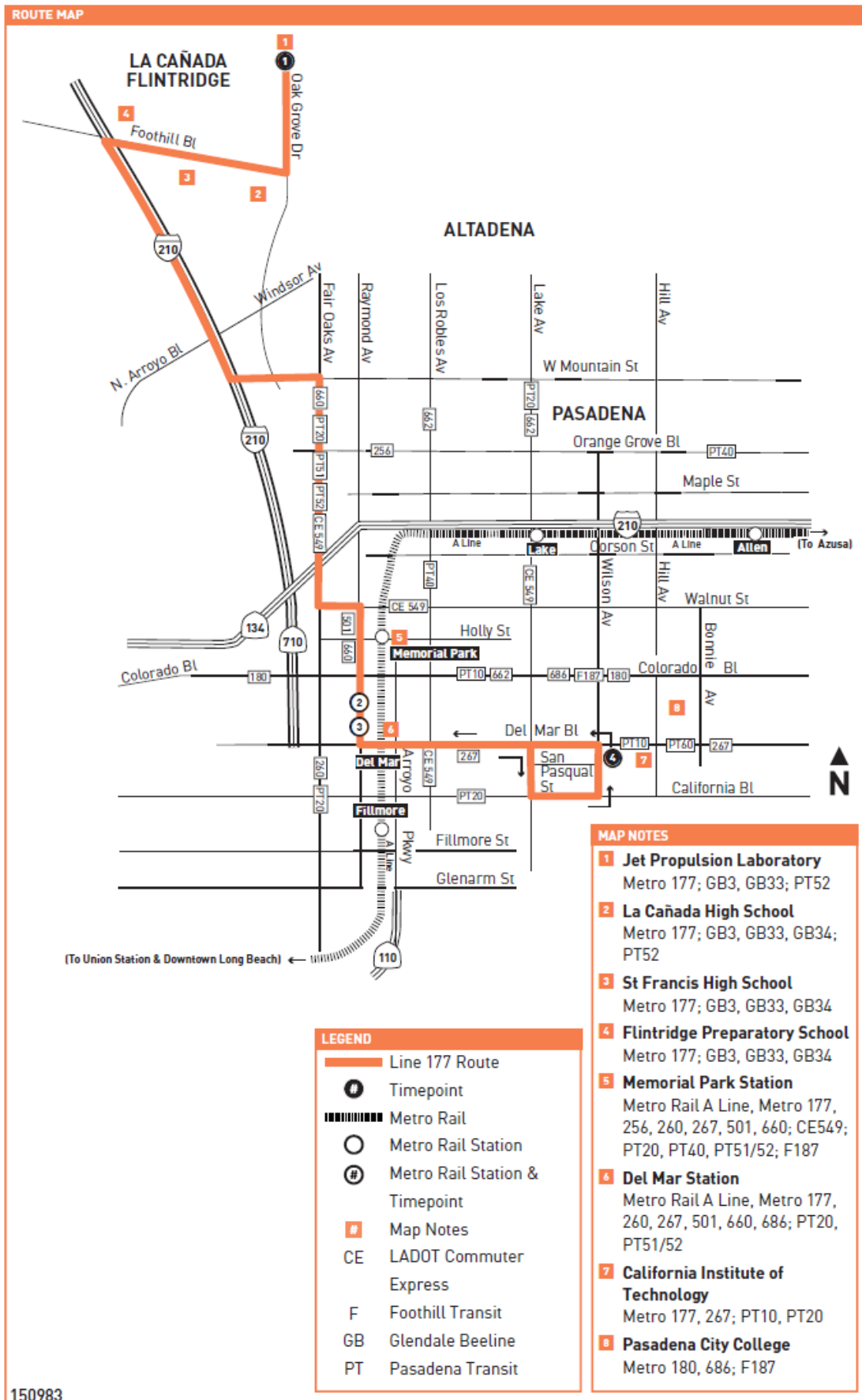
Prepared by: Sandra Solis, Director, Finance & Admin (213) 922-6266
Joseph Forgiarini, Senior Executive Officer Service Development (213) 418-3400

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

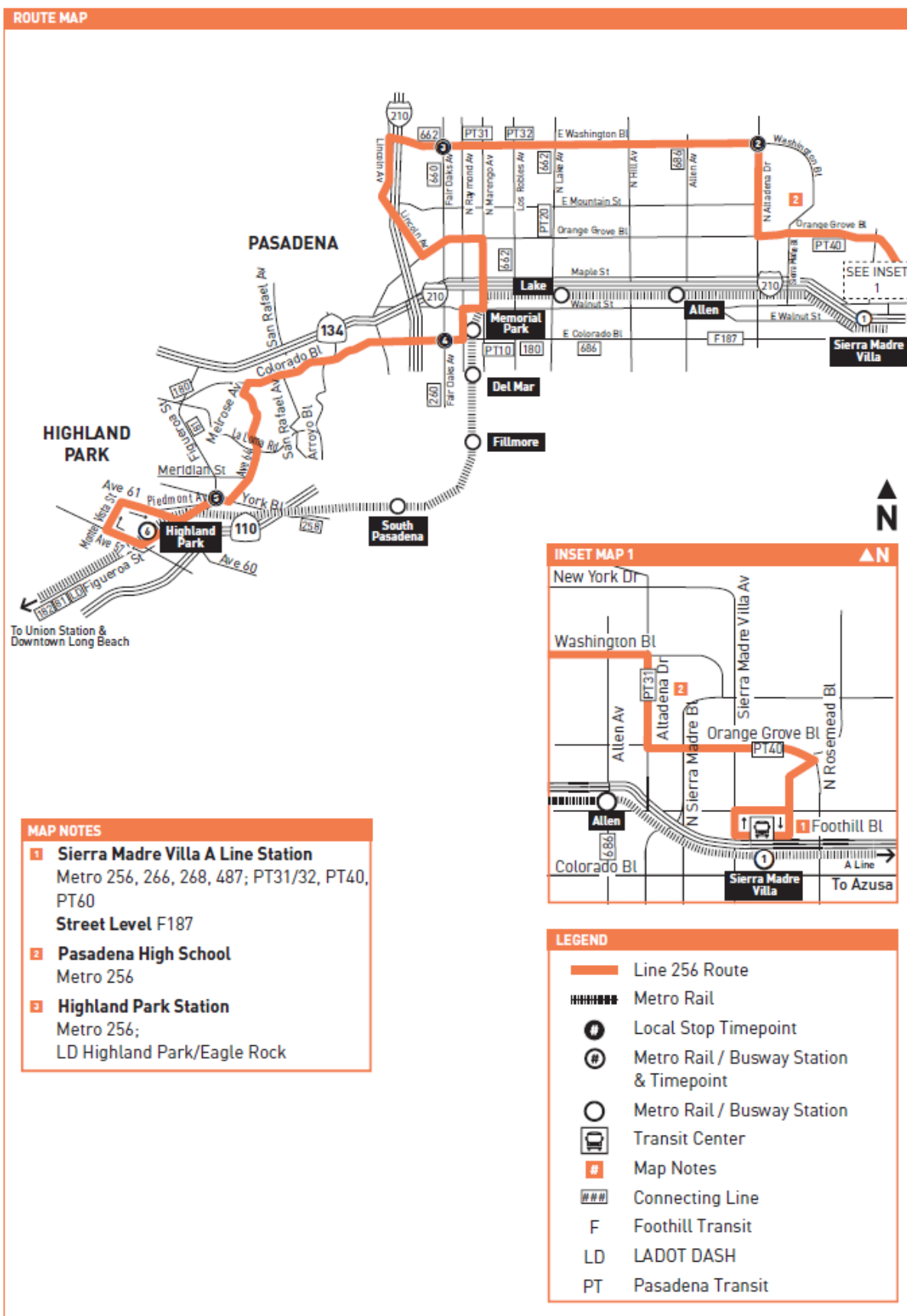


Stephanie N. Wiggins
Chief Executive Officer

LINE 177 Updated Timetable Map



LINE 256 Updated Timetable Map



Pasadena Transit Service Agreement Value

Agreement Year (Fiscal Year)	Annual Amount
Agreement Year 1 - FY25	\$3,284,426.88
Agreement Year 2 - FY26	\$3,416,002.56
Agreement Year 3 - FY27	\$3,555,853.44
Agreement Year 4 - FY28	\$3,673,491.48
Agreement Year 5 - FY29	\$3,772,481.63
Option Year 1 – FY30	\$3,885,656.07
Option Year 2 – FY31	\$4,002,225.76
TOTAL AGREEMENT COST	\$25,590,137.82



Pasadena Transit Service Operation Agreement and Bus Capital Funding For Pasadena Transit

Operations, Safety, and
Customer Experience Committee
July 20, 2023



Metro[®]

Background: NextGen Bus Plan

The Metro Board adopted the NextGen Bus Plan in October 2020 and had a goal to implement a new competitive bus system in Los Angeles County:

- > Metro Lines 177 (Pasadena – Jet Propulsion Lab) & 256 (Pasadena – Highland Park) are lower frequency local lines as planned under NextGen that may be more appropriately planned and operated by the local communities they serve.
- > As part of the NextGen Bus Plan, Metro Bus Lines 177 and 256 were considered for operation by the City of Pasadena (Pasadena Transit).

Issue

The City of Pasadena is not an “Included Operator,” so there is no mechanism through the Formula Allocation Procedure (FAP) for the City to receive funding to support the operation of these services:

- Metro proposes to enter into a Transit Service Operation Agreement with the City of Pasadena (Pasadena Transit) to fund their operation of the two bus lines
- These lines would be branded as Pasadena Transit service and operate as part of their local bus service network

The existing Metro fleet utilized on these two lines have reached the end of their useful life.

- Metro will fund 70% of the one-off purchase cost of 9 new CNG buses by the City of Pasadena, which will fund the remaining 30% costs of new CNG buses
- The City of Pasadena has also gained grant funding to instead purchase 9 new zero emission buses and associated infrastructure (at no additional cost to Metro)



Cost Savings

	Proposed Agreements with the City of Pasadena			Comparison of Costs and Savings	
	Metro Contractors			Pasadena Contractor	Savings to Metro
	Transdev	Southland Transit	Contractors Total	First Transit	
RSH Rate	\$137.79	\$147.10		\$113.96	
FY24 RSH	4,009	23,616	27,625	27,625	
FY24 Cost	\$552,386.33	\$3,473,957.73	\$4,026,344.06	\$3,148,167.79	\$878,176.27
Service Operated	Line 177	Line 256	Lines 177 & 256	Lines 177 & 256	
No. of Buses	3	6	9	9	
Price per Bus	\$1,000,000	\$1,000,000	\$1,000,000	\$458,202.56	
Total Cost	\$3,000,000	\$6,000,000	\$9,000,000	\$4,123,823	\$4,876,177.00

- The City of Pasadena can operate Metro Lines 177 and 256 at a lower cost than what Metro's current expenditures are for these services, even through Metro's own contracted services. Annual savings are estimated at just under \$900,000 (FY24).
- This potential one-off cost saving of almost \$4.9M is based on Metro funding 70% of the replacement cost for CNG buses by the City of Pasadena compared to Metro purchasing new zero emission buses.



Recommendation

FOR METRO BOARD TO CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute the Transit Service Operation Agreement between Metro and the City of Pasadena for Contracted Service Lines 177 & 256, for a period of five years from July 1, 2024 through June 30, 2029 (FY25 through FY29), with a two-year extension option for FY30 and FY31, for an amount up to \$25,590,137.82.
- B. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute the allocation of a 70 percent funding contribution towards the purchase of the nine (9) new buses by the City of Pasadena to operate Lines 177 & 256, for an amount up to \$4,123,823.



**Questions?
Thank You**