



Agenda - Final Revised

Thursday, September 24, 2020

10:00 AM

Virtual Online Meeting

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Board of Directors - Regular Board Meeting

Eric Garcetti, Chair

Hilda L. Solis, 1st Vice Chair

Ara Najarian, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Jacquelyn Dupont-Walker

John Fasana

Robert Garcia

Janice Hahn

Paul Krekorian

Sheila Kuehl

Mark Ridley-Thomas

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

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

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Board Meeting begins at 10:00 AM Pacific Time on September 24, 2020; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

Written Public Comment Instructions:

Written public comments must be received 5PM the day before the meeting.

Email: jacksonm@metro.net

Post Office Mail:

Board Secretary's Office

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 11, 12, 13, 14, 16, 17, 18, 21, and 33.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES**

[2020-0596](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held August 27, 2020.

Attachments: [Regular Board Meeting MINUTES - August 27, 2020](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0-1):

5. **SUBJECT: LEASE AGREEMENT WITH WETZEL'S PRETZELS FOR KIOSK K-1 AT LOS ANGELES UNION STATION** [2020-0459](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Wetzel's Pretzels ("Wetzel's") for Kiosk K-1 in Union Station West and a vending cart located in the East Portal at a monthly rent of \$28,292 with annual increases of three-percent (3%), plus common area maintenance fees, eight-percent (8%) of gross sales above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five-years and a tenant-initiated five-year extension at fair market value.

Attachments: [Attachment A – Location Map](#)
[Attachment B – Deal Points](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

6. **SUBJECT: LEASE AGREEMENT WITH CILANTRO FRESH MEXICAN GRILL FOR KIOSK K-5 AT LOS ANGELES UNION STATION** [2020-0460](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Cilantro Fresh Mexican Grill for Kiosk K-5 at Los Angeles Union Station at a monthly rent of \$5,100 with annual increases based on CPI of no less than three-percent (3%) and no more than five-percent (5%), exclusive of common area maintenance fees, gross sales rent of eight-percent (8%) above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five years with a tenant-initiated five-year extension at fair market value.

Attachments: [Attachment A – Location Map](#)
[Attachment B – Deal Points](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0-1):

7. **SUBJECT: EXPRESSLANES FINANCIAL ADVISORY SERVICES** [2020-0552](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:
EXECUTE Modification No. 1 to Task Order No. 17 to Contract No. PS 130521031 to exercise two (2), one-year options with Sperry Capital Inc. to

serve as financial advisor on the Metro ExpressLanes, in the not-to-exceed amount of \$337,725 for Option Year 1, and in the not-to-exceed amount of \$270,180 for Option Year 2, increasing the not to-exceed Task Order value from \$1,243,065 to \$1,850,970 and extending the contract term from October 17, 2020, to October 17, 2022.

- Attachments: [Attachment A - Procurement Summary](#)
- [Attachment B - Contract ModificationChange Order Log](#)
- [Attachment C - DEOD Summary](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0-1):

8. SUBJECT: GROUP INSURANCE PLANS [2020-0567](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for a one-year period beginning January 1, 2021.

- Attachments: [Attachment A - Proposed Monthly Premium Rates](#)
- [Attachment B - Proposed Monthly Employee Contributions](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

9. SUBJECT: LOCAL RETURN PROPOSITION A AND PROPOSITION C CAPITAL RESERVE AND LAPSING EXTENSION [2020-0265](#)

RECOMMENDATION

AUTHORIZE 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 Accounts as approved; and:

- A. ESTABLISH Proposition A Local Return funded Capital Reserve Account for the Cities of Industry and Lynwood
- B. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Beverly Hills, Manhattan Beach, Pomona, Redondo Beach, San Marino, and Whittier
- C. AUTHORIZE a one-time, one year extension of Local Return funds allocated in FY20 or previously, as a result of the COVID-19 pandemic.

- Attachments: [Attachment A Project Summary for New Capital Reserve Accounts.pdf](#)

**FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

11. SUBJECT: FISCAL YEAR 2021 TRANSIT FUND ALLOCATIONS

[2020-0548](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.1 billion in FY 2021 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in **Attachment A**. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$2,813,249 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$267,928 of Metro's Prop C 40% allocation with Antelope Valley's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund increases from \$6.0 million to \$9.0 million in FY 2021 for Tier 2 Operators. This allocation includes CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors;
- E. APPROVING the execution of local funding exchanges as appropriate in order to implement the Board approved CARES Act allocations;
- F. APPROVING 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 \$330,000 with Metro's TDA Article 4 allocation;
- G. APPROVING fund exchanges in the amount totaling \$14.0 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- H. AUTHORIZING the Chief Executive Officer to adjust FY 2021 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 Authority and amend FY 2021 budget as necessary to reflect the aforementioned adjustment;
- I. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of

Los Angeles (IILA) to fund the FY21 Taxi Voucher component of the LIFE Program;

- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs; and
- K. 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 (**Attachment B**).

Attachments: [Attachment A - FY 2021 Transit Fund Allocations](#)
[Attachment B - TDA and STA Resolution](#)
[Attachment C - Summary of Significant Information, Methodologies and Assumptions](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

12. **SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2021 BUDGET** [2020-0547](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
 - Local funds for operating and capital expenses in the amount of \$95,245,337;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - FY21 Access Services ADA Program Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

13. SUBJECT: FY 2020-21 METROLINK ANNUAL WORK PROGRAM BUDGET

[2020-0568](#)

RECOMMENDATION

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2020-21 Budget Transmittal dated July 24, 2020, in the amount of \$129,089,000 as detailed in Attachment A;
- B. REPROGRAMMING \$2,018,016 in surplus FY14, FY15, FY16 and PTIMSEA state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program;
- C. REPROGRAMMING up to \$7,000,000 in cost savings from the FY19 and FY20 state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program detailed in Attachment B as first priority as additional funding for reprogramming becomes available;
- E. APPROVING programming additional funding for the acquisition of new Metrolink Ticket Vending Devices in the amount of \$1,599,242 to fund Metro's remaining share of the total project budget totaling \$9,673,242;
- F. APPROVING the FY21 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. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

Attachments: [Attachment A - Share of Metrolink Programming for FY2020-21](#)
[Attachment B - FY21 Metrolink Proposed Priority Project List](#)
[Attachment C - Metrolink FY2020-21 Budget Transmittal](#)

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

14. SUBJECT: METRO VANPOOL VEHICLE SUPPLIER BENCH CONTRACTS

[2020-0509](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the first one-year option in an amount not to exceed \$9 million increasing the total contract value from \$18 million to \$27 million, and

extending the period of performance from October 1, 2020 to September 30, 2021.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment A-1 - Contract Mod Log](#)
[Attachment B – July 2018 Board Report](#)
[Attachment C - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 16. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCILS** [2020-0409](#)

RECOMMENDATION

APPROVE Cynthia Rose for membership on Metro's Westside Central Service Council.

Attachments: [Attachment A - Listing of Qualifications](#)
[Attachment B - Nomination Letter](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 17. SUBJECT: SPARK PLUGS** [2020-0472](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, indefinite delivery/indefinite quantity Contract No. MA69672000 to Cummins Incorporated, the lowest responsive and responsible bidder for spark plugs for Metro's bus engines. The Contract one-year base amount is \$909,973 inclusive of sales tax, and the one-year option amount is \$939,154, inclusive of sales tax, for a total contract amount of \$1,849,127, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

18. SUBJECT: HERBICIDE APPLICATION SERVICES

[2020-0498](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 9 to Contract No. OP33673325 with Conejo Crest Landscape Maintenance, Inc., for herbicide application services to increase the contract authority by \$330,000 increasing the total contract value from \$2,026,594.55 to \$2,356,594.55 and extending the period of performance from December 1, 2020 to November 30, 2021.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

**21. SUBJECT: PEST AND BIRD CONTROL SERVICES ACTION:
APPROVE CONTRACT MODIFICATION**

[2020-0499](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. OP852420003367 with Pestmaster Services Inc., for pest and bird control services to exercise the one, two-year option in the amount of \$2,727,946.08, increasing the total contract value from \$3,926,123.12 to \$6,654,069.20 and extending the period of performance from January 1, 2021 to December 31, 2022.

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

33. SUBJECT: MOVING BEYOND SUSTAINABILITY

[2020-0439](#)

RECOMMENDATION

ADOPT Moving Beyond Sustainability as Metro's strategic plan for sustainability over the next ten years.

- Attachments: [Attachment A-MBS Report](#)
 [Attachment B-Public Comment Matrix](#)
 [Presentation](#)

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR [2020-0630](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER [2020-0631](#)

RECOMMENDATION

RECEIVE report by the **Chief Executive Officer**.

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

10. SUBJECT: FISCAL YEAR 2021 (FY21) BUDGET [2020-0522](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
 - 1. AUTHORIZING \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
 - 2. AUTHORIZING a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and
 - 3. APPROVING the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5.0 million presented in Attachment A; and
 - 4. AMENDING the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVING the Reimbursement Resolution declaring Metro’s intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

-
- Attachments:** [Attachment A-FY21 New Capital Projects](#)
[Attachment B-Reimbursement Resolution of Metro for FY21](#)
[Attachment C-FY21 Public Outreach](#)
[Presentation](#)

10.1. SUBJECT: FY21 OPERATIONS RECOVERY PLAN

[2020-0644](#)

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Solis, Garcia, and Kuehl that the Board direct the Chief Executive Officer to:

- A. Report back to the Operations, Safety, and Customer Experience Committee in 60 days, with updates every 60 days thereafter, with an FY21 Operations Recovery Plan that achieves the following outcomes:
1. Aligns bus lines with their respective NextGen service tier standards.
 2. Does not exceed maximum load factors on buses and trains based on industry-accepted health and safety standards.
 3. Sets criteria for adding service in anticipation of future on-street conditions related to economic sector and/or school reopenings and the return of traffic congestion and effect on bus speeds.
 4. Takes full advantage of operational savings from faster bus speeds to achieve performance-based service outcomes.
 5. Restores revenue service hours as appropriate to achieve all of the above outcomes.
- B. Report back to the Finance, Budget, and Audit Committee in 60 days with an amendment to the FY21 Budget, if necessary, to implement the above FY21 Operations Recovery Plan.

PLANNING AND PROGRAMMING COMMITTEE (4-0) AND EXECUTIVE MANAGEMENT COMMITTEE (5-1) MADE THE FOLLOWING RECOMMENDATION:

15. **SUBJECT: 2020 LONG RANGE TRANSPORTATION PLAN REQUEST FOR ADOPTION** [2020-0465](#)

RECOMMENDATION

CONSIDER:

APPROVING the following:

- A. ADOPT the 2020 Long Range Transportation Plan; and
- B. APPROVE the development of a Short Range Transportation Plan, to include a strategic project list.

Attachments: [Attachment A - 2020 Long Range Transportation Plan](#)
[Attachment B - LRTP Technical Document](#)
[Attachment C - LRTP Public Comment Response Matrix](#)
[Attachment D - Summary of LRTP Revisions Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

25. **SUBJECT: REPORT BACK ON COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT** [2020-0572](#)

RECOMMENDATION

RECEIVE AND FILE Report on a Community Safety Approach to System Security and Law Enforcement.

Attachments: [Attachment A PSAC Application Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

26. **SUBJECT: REPORT BACK ON USE OF FORCE POLICIES** [2020-0571](#)

RECOMMENDATION

RECEIVE AND FILE on 'Use of Force' polices followed by Metro policing contractors and employees.

Attachments: [Attachment A - Campaign Zero Eight 'Use of Force' Policies Matrix Presentation](#)

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

28. SUBJECT: ENVIRONMENTAL CONSTRUCTION WASTE HANDLING SERVICES

[2020-0512](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. Increase the total authorized funding for Contract No. PS20655 with TRC Solutions Inc. for Environmental Construction and Waste Handling Services in the amount of \$8,000,000, increasing the Total Contract Funding limit from \$66,800,000 to \$74,800,000, and
- B. Execute all individual Task Orders and changes within the new Board approved contract funding amount.

31.1. SUBJECT: FARE CAPPING VS FARELESS SYSTEM POLICY QUESTIONS

[2020-0638](#)

RECOMMENDATION

APPROVE Motion by Directors Butts and Barger that the Board direct the Chief Executive Officer to:

- A. Endorse the development of a budget and timeline for Fare Capping options that can be phased in over time and return with a status report in the same cycle as the Fareless System Initiative status report in the November-December Board cycle;
- B. In the same Board cycle(s), explore the financial ramifications of implementing a phased vs total Fareless System Initiative program
 - vis-a-vis a Fare Capping program with the Fareless System Initiative policy analysis being a factor in the preparation of the Fare Capping option report; and
- C. Answer the following questions when Metro staff return to the Board in the November-December cycle with both status reports on a Fareless System Initiative Policy recommendation:
 - 1. How much annual fare revenue is collected for each fare category?
 - 2. What is the capital cost for fare collection and enforcement equipment and how often must the equipment be replaced and rehabilitated?

3. What is the estimated annual net operating cost of fare collection for each fare category (fare revenues minus (fare media printing and distribution, fare collection and enforcement, fare collection equipment maintenance and operations, fare enforcement)?
4. What ridership growth could be anticipated from a free fare or from just capping fares respectively?
5. What incremental service would be required to accommodate either fare policy under pre-COVID 19 bus load assumptions and long-term social distancing load assumptions?

35. SUBJECT: UPDATE ON CRENSHAW/LAX PROJECT

[2020-0598](#)

RECOMMENDATION

RECEIVE oral report on Crenshaw/LAX Project.

Attachments: [Presentation](#)

END OF NON-CONSENT ITEMS

36. SUBJECT: CLOSED SESSION

[2020-0605](#)

A. Conference with Real Estate Negotiator - G.C. 54956.8

1. Property Description: 11301 Wilshire Blvd. LA, CA 90073
(West Los Angeles VA Campus)
Agency Negotiator: Velma Marshall
Negotiating Party: U.S. Department of Veterans Affairs
Under Negotiation: Price and terms
2. Property Description: 13861 Rosecrans Avenue, Santa Fe Springs, Ca
Agency Negotiator: Craig Justesen
Negotiating Party: Marvin Terry Vance, Trustee of the Vance Trust
Under Negotiation: Price and terms
3. Property Description: 13650 Rosecrans Avenue, Santa Fe Springs, Ca
Agency Negotiator: Craig Justesen
Negotiating Party: Betty L. Patridge, as sole Trustee of The Patridge Family Trust; Connie Jean Eason, a Married Woman as her sole and Separate Property; Monty Ray Patridge, Trustee of the Monty Ray Patridge Revocable Living Trust, and Mark W. Patridge and Lynn Patridge,

Trustees of the M&L Patridge 2013 Family Trust
Under Negotiation: Price and terms

4. Property Description: 800 N Alameda St, Los Angeles, CA 90012
Agency Negotiator: Ken Pratt
Negotiating Party: CC Cal, LP
Under Negotiation: Price and Terms

B. Public Employee Employment - G.C. 54957

Title: Chief Ethics Officer

C. Public Employee Performance Evaluations - G.C. 54957(b)(1)

Titles: Chief Executive Officer, Board Secretary, Chief Ethics Officer,
Inspector General, and General Counsel

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0604](#)

RECEIVE General Public Comment

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

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

Adjournment



Metro

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

Board Report

File #: 2020-0596, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
SEPTEMBER 24, 2020**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held August 27, 2020.



Virtual Online Meeting

MINUTES

Thursday, August 27, 2020

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Eric Garcetti, Chair
Hilda L. Solis, 1st Vice Chair
Ara Najarian, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Paul Krekorian
Sheila Kuehl
Mark Ridley-Thomas
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER: 10:09 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 42, 13, 14, 17, 19, 20, 26, 31, 33, 36, 38, 41, 43, 45, and 47.

Consent Calendar items were approved by one motion except for items 12 and 20 which were held by a Director for discussion and/or separate action.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	A	A

2. **SUBJECT: MINUTES** **2020-0447**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held June 25, 2020.

3. **SUBJECT: REMARKS BY THE CHAIR** **2020-0575**

RECEIVED remarks by the Chair.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	P	P	P	P	P	P	P	P	P	P	A	A

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2020-0576**

RECEIVED report by the Chief Executive Officer.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	P	P	P	P	P	P	P	P	P	P	A	A

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

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

5. SUBJECT: SALE OF EASEMENTS - SOUTHWEST YARD 2020-0483

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (“CEO”) to execute documents to sell various permanent and temporary easements (“Easements”) as described in Exhibit A in a portion of the Southwest Yard Maintenance Facility located at 5623 - 5698 West Arbor Vitae Street to the City of Los Angeles World Airport (“LAWA”) for the amount of **Six Hundred Fifty-Six Thousand and Ninety-One Dollars (\$656,091.00)**.

6. SUBJECT: SALE OF SURPLUS PROPERTY 2020-0455

DECLARED ON CONSENT CALENDAR that a portion of 6111 Wilshire Boulevard (shown in Attachment A) is not necessary for use by LACMTA and is “exempt surplus land” as defined in Section 54221(f)(1) (C) of the California Surplus Land Act (the “Act”).

7. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTIONS 2020-0477

APPROVED ON CONSENT CALENDAR:

- A. Richard Stanger, the recommended nominee for area of expertise C, Transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices; and
- B. Gregory Amparano, the recommended nominee for area of expertise E, Professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.

11. SUBJECT: REAL ESTATE APPRAISAL SERVICES BENCH 2020-0416

AUTHORIZED the Chief Executive Officer to:

- A. APPROVE the establishment of 19 contract agreements for professional services under the Real Estate Appraisal Services Bench, with the contractors recommended in Attachment A-1 for a five-year base period in the amount of \$34,500,000, with two, one-year options, for \$3,500,000 and \$2,064,500, respectively, with a funding amount not to exceed cumulative total of \$40,064,500, subject to resolution of protest(s) if any.
- B. AWARD Task Orders within the approved not-to-exceed cumulative total value of \$34,500,000.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C	C	Y	Y	Y	C	C	Y	Y	Y	C	A	Y

12. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT

2020-0420

AUTHORIZED AS AMENDED the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document ("ENA") with East Los Angeles Community Corporation ("Developer") to extend the term by one year with an option to extend the term for an additional year for the joint development of Metro-owned property at the Mariachi Plaza Station.

SOLIS AMENDMENT:

- A. Shorten the ENA extension to 3 months;
- B. Collaborate with ELAC to seek a mission-driven affordable housing developer or similar organization to bring on as a project partner;
- C. Collaborate with ELAC on additional outreach in order to ensure inclusivity of all community members; and
- D. Direct staff to report back within 3 months on the above directives.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A

13. SUBJECT: METRO BIKE HUB OPERATIONS AND MAINTENANCE

2020-0413

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award Contract No. PS63912000 to BikeHub (dba BikeHub/Tranzito) for a firm fixed price of \$572,680 for a two-year base, and a two-year option term in an amount of \$497,892, for a total amount of \$1,070,572, effective September 22, 2020.

14. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - SOUTH BAY SUBREGION

2020-0436

APPROVED ON CONSENT CALENDAR:

- A. programming of additional \$43.9 million within the capacity of Measure M Multi-Year Subregional Program (MSP) - South Bay Highway Operational Improvements Program;
- B. programming of additional \$15.9 million within the capacity of Measure M MSP - Transportation System and Mobility Improvements Program; and
- C. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

15. SUBJECT: SEPULVEDA TRANSIT CORRIDOR

2020-0296

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE a 50-month, firm fixed price Contract No. AE67085000 to HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc., for environmental analysis and advanced conceptual engineering (ACE) design services on the Sepulveda Transit Corridor in the amount of \$48,304,067 (inclusive of two optional tasks: Task 11 for an additional alternative in the amount of \$6,778,040 and Task 12 for Westside-LAX environmental clearance in the amount of \$7,544,627), subject to resolution of protest(s), if any; the amount of \$3,394,472 has been requested in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 to support environmental clearance, Advanced Conceptual Engineering, and associated community outreach; upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September; and
- B. APPROVE Contract Modification Authority in the amount of 25% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C	C	Y	Y	Y	Y	Y	Y	C	C	A	A	Y

16. SUBJECT: CRENSHAW NORTHERN EXTENSION

2020-0174

- A. RECEIVED AND FILED the Crenshaw Northern Extension Advanced Alternatives Screening Study; and
- B. AUTHORIZED the Chief Executive Officer (CEO) to award and execute a 30-month, firm fixed price Contract No. AE64930000 to Connect Los Angeles Partners, a joint venture between WSP USA, Inc. and AECOM Technical Services, Inc., for environmental analysis (CEQA) and advanced conceptual engineering (ACE) in the amount of \$50,367,851, subject to resolution of protests, if any. However, only the amount of \$2.19M is requested in the FY21 budget for Professional Services in Cost Center 4350 (Special Projects), Project 475558 (Crenshaw Northern Extension). Upon approval of this action, staff will ensure necessary funds are allocated to the project in coherence with the Continuing Resolution until the FY21 budget is adopted in September.

KB	MRT	JF	JDW	MB	*EG	HS	AN	RG	JB	PK	JH	SK
C	C	Y	Y	Y	Y	Y	Y	C	C	C	A	Y

*Voted under rule of necessity.

17. SUBJECT: HIGH DESERT INTERCITY RAIL CORRIDOR SERVICE DEVELOPMENT PLAN

2020-0046

APPROVED ON CONSENT CALENDAR:

- A. programming of \$3 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition to be repurposed to develop an intercity rail corridor service development plan.
- B. a life of project budget of \$5 million for the High Desert Intercity Rail Corridor Service Development Plan which includes \$375,000 of in-kind contributions by DesertXpress Enterprises, LLC.
- C. DELEGATING authority to the Chief Executive Officer or his designee to enter into a Memorandum of Understanding (MOU) and any subsequent extensions or amendments with the Los Angeles County Department of Public Works to memorialize terms and conditions to advance \$1.5 million of Supervisorial 5th District Proposition A Local Return Transit Program discretionary funds to Metro to begin work on the High Desert Intercity Rail Corridor Service Development Plan and for Metro to repay the County of Los Angeles once the funding becomes available (Refer to Attachment C).
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements to implement the High Desert Intercity Rail Corridor Service Development Plan.

19. SUBJECT: WESTLAKE/MACARTHUR PARK JOINT DEVELOPMENT

2020-0410

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute an Exclusive Negotiations Agreement and Planning Document (ENA) with the Walter J Company (Proposer) for the joint development of Metro-owned property at the Westlake/MacArthur Park Station (Site) for a period of eighteen (18) months, with an option to extend up to twelve (12) additional months.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
ABS												

20. SUBJECT: VERMONT/SANTA MONICA JOINT DEVELOPMENT

2020-0279

- A. AUTHORIZED the Chief Executive Officer (CEO) to execute a Purchase and Sale Agreement and agreements containing conditions, covenants, restrictions and easements with SMV Housing, L.P. (Developer), an affiliate of LTSC Community Development Corporation (LTSC), that provide for Developer’s purchase from Metro of approximately 33,682 square feet of real property (Metro JD Property) next to the Vermont/Santa Monica B (Red) Line Station and the construction and operation of a mixed-use, affordable housing project (Project) on the Metro JD Property and adjacent Developer-owned property (collectively, Site), subject to Federal Transit Administration (FTA) and California Transportation Commission (CTC) concurrence;
- B. ADOPTED the attached resolution (Attachment D) authorizing the CEO or his designee to apply for, receive an allocation of funds, and to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary related to the California Department of Housing and Community Development Transit-Oriented Development (TOD) Housing Program in an amount not to exceed \$5,000,000 (TOD Grant) to fund station plaza improvements in support of the Project; and
- C. FOUND that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332/Class 32 (In-Fill Development Projects) of the CEQA Guidelines, and statutorily exempt pursuant to Public Resources Code Section §21080.27(a)(3) and Section §21080.27(b)(2) and to authorize the CEO to file a Notice of Exemption for the Project consistent with such exemptions.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	Y	Y	Y	Y	Y	C	Y	Y	Y	Y	A	A

25. SUBJECT: FY21 REVENUE SERVICE HOURS

2020-0521

RECEIVED oral report on FY21 Revenue Service Hours.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	A	P	P	P	P	P	P	P	P	P	A	A

26. SUBJECT: ORAL REPORT ON REGIONAL CONNECTOR SERVICE PLAN UPDATE

2020-0549

RECEIVED ON CONSENT CALENDAR oral report on Regional Connector Service Plan Update.

**30. SUBJECT: EXECUTE CONTRACT MODIFICATION FOR EIGHT (8) 2020-0061
 DEPOT CHARGERS FOR ORANGE LINE ELECTRIC BUS
 CHARGING STATIONS, INCREASE CONTRACT
 MODIFICATION AUTHORITY AND STAFF DELEGATION
 AUTHORITY**

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE Modification No. 14 to Contract No. OP28367-001, Part D, awarded to New Flyer of America, to add eight (8) additional Depot Chargers for the Metro Orange Line buses and charging infrastructure at Firm Fixed price of \$1,138,133, increasing the Contract Value from \$73,289,973 to \$74,428,108.
- B. INCREASE the Contract Modification Authority (CMA) from 10% to 15% of the total base and option contract values to \$10,113,208 for Contract No. OP28367-001 Part D with New Flyer of America, Inc.
- C. INCREASE the Contract Modification Authority amount from 10% to 15% of the total base and option of contract values to \$11,795,724 for Contract OP28367-002, Part C, with BYD Coach & Bus, LLC.
- D. INCREASE staff delegation authority with El Dorado National (California), Inc. ("ENC") for future contract modifications for Contract No. OP28367-000, Part A, to a not to exceed amount of \$1,000,000 for each contract modification action.
- E. INCREASE staff delegation authority with New Flyer of America for future contract modifications for Contract No. OP28367-003, Part B, to a not to exceed amount of \$1,000,000 for each contract modification action.
- F. INCREASE staff delegation authority with BYD Coach & Bus, LLC for future contract modifications for Contract No. OP28367-002, Part C, to a not to exceed amount of \$1,000,000 for each contract modification action.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C	Y	Y	Y	C	C	Y	Y	C	Y	Y	A	Y

31. SUBJECT: DIVISION 11 AND 22 HVAC AND ROOF REPLACEMENT 2020-0318

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. C56872C1142 with Archico Design Build Inc. to provide Heating, Ventilation and Air Conditioning (HVAC) replacement and additional roofing replacement and increase the contract price by \$1,820,450.00 from \$6,570,294.00 to \$8,390,744.00.

33. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT 2020-0351

APPROVED ON CONSENT CALENDAR:

- A. AMENDING the Life-of-Project (LOP) budget by \$200,000,000 for the Westside Purple Line Extension Section 1 Project (Project) of \$2,778,879,593 to \$2,978,879,593 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B), and
- B. AUTHORIZING the use of \$200,000,000 representing unused Expo Phases 1 and 2 funds for the proposed LOP Budget increase.

36. SUBJECT: METRO ADOPT-A-BIKE PILOT PROGRAM 2020-0050

AUTHORIZED ON CONSENT CALENDAR:

- A. a policy revision for unclaimed bicycles left on Metro property that establishes a Metro Adopt-A-Bike Pilot Program.
- B. APPROVING the administration of a mini-grant program for community-based organizations to perform tasks that support the distribution of unclaimed bicycles through the Adopt-A-Bike Pilot Program with a focus on equity.

38. SUBJECT: FEDERAL LEGISLATION 2020-0481

ADOPTED ON CONSENT CALENDAR staff recommended positions:

- A. House Resolution 7389 (Pressley) - A bill to institute a federal grant program to support efforts to provide fare-free transit service. **SUPPORT**

40. SUBJECT: EQUITY AND RACE PROGRAM UPDATE 2020-0514

RECEIVED AND FILED status report on the Equity and Race Program.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	P	P	P	P	P	P	P	P	P	P	A	A

41. SUBJECT: RESPONSE TO BOARD MOTION REGARDING CEO CALL TO ACTION TO CONTROL COSTS 2020-0540

RECEIVED AND FILED ON CONSENT CALENDAR the response to Board Motion Item 34.2 (Attachment A) at the May 28, 2020 Board Meeting (Directors Hahn, Garcetti, Butts, Solis) related to Cost Control Pertaining to COVID-19 Board Box.

43. SUBJECT: ADVERTISING, COMMERCIAL SPONSORSHIPS, AND OTHER REVENUE OPPORTUNITIES 2020-0456

RECEIVED AND FILED ON CONSENT CALENDAR staff update on commercial sponsorship efforts and expanded advertising options for the purpose of generating additional revenues. This is intended to be informational and will not require a Board Action. However, staff are seeking feedback in order to present actionable items for the Board at a later date.

44. SUBJECT: VOLUNTARY SEPARATION INCENTIVE PROGRAM 2020-0470

AUTHORIZED the Chief Executive Officer to implement a Voluntary Separation Incentive Program (VSIP) that offers an enhanced additional benefit that provides cash payments of up to \$7,500, and an additional two years of retirement service credit, to eligible Non-Contract, AFSCME and Teamsters represented employees who voluntarily agree to separate or retire from Metro within a pre-designated retirement period. Metro Board approval is required in order to provide any additional or enhanced benefit to employees.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	N	Y	Y	Y	Y	Y	A	Y	A	A	A

45. SUBJECT: REPORT ON MOTION TO "UPLIFT THE HUMAN SPIRIT THROUGH METRO ART" 2020-0471

RECEIVED AND FILED ON CONSENT CALENDAR a report and approach to "Uplift the Human Spirit Through Metro Art" in response to the June 2020 Board motion (Attachment A).

45.1. SUBJECT: AMENDMENT TO REPORT ON MOTION TO "UPLIFT THE HUMAN SPIRIT THROUGH METRO ART" 2020-0566

APPROVED AS AMENDED Amending Motion by Directors Butts, Garcetti, and Garcia that the Board direct the CEO to initiate the following policy directives:

1. Instruct staff to return to this Board in September with a specific set-aside percentage of interior space on both rail and busses to accommodate the placement of Metro Art posters, with preference for local artists, as we have done in the past; and
2. Include in the FY 21 Budget \$400,000 dollars to accomplish the goals outlined above. Staff will reprioritize available resources and work cross-departmentally to identify internal and external funding opportunities to support the projects.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	A	A

APPROVED ON CONSENT CALENDAR:

- A. RECERTIFYING \$137.2 million in existing Fiscal Year (FY) 2020-21 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments as shown in Attachment A;
- B. DEOBLIGATING \$4.1 million of previously approved Call funding, as shown in Attachment B, and hold in RESERVE;
- C. REALLOCATING:
- ~~1. \$1.67 million of Call funds originally programmed to the City of Los Angeles: 1) Westlake MacArthur Park Pedestrian Improvement - partial (#F3631), 2) Last Mile Folding Bike Incentive Program (#F7707), and 3) Building Connectivity with Bicycle-Friendly Business Districts (#F9803), to the City of Los Angeles: 1) Exposition West Bikeway Northvale Project (#F3514) and 2) L.A. River Bike Path, Headwaters Section (#F5518);~~
 - ~~2. \$13.39 million of Call funds originally programmed to the City of Los Angeles: 1) Alameda Street Downtown LA: Goods Movement, Phase I (#F5207) and 2) Alameda Street Widening - North Olympic Boulevard to I-10 Freeway (#F9207), to the Metro's Rail to Rail Project;~~
 1. \$3.85 million of Call funds remaining in the City of Los Angeles Victory Boulevard Widening from Topanga Canyon Boulevard to De Soto Avenue, Phase II (#F1141), to the City of Los Angeles: 1) Widening San Fernando Road at Balboa Road (#F1129), 2) Olympic Boulevard and Mateo Street Goods Movement Improvement Phase II (#F1205), and 3) Burbank Boulevard Widening from Lankershim Boulevard to Cleon Avenue (#8046);
 2. \$456,144 of Call funds originally programmed to the County of Los Angeles Willowbrook Area Bikeway Improvements (#F3521), to Metro's Willowbrook/Rosa Parks Station Improvement Project, to complete the planned bikeway improvements; and
 3. \$582,739 of Call funds originally programmed to the City of Long Beach Park or Ride (#F9808), to the City of Long Beach San Gabriel River Bike Path Gap Closure at Willow Street (#F1528);
- D. AUTHORIZING the CEO to:
1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
 2. Amend the FY 2020-21 budget, as necessary, to include the 2020 Countywide Call Recertification and Extension funding in the Subsidies budget;

(continued on next page)

(Item 47 – continued from previous page)

E. changes to the scope of work for:

1. City of El Monte - El Monte Regional Bicycle Commuter Access Improvements (#F7520);
2. City of Los Angeles - Westlake MacArthur Park Pedestrian Improvement Project (#F3631);
3. City of Los Angeles - Magnolia Boulevard Widening (North Side) - Cahuenga Boulevard to Vineland (#F7123);
4. City of Los Angeles - Walk Pico! A Catalyst for Community Vitality & Connectivity (#F7624); and
5. City of Santa Clarita - 13th Street/Dockweiler Drive Extension (#F7105);

F. RECEIVING AND FILING:

1. Time extensions for 62 projects shown in Attachment D;
2. Reprogramming for one project shown in Attachment E; and
3. Update on future countywide Call considerations

48. SUBJECT: I-5 NORTH HOV & TRUCK LANE ENHANCEMENT CONSTRUCTION SUPPORT SERVICES CONSULTANT (CSSC) CONTRACT ACTION: APPROVE RECOMMENDATIONS

2020-0491

AUTHORIZED the Chief Executive Officer to:

- A. Negotiate and execute a 5-year cost-plus fixed fee Contract No. PS67828 with Hill International, Inc. to provide Construction Support Services for the I-5 North HOV & Truck Enhancement Project (Project), in an amount not-to-exceed \$50,000,000, and exercise 2 one-year options, when deemed appropriate; and
- B. Authorize the CEO to execute individual Contract Modifications within the Board approved Life of Project Budget.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C	C	Y	Y	Y	C	Y	Y	C	C	Y	A	Y

49. SUBJECT: UPDATE ON CRENSHAW/LAX PROJECT

2020-0579

RECEIVED oral report on Crenshaw/LAX Project.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	P	P	P	P	P	P	P	P	P	P	A	A

50. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

2020-0461

APPROVED:

A. Holding a hearing on the proposed Resolution of Necessity; and

B. Adopting a Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Utility Overhang Easement and a 54-month Temporary Construction Easement from the property identified as Parcel RM-17 (APN: 8059-029-036; formerly 8059-029-006 and 8059-029-007). The property listed above is herein referred to as the "Property".

(REQUIRED 2/3 BOARD VOTE)

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A

51. SUBJECT: CLOSED SESSION

2020-0577

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

1. Martin Calixto Loera, et al. v. LACMTA, Case No. BC 702038

AUTHORIZED settlement of \$375,000.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	A	A	Y	Y	Y	A	Y	A	A

2. George Adam McMeekin v. LACMTA, Case No. 19STCV05948

AUTHORIZED settlement of \$275,000.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	A	Y	Y	Y	A	Y	A	A

3. Katherine Scott, et al. v. LACMTA, Case No. BC686911

AUTHORIZED settlement of \$675,000.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	A	Y	Y	Y	A	Y	A	A

(continued on next page)

(Item 51 – continued from previous page)

4. City of Beverly Hills v. LACMTA, et al., USDC Case No. CV 18-3891-GW(SSx)

NO REPORT.

ADJOURNED AT 3:11 P.M. IN MEMORY OF WILFREDO CORSINO, A BUS OPERATOR WITH DIVISION 13; JASON ROSS, A BUS OPERATOR WITH DIVISION 7; NERI PEREIRA, A METRO CONTRACTOR; GABY O'DONNELL AND GREG O'DONNELL, THE MOTHER AND STEPFATHER OF MAYOR GARCIA; AND FORMER BOARD CHAIR HAL BERNSON.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary

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List of Written Public Comments (E-mail & Postal Mail) Received for August 2020:

- 1.Aaron Stein-Chester
- 2.Abundant Housing Los Angeles
- 3.Ada Houg
- 4.Adam Conover
- 5.Alex Visotzky
- 6.Alexis Perez Nava
- 7.Allison Riley
- 8.Andrew Fox
- 9.Andrew Thomas
- 10.Angelina Ortiz
- 11.Anisha Hingorani/Advancement Project California
- 12.Anthony Fonseca
- 13.Bart Reed/Transit Coalition
- 14.Beatriz Zaragoza
- 15.Bill Lam
- 16.BizFed
- 17.Bob Anderson- Sherman Oaks Homeowners Association
- 18.Brady Collins
- 19.Brenna Galvin
- 20.Bryan Matsumoto
- 21.Bryn Lindblad/Climate Resolve
- 22.Bubba Fish
- 23.Cameron Wilshire
- 24.Carla De Paz/Community Power Collective
- 25.Carla Vásquez-Noriega
- 26.Carlos Medina
- 27.Carmina Calderon- Community Power Collective
- 28.Caroline Glenn
- 29.Caroline Labiner Moser- Greater Wilshire Neighborhood Council
- 30.Carolynn Johnson/Institute for Transportation and Development Policy
- 31.Casey Castor
- 32.Charley Casler
- 33.Chase Engelhardt
- 34.Chris Barrow
- 35.Christian Horvath- Redondo Beach Councilmember
- 36.City of Beverly Hills
- 37.City of Monrovia
- 38.City of West Hollywood
- 39.Claudia Calderon
- 40.Conrad Starr- Greater Wilshire Neighborhood Council
- 41.Courtney Kemp
- 42.Cristofer Son
- 43.Cyndi Otteson
- 44.Cynthia Rose/Santa Monica Spoke
- 45.Cynthia Wong

46. Daniel C. Gomez
47. Daniel Jordan- City of Duarte
48. Daniel Morales
49. Daniel Tellalian
50. David Bradgon/TransitCenter
51. David Diaz/Active San Gabriel Valley
52. David E. Ryu- LA Councilmember, 4th District
53. David Levitus, Ph.D./LA Forward
54. Dylan Feik- City of Monrovia
55. East LA Community Corporation
56. Elaine Lee
57. Elba Serrano
58. Eli Akira Kaufman/Los Angeles County Bicycle Coalition
59. Eli Lipmen/Move LA
60. Elizabeth Medrano
61. Elizabeth Thompson
62. Emily Han
63. Emma Soren
64. Erich Bollmann
65. Ernesto Espinoza
66. Ernesto Hidalgo
67. Eva García
68. Fanny Guzman-Ortiz
69. Francesca de la Rosa/Women Organizing Resources, Knowledge and Services (WORKS)
70. Gaia Madre
71. Gema Sandoval
72. Genise Choy
73. Grace Doyle
74. Greater Miracle Chamber of Commerce
75. Héctor Huevo
76. Hilary Norton/FASTLinkDTLA
77. Hollywood Chamber of Commerce
78. Ian Vargas
79. Isaac Katz
80. Jack Meyerhoff
81. Jake Aftergood
82. Jamie Thomas
83. Jasmine Little
84. Jennifer Willoughby
85. Jenny Morataya
86. Jerome Chou/Kounkuey Design Initiative (KDI)
87. Jessica Cowley
88. Jessica Lall/Central City Association
89. Jessica Meaney/Investing in Place
90. Jim Mill
91. Joe Linton
92. John Leonard- City of West Hollywood

93. John Yi/Los Angeles Walks
94. Jordan Blakeman
95. Jovenes, Inc.
96. Julie Chernesky
97. Karina Rodriguez
98. Kelsey Stefanson
99. Kelsie Adams
100. Kevin Maffris
101. L. Munoz
102. Laura Raymond/Alliance for Community Transit – Los Angeles
103. Laura Zavala
104. Leora Glass
105. Leslie Palaroan
106. Lindsey Horvath- City of West Hollywood
107. Lisa Baca
108. Lorenzo Mutia
109. Manny Rodriguez
110. Manuel Salazar
111. Maricela Martinez
112. Mark Jolles
113. Martha Camacho-Rodriguez/Social Eco Education-LA (SEE-LA)
114. Martha Gonzalez
115. Maryann Aguirre/People for Mobility Justice
116. Matt Mason
117. Matthew Gerard
118. Melanie J. Prasad, Esq./Jobs to Move America
119. Melissa and Dee Robertson
120. Michael Schneider/Streets for All
121. Michael Siegel
122. Michael Texter
123. Mike Royce
124. Monica Carlos
125. Nate Gualtieri
126. Nathan Bartley
127. Neal Berliner
128. New Economics for Women
129. Nick Andert
130. Olga Lexell
131. Oscar Monge/T.R.U.S.T. South LA
132. Padric Gleason Gonzales
133. Pastor William D. Smart
134. Pat Owens
135. Paul Koretz- LA Councilmember, 5th District
136. Pedro Birba
137. Pierre Gourdain/FlixBus
138. Pilar Schiavo/West Valley People's Alliance
139. Renaldo Wilson
140. Rich Anderson

- 141.Ross Cussen
- 142.Ruben Barraza
- 143.Ryan Kucinski/Los Angeles Urban Planner/Designer
- 144.Ryan McCabe
- 145.S Mooney
- 146.Samantha Bode
- 147.Sara Daleiden/Sara Daleiden Consulting
- 148.Scarlett De Leon
- 149.Scott Korinke
- 150.Sebastian Gonzalez
- 151.Sharon Hall
- 152.Steve Cho
- 153.Strategic Actions for a Just Economy (SAJE)
- 154.Superjacent Landscape Architecture
- 155.Terence Mylonas
- 156.Teresa Dahl
- 157.Thomas D. Stringer, MAI
- 158.Tunua Thrash-Ntuk/LISC Los Angeles
- 159.Veronica Hahni/Los Angeles Neighborhood Initiative
- 160.Victor Ansley
- 161.Violeta Centeno
- 162.Walter Jayasinghe MD
- 163.WeHo Bike
- 164.xol gonzalez
- 165.Zak Accuardi



Board Report

File #: 2020-0459, File Type: Agreement

Agenda Number: 5.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: LEASE AGREEMENT WITH WETZEL'S PRETZELS FOR KIOSK K-1 AT LOS ANGELES UNION STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Wetzel's Pretzels ("Wetzel's") for Kiosk K-1 in Union Station West and a vending cart located in the East Portal at a monthly rent of \$28,292 with annual increases of three-percent (3%), plus common area maintenance fees, eight-percent (8%) of gross sales above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five-years and a tenant-initiated five-year extension at fair market value.

ISSUE

The 2009 tenant lease with Wetzel's for the K-1 kiosk (see Attachment A for location), will expire on November 12, 2020. Union Station Management working with its broker CBRE, Inc. placed the K-1 kiosk on the market for several months. Two offers were submitted with Wetzel's being the more competitive of the two. Board approval is required to enter into the lease as both the total dollar amount and the amount of time exceeds the CEO's authority.

BACKGROUND

As the owner of Union Station, Metro is responsible for approving all dining amenities offered at Union Station brought forward for approval by its third-party property management firm Morlin Asset Management. Many of the tenants presently occupying the Passenger Concourse on the Westside of the station (Starbucks, Ben & Jerry's, and Subway) predate Metro's ownership and were assigned to Metro as tenants upon purchase of the station from Catellus (prior ownership).

All rental rates have been negotiated using underlying values taken from professional appraisals provided by third-party appraisers hired to assess rental rates by location at Union Station.

DISCUSSION

Considering the ongoing COVID-19 pandemic, station management is assured in Union Station's

long-term real estate value given the number of operators considering a lease at the station in the current market. Wetzel's has made a competitive offer for the kiosk and provided financial information to ensure they have the necessary capital to move forward within the market conditions of COVID-19. Additionally, the Real Estate staff has negotiated near-term provisions in the lease to ensure Wetzel's can maintain its operations within the span of time between commencement of sales at Union Station and increased station patronage (additional details on Attachment B).

In addition to the kiosk, Union Station has agreed to allow Wetzel's to operate a vending cart in the East Portal of Union Station. Final authorization to operate the cart is subject to agreement on design, location and business plan for the vending cart. Both Metro and Wetzel's will have the right to terminate the cart if sales do not exceed \$300,000 in a 12-month rolling period.

Equity Platform

This project addresses Metro's equity platform by partnering with a locally-owned business which will improve access to affordable dining amenities for Metro's ridership.

DETERMINATION OF SAFETY IMPACT

The execution of a lease with Wetzel's will have no impact on Metro safety.

FINANCIAL IMPACT

It is expected that the lease with Wetzel's will bring a minimum base rent of approximately \$339,000 annually to Metro once final negotiations of lease terms and conditions are determined (exclusive of initial term provisions for market conditions related to COVID-19). Additional revenues for the agency can be realized if sales targets are met under agreed percentage rent terms and are outlined on Attachment B.

Impact to Budget

The lease with Wetzel's will have no impact on Metro's operating or capital budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This lease addresses strategic goal #2 to provide "outstanding trip experiences for all" by increasing ridership's access to dining amenities at the station.

ALTERNATIVES CONSIDERED

The Board could choose not to move forward with the lease. This action is not recommended as the agency would not realize additional revenues and customer amenities provided by Wetzel's operation.

NEXT STEPS

Upon Board approval, staff will execute the lease with Wetzel's.

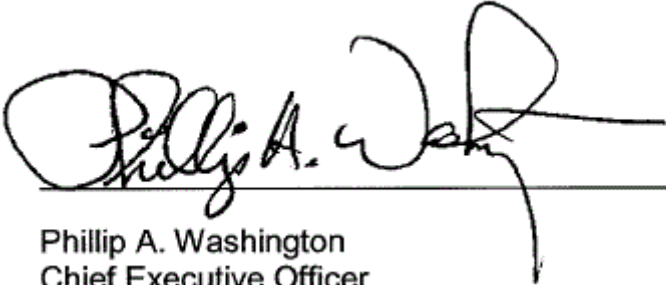
ATTACHMENTS

Attachment A - Location Map

Attachment B - Deal Points

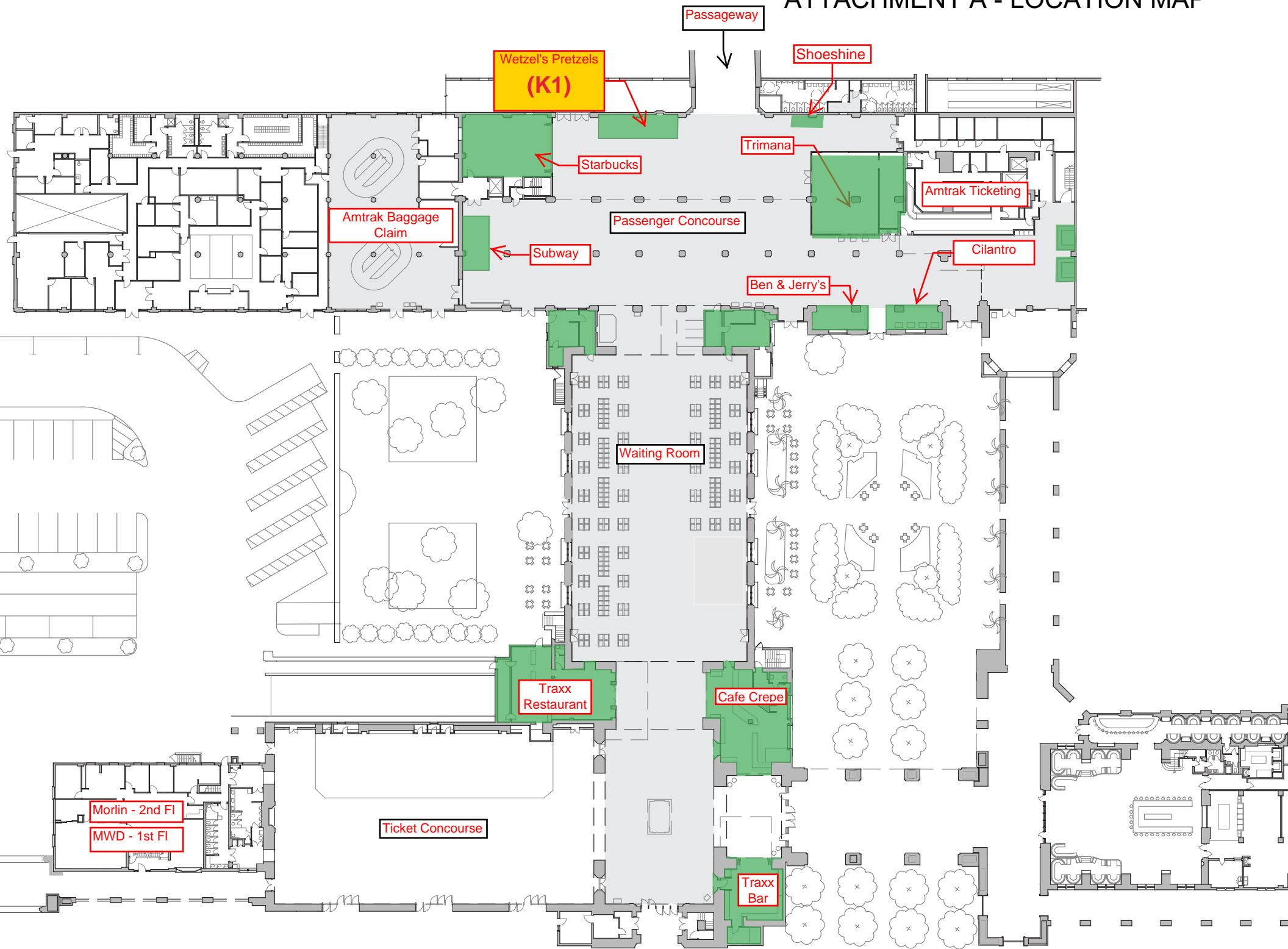
Prepared by: Ken Pratt, DEO, Countywide Planning & Development, (213) 922-6288
John Potts, Executive Officer, Countywide Planning & Development, (213) 928- 3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LOCATION MAP



Passageway

Wetzel's Pretzels
(K1)

Shoeshine

Starbucks

Trimana

Amtrak Baggage Claim

Passenger Concourse

Amtrak Ticketing

Subway

Cilantro

Ben & Jerry's

Waiting Room

Traxx Restaurant

Cafe Crepe

Morlin - 2nd Fl

MWD - 1st Fl

Ticket Concourse

Traxx Bar

ATTACHMENT B –DEAL POINTS

NEW/RENEWAL

- Existing tenant's lease expired with no remaining extensions. Space was listed on open market and upon review of offer submitted by existing tenant, new lease terms have been negotiated.

TENANT

- Pretzel Factory, Inc. (dba Wetzel's Pretzels)

**LOCATION/
FOOTPRINT**

- Kiosk K-1 in Union Station Passenger Concourse.
- 350 square feet of retail space and 200 square feet of storage. See Attachment A.

PURPOSE

- Station Dining Amenity—Revenue Generating.

DURATION

- Initial term of five years with tenant's option to extend an additional five years with fair market value assessment.

**ANTICIPATED
REVENUE**

- Base rent of \$28,292 per month or \$339,504 annually.
- Annual rent increases shall increase at a fixed 3% compounded annually.
- Additional rent of eight percent (8%) of gross sales above the natural breakpoint.
- Common area maintenance fees of \$10,500 per year.

**EARLY
TERMINATION
CLAUSES**

- Metro can relocate tenant to another location upon 30 days' notice with compensation.
- Metro has right to terminate in connection with any future developments at Union Station.

**DETERMINATION
OF VALUE**

- CBRE Appraisal and exposure to market.

**BACKGROUND
WITH TENANT**

- Pretzel Factory, Inc. (Wetzel's franchisee) has been a tenant of the station since 2009. Franchisee is a local small business.

**SPECIAL
PROVISIONS**

- Authorization to operate an additional cart in the East Portal.
 - In consideration of COVID-19 impacts, if sales at the main store do not exceed \$120,000 for any month for the period of December 2020 through June 2022, base rent will be adjusted to 17% of sales with a minimum base rent of \$5,000 per month..
-

**Board Report**

File #: 2020-0460, **File Type:** Agreement**Agenda Number:** 6.

**FINANCE, BUDGET & AUDIT COMMITTEE
SEPTEMBER 16, 2020****SUBJECT: LEASE AGREEMENT WITH CILANTRO FRESH MEXICAN GRILL FOR KIOSK K-5
AT LOS ANGELES UNION STATION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Cilantro Fresh Mexican Grill for Kiosk K-5 at Los Angeles Union Station at a monthly rent of \$5,100 with annual increases based on CPI of no less than three-percent (3%) and no more than five-percent (5%), exclusive of common area maintenance fees, gross sales rent of eight-percent (8%) above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five years with a tenant-initiated five-year extension at fair market value.

ISSUE

Union Station Management, working with its broker CBRE, Inc. placed kiosk K-5 (see Attachment A for location) on the market after the existing tenant T&Y Bakery informed management of its intent to vacate the space in October 2019. After several months, multiple offers were received and evaluated by management. Cilantro Fresh Mexican Grill ("Cilantro") was found to provide the best fit for Union Station amid its existing dining options, as well as provide a financial benefit to the station. Cilantro operates six locations throughout the greater Los Angeles Area with a menu consisting of a price point of around six to eight dollars per ticket. Board approval is required to enter into the lease as both the total dollar amount and the amount of time exceeds the CEO's authority.

BACKGROUND

As the owner of Union Station, Metro is responsible for approving all dining amenities offered at Union Station brought forward for approval by its third-party property management firm Morlin Asset Management. Many of the tenants presently occupying the passenger concourse on the west side of the station (Starbucks, Ben & Jerry's, and Subway) predate Metro's ownership and were assigned to Metro as tenants upon purchase of the station from Catellus (prior owner).

All rental rates have been negotiated using underlying values taken from professional appraisals provided by third-party appraisers hired to assess rental rates at Union Station.

DISCUSSION

Considering the ongoing COVID-19 pandemic, station management is assured of Union Station's long-term real estate value given the number of operators considering a lease at the station in the current market.

Cilantro has made a fair offer for the kiosk and provided financial information to ensure they have the necessary capital to move forward within the market conditions of COVID-19. Additionally, the Real Estate staff has negotiated near-term provisions in the lease to ensure Cilantro can maintain its operations within the span of time between commencement of sales at Union Station and increased station patronage (additional details on Attachment B).

Equity Platform

This project addresses Metro's equity platform by partnering with a locally-owned business which will improve access to affordable and healthy dining amenities for Metro's ridership.

DETERMINATION OF SAFETY IMPACT

The execution of a lease with Cilantro will have no impact on Metro safety.

FINANCIAL IMPACT

It is expected that the lease with Cilantro will bring a minimum annual base rent of approximately \$61,200 to Metro once final negotiations of lease terms and conditions are determined (exclusive of initial term provisions for market conditions related to COVID-19). Additional revenues for the agency can be realized if sales targets are met under agreed percentage rent terms and are outlined in Attachment B.

Impact to Budget

The lease with Cilantro will have no impact on Metro's operating or capital budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This lease addresses strategic goal #2 to provide "outstanding trip experiences for all" by increasing ridership's access to dining amenities at the station.

ALTERNATIVES CONSIDERED

The Board could choose not to move forward with the lease. This action is not recommended as the agency would not realize additional revenues and customer amenities provided by Cilantro's operation.

NEXT STEPS

Upon Board approval, staff will execute the lease with Cilantro.


ATTACHMENTS

Attachment A - Location Map

Attachment B - Deal Points

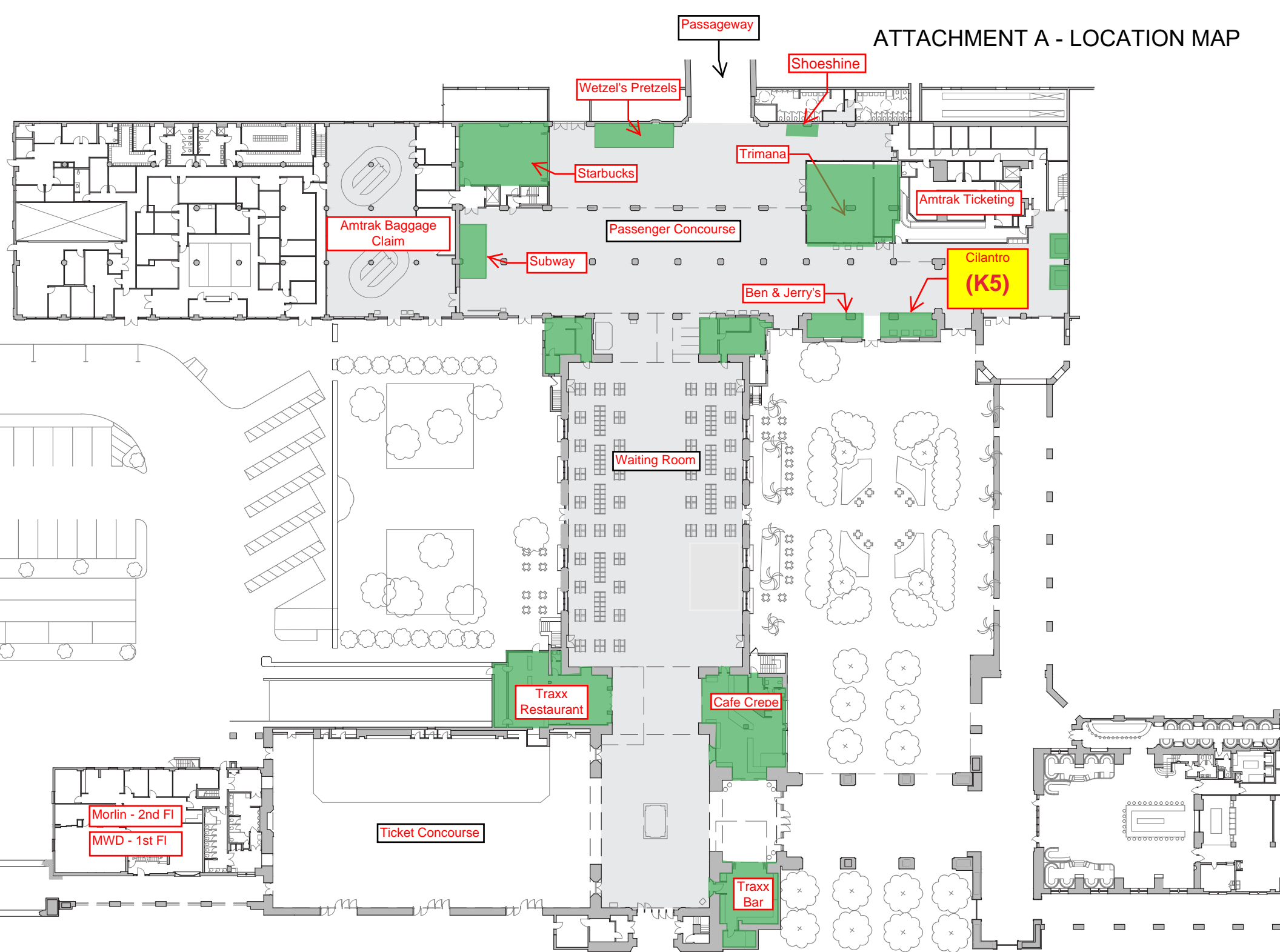
Prepared by: Ken Pratt, DEO, Countywide Planning & Development, (213) 922-6288
John Potts, Executive Officer, Countywide Planning & Development, (213) 928- 3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LOCATION MAP



ATTACHMENT B –DEAL POINTS

NEW/RENEWAL	<ul style="list-style-type: none">• New lease upon competitive process conducted by CBRE.
TENANT	<ul style="list-style-type: none">• Cilantro Fresh Mexican Grill
LOCATION/ FOOTPRINT	<ul style="list-style-type: none">• Kiosk K-5 in Union Station Passenger Concourse.• 262 square feet of retail space and 100 square feet of storage. See Attachment A.
USE	<ul style="list-style-type: none">• Station Dining Amenity—Revenue Generating.
DURATION	<ul style="list-style-type: none">• Initial term of five years with tenant's option to extend an additional five years with fair market value assessment.
ANTICIPATED REVENUE	<ul style="list-style-type: none">• Base rent of \$5,100 per month or \$61,200 annually.• Annual increases to base rent based on CPI with a minimum of three percent (3%) and a maximum of five percent (5%) per year.• Additional rent of eight percent (8%) of gross sales above the natural breakpoint.• Common Area Maintenance fees of \$8,640 per year• Storage rent of \$100 per month
EARLY TERMINATION CLAUSES	<ul style="list-style-type: none">• Metro can relocate tenant to another location.• Metro has right to terminate with 30-days' notice with compensation.• Metro has right to terminate in connection with any future developments at Union Station.
DETERMINATION OF VALUE	<ul style="list-style-type: none">• CBRE Appraisal and exposure to market.
BACKGROUND WITH TENANT	<ul style="list-style-type: none">• New tenant with no existing history with Union Station or LA Metro. Operator has several locations in Downtown Los Angeles.
SPECIAL PROVISIONS	<ul style="list-style-type: none">• In consideration of COVID-19 impacts, initial rent to be the greater of eight percent (8%) of monthly sales or one-half (1/2) monthly rent for first six months after first full month of operations.



Board Report

File #: 2020-0552, File Type: Contract

Agenda Number: 7.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2020

SUBJECT: EXPRESSLANES FINANCIAL ADVISORY SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

EXECUTE Modification No. 1 to Task Order No. 17 to Contract No. PS 13052103I to exercise two (2), one-year options with Sperry Capital Inc. to serve as financial advisor on the Metro ExpressLanes, in the not-to-exceed amount of \$337,725 for Option Year 1, and in the not-to-exceed amount of \$270,180 for Option Year 2, increasing the not to-exceed Task Order value from \$1,243,065 to \$1,850,970 and extending the contract term from October 17, 2020, to October 17, 2022.

ISSUE

Task Order No. 17 currently provides for financial advisory services on the Metro ExpressLanes. The Task Order will expire on October 17, 2020. Staff is requesting a contract modification to exercise both Option Year 1 and Option Year 2, extending the contract term from October 17, 2020, to October 17, 2022, to provide financial advisory services, including TIFIA and bond financing advisory services, to support the delivery of Metro's ExpressLanes network, particularly the I-105 ExpressLanes Project.

BACKGROUND

To expand ExpressLanes in Los Angeles County and to construct the Tier 1 and Tier 2 projects identified in the 2017 ExpressLanes Strategic Plan (ELSP), Metro needs to determine how these projects will be funded and whether it is feasible to accelerate them. The ELSP assumes that virtually all the ExpressLanes projects will need to be funded by toll revenue-based financing mechanisms. The ELSP identified the I-105 ExpressLanes project as a Tier 1 (near-term) project.

While some of the projects in the plan receive funding through Measure M including \$175 million for the I-105 and \$260 million for the I-405, a significant funding gap exists on the I-105 and a significant funding gap is anticipated on the I-405. Furthermore, no other funding has been identified for the remainder of the projects included in the plan, resulting in a large funding shortfall. To bridge the financial gap, staff will evaluate and attempt to secure other sources of revenue including state and

federal grants, toll revenue bonds, Transportation Infrastructure Financing and Innovation Act (TIFIA) loans, Public Private Partnerships or similar innovative financing mechanisms and if authorized, toll revenue loans from other ExpressLanes. In order to consider the appropriate financing options and implement the most cost-effective strategies for accelerated development of Metro's ExpressLanes network, Metro needs to consult with its financial advisor.

DISCUSSION

Metro awarded Task Order No. 17 for Sperry Capital Inc. to serve as financial advisor on the Metro ExpressLanes project in October 2017. Execution of Contract Modification No. 1 will enable the contractor to continue to support activities necessary to close the funding gap for the I-105 ExpressLanes project and support the development of other projects identified in the ELSP.

Staff is currently working alongside its financial advisor to prepare the financing plan for I-105 ExpressLanes Project (105 Project). Metro is considering submission of a letter of interest (LOI) for TIFIA financing and considering pursuing bond financing to bridge the funding gap for the 105 Project. Staff will seek Board approval prior to entering into any agreements or loan commitments. Metro released the draft environmental impact report for the 105 Project in May 2020. The environmental impact report is expected to be finalized in December 2020. While construction for the 105 Project is not expected to begin until 2022, the financing process, including an application for TIFIA, is expected to take 18-24 months which is why staff is requesting both option years be exercised.

Key activities in support of pursuing a TIFIA loan as part of the financing plan for the I-105 Project include:

- Preparation of a preliminary schedule for obtaining TIFIA credit assistance
- Drafting and submitting a LOI
- Obtaining a preliminary credit rating opinion letter
- Developing a TIFIA- and project-specific financial model
- Making an oral presentation to TIFIA
- Submitting a TIFIA application, if invited to do so by TIFIA
- Negotiating terms of the credit agreement with TIFIA

If TIFIA financing is secured, the remaining 105 Project funding gap would be financed through toll revenue-backed obligations, such as toll revenue bonds. Key activities in support of pursuing bond financing as part of the financing plan for the I-105 Project include:

- Preparation of a preliminary schedule for bond financing
- Obtaining credit ratings

- Drafting disclosure documents
- Selection of an underwriting syndicate
- Developing financial models and transaction structure

Based on the expected schedule for project development and the expertise needed to pursue both TIFIA and bond financing, staff anticipates ongoing support from its financial advisors will be required to assure successful and timely financing for the I-105 Project.

DETERMINATION OF SAFETY IMPACT

This action will have no impact on safety for Metro.

FINANCIAL IMPACT

This Task Order is allocated to Cost Center 2220 (Congestion Reduction), Project 307001 and Project 307002. To date in FY 2021, \$90,621 has been encumbered and \$20,450 has been expended, with \$215,800 remaining in the budget. Since this is a multi-year contract, the Cost Center Manager and Executive Officer, Congestion Reduction Programs, will be responsible for budgeting in future years.

Impact to Budget

This action does not impact bus and rail operating or capital funding.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Vision 2028 Strategic Plan identifies five goals to guide Metro's work and initiatives. This Board action supports the following goals.

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

The purpose of the I-105 ExpressLanes project, as well as the existing I-110 and I-10 ExpressLanes and other projects identified in the ELSP, is to actively manage traffic through dynamic pricing of roadway capacity to optimize traffic flow and provide faster, more reliable trips. Allowing Metro's ExpressLanes financial advisor to continue their work and evaluate financing options for the project will enable Metro to pursue expedited project delivery, to identify potential project savings, and to ensure project performance throughout its lifecycle.

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

A key benefit of Metro's ExpressLanes is improved corridor performance through a reduction in recurring peak period congestion and travel times, as well as an increase in average speeds,

throughput, and reliability for freight shipments and travelers.

Goal 5. Provide responsive, accountable, and trustworthy governance within the Metro organization.

TIFIA has been shown to achieve more flexible financing terms and better costs, supporting Goal 5.2 to exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended contract modification. This alternative is not recommended, as this would impact the preparation of the financing plan for the project and delay the overall project schedule.

NEXT STEPS

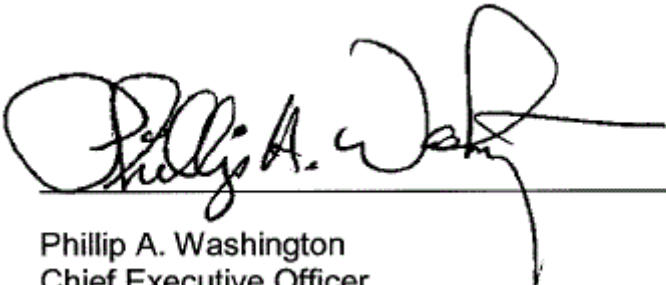
Upon Board approval, staff will execute Modification No. 1 to Task Order No. 17, for both options years, with Sperry Capital Inc. to continue to serve as financial advisor on the Metro ExpressLanes project.

ATTACHMENTS

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

Prepared by: Mark Linsenmayer, Deputy Executive Officer, (213) 922-5569

Reviewed by: Shahrzad Amiri, Executive Officer, (213) 922-3061
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

EXPRESSLANES FINANCIAL ADVISORY SERVICES
PS13052103I-TASK ORDER NO. 17

1.	Contract Number: PS13052103I-Task Order No. 17			
2.	Contractor: Sperry Capital, Inc.			
3.	Mod. Work Description: Exercise Option Years 1 and 2			
4.	Contract Work Description: Financial advisory services in support of the Metro ExpressLanes project			
5.	The following data is current as of: August 31, 2020			
6.	Contract Completion Status		Financial Status	
	Task Order Awarded:	October 17, 2017	Task Order Award Amount:	\$1,243,065
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$0
	Original Complete Date:	October 17, 2020	Pending Modifications (including this action):	\$607,905
	Current Est. Complete Date:	October 17, 2022	Current Task Order Value (with this action):	\$1,850,970
7.	Contract Administrator: DaValory Donahue		Telephone Number: 213.922.4726	
8.	Project Manager: Mark Linsenmayer		Telephone Number: 213.922.5569	

A. Procurement Background

This Board Action is to approve Modification No. 1 to authorize two, one-year option terms on Contract No. PS13052103I - Task Order No. 17.

All Task Orders and Modifications are handled in accordance with Metro's Acquisition Policy. Contract type is a firm fixed unit price.

This task order modification will allow the continuation of financial advisory services to support the delivery of Metro's ExpressLanes network through October 17, 2022.

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

B. Price Analysis

The recommended price for this modification is determined to be fair and reasonable based upon previously negotiated fixed hourly rates.

Proposal Amount	Metro ICE	Modification Amount
\$607,905	\$607,905	\$607,905

CONTRACT MODIFICATION/CHANGE ORDER LOG

EXPRESSLANES FINANCIAL ADVISORY SERVICES
 PS13052103I-TASK ORDER NO. 17

TO Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Execute Option Year 1 and 2 and extend period of performance in accordance with SOW	Pending	Pending	\$607,905
	Modification Total:			\$607,905
	Original Task Order Total:		10/17/17	\$1,243,065
	Task Order Total:			\$1,850,970

**DEOD SUMMARY
EXPRESSLANES FINANCIAL ADVISORY SERVICES
PS13052103I - TASK ORDER NO. 17**

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) participation goal for this procurement. However, Sperry Capital became SBE certified after contract award. Sperry Capital’s current SBE participation is 75.6%.

Small Business Commitment	0% SBE	Small Business Participation	75.6% SBE
----------------------------------	---------------	-------------------------------------	------------------

	SBE Contractors	% Committed	Current Participation¹
1.	Sperry Capital (Prime)	0%	75.6%
	Total	0%	75.6%

¹Current Participation = Total Actual amount Paid-to-Date to SBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

C. Living Wage 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.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2020-0567, **File Type:** Program**Agenda Number:** 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 16, 2020****SUBJECT: GROUP INSURANCE PLANS****ACTION: RENEW GROUP INSURANCE POLICIES****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for a one-year period beginning January 1, 2021.

ISSUE

Our health insurance plans are part of the total compensation package that helps attract and retain qualified employees, as well as provide existing employees a foundation to maintain or improve health. Los Angeles County Metropolitan Transportation Authority (LACMTA), including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost effective for the company and our employees.

DISCUSSION

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994. Roughly 99% of the employees covered by the benefit plans are PTSC employees. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical and/or dental coverage and receive a taxable cash benefit, provided proof of other medical coverage is submitted and the employee does not obtain subsidized coverage from an exchange. Employees may also participate in the flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis.

The overall premium cost is an increase of 2.25% for calendar year 2021. This reflects \$1.39 million in negotiated reductions from the initial renewal quotes. The recommended medical, dental, and vision premiums are shown on Attachment A. As previously established by the Chief Executive Officer, Non-Contract and AFSCME employees contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of our patrons or employees.

FINANCIAL IMPACT

Funding for the Non-Contract and AFSCME group insurance plans is included in each department's FY21 budget and on the balance sheet for accrued retiree medical liabilities. Based on the current employee participation by plan, estimated employer costs of \$59.4 million are expected to be within the FY21 adopted budget.

The COVID-19 pandemic has fundamentally disrupted the very fabric of our daily lives. We are striving to avoid further disruption that would result from provider and service changes and are therefore not recommending plan design changes at this time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5: To provide responsive, accountable, and trustworthy guidance within the Metro Organization, Initiatives 5.6: Metro will foster and maintain a strong safety culture. By approving this recommendation, Metro will ensure employee wellness and support the physical and mental health and wellbeing of its workforce as it is of the utmost importance.

ALTERNATIVES CONSIDERED

With the favorable renewal on the plans for 2021, it is recommended that the current plan designs be renewed, thereby avoiding provider access/disruption for 2021.

The Board could decide to self-insure and self-administer health benefits. However, this is not recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims as well as the liability that would be assumed.

NEXT STEPS

- Conduct annual open enrollment for Non-Contract and AFSCME employees during November 2020
- Implement elections effective January 1, 2021

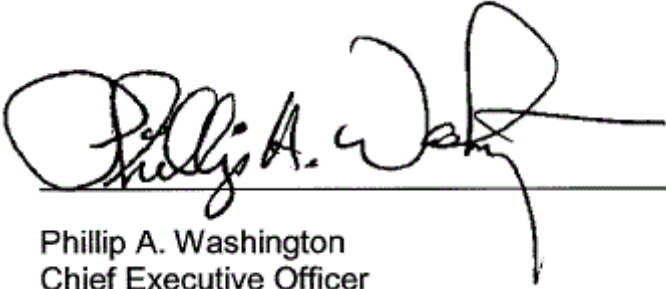
ATTACHMENTS

Attachment A - Proposed Monthly Premium Rates
Attachment B - Proposed Monthly Employee Contributions

Prepared by: Jan Olsen, Director Pension & Benefits (213) 922-7151

Teyanna Williams, Executive Officer, Labor and Employee Services
(213) 922-5580

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



Phillip A. Washington
Chief Executive Officer

Proposed Monthly Premium Rates

Provider	Coverage Option	CY 2020	CY 2021	%Change	Est # of Employees (1/1/21)
Blue Cross (PPO)	Single	\$1,312.65	\$1,404.51	7.00%	329
	Couple	\$2,642.36	\$2,827.25	7.00%	350
	Family	\$3,544.15	\$3,792.14	7.00%	322
Blue Cross (HMO)	Single	\$775.57	\$775.57	0.00%	95
	Couple	\$1,628.68	\$1,628.68	0.00%	93
	Family	\$2,326.53	\$2,326.53	0.00%	177
Kaiser (HMO)	Single	\$646.70	\$621.38	-3.92%	469
	Couple	\$1,293.40	\$1,242.75	-3.92%	307
	Family	\$1,830.16	\$1,758.49	-3.92%	507
Delta Dental (PPO)	Single	\$53.02	\$54.60	2.97%	524
	Couple	\$92.15	\$94.89	2.97%	597
	Family	\$138.47	\$142.58	2.97%	774
DeltaCare (DHMO)	Single	\$20.21	\$20.21	0.00%	96
	Couple	\$36.71	\$36.71	0.00%	69
	Family	\$54.32	\$54.32	0.00%	123
Dental Health Services (DHMO)	Single	\$16.82	\$16.82	0.00%	85
	Couple	\$32.60	\$32.60	0.00%	47
	Family	\$49.15	\$49.15	0.00%	116
Vision Service Plan	Single	\$9.99	\$9.99	0.00%	350
	Couple	\$14.45	\$14.45	0.00%	400
	Family	\$25.90	\$25.90	0.00%	508
Voluntary Waiver of Coverage:*					
	Medical	\$253.00			144
	Dental	\$36.00			103

* Waiver of Medical coverage requires proof of alternative coverage.

Proposed Monthly Employee Contributions

Provider	Coverage Option	NC & AFSCME Employee Contribution (Current)	NC & AFSCME Employee Contribution (Proposed) Effective 1/1/21	Change
Blue Cross (PPO)	Single	\$131.00	\$140.00	\$9.00
	Couple	\$264.00	\$283.00	\$19.00
	Family	\$354.00	\$379.00	\$25.00
Blue Cross (HMO)	Single	\$78.00	\$78.00	\$0.00
	Couple	\$163.00	\$163.00	\$0.00
	Family	\$233.00	\$233.00	\$0.00
Kaiser (HMO)	Single	\$65.00	\$62.00	-\$3.00
	Couple	\$129.00	\$124.00	-\$5.00
	Family	\$183.00	\$176.00	-\$7.00
Delta Dental (PPO)	Single	\$5.00	\$5.00	\$0.00
	Couple	\$9.00	\$9.00	\$0.00
	Family	\$14.00	\$14.00	\$0.00
DeltaCare (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$4.00	\$4.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Dental Health Services (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$3.00	\$3.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Vision Service Plan	Single	\$1.00	\$1.00	\$0.00
	Couple	\$1.00	\$1.00	\$0.00
	Family	\$3.00	\$3.00	\$0.00

Non-Contract and AFSCME Employees contribute 10% (rounded to whole dollar) towards their individually selected plan's medical and dental premiums



Board Report

File #: 2020-0265, File Type: Formula Allocation / Local Return

Agenda Number: 9.

FINANCE, BUDGET, AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: LOCAL RETURN PROPOSITION A AND PROPOSITION C CAPITAL RESERVE AND LAPSING EXTENSION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE 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 Accounts as approved; and:

- A. ESTABLISH Proposition A Local Return funded Capital Reserve Account for the Cities of Industry and Lynwood
- B. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Beverly Hills, Manhattan Beach, Pomona, Redondo Beach, San Marino, and Whittier
- C. AUTHORIZE a one-time, one year extension of Local Return funds allocated in FY20 or previously, as a result of the COVID-19 pandemic.

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. This year in particular, many cities may require a lapsing extension due to the limited spending caused by project shut down during the Safer at Home Order. Metro staff is requesting that the lapsing policy be extended by one year to assist all cities with their spending.

BACKGROUND

According to the Local Return Guidelines, Board approval is required if there is a need to extend beyond the normal lapsing deadline for Local Return funds. Typically, the local jurisdiction requests that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

DISCUSSION

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing their Local Return Funds. Proposition A and Proposition C utilizes a “three year plus current year” period for a total of four years for the timely use of funds.

Local Return Guidelines have a timely-use-of funds requirement with a lapsing deadline. However, Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Local Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would then be returned to LACMTA so that the Board may redistribute the funds to jurisdictions for discretionary programs of county-wide significance or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as a Park and Ride Lot, Transit Center, and Street and Bicycle Path improvements, which would provide for additional safety features with local communities. (See Attachment A for detailed list of projects.)

FINANCIAL IMPACT

Adoption of staff recommendations would have no impact on the LACMTA Budget, or on LACMTA’s Financial Statements. The Capital Reserve Account funds originate from Propositions A & C and Measure R funds, as specified that are allocated to each Los Angeles County local jurisdiction by formula and are held by each City. Some of the city’s funds could lapse due to time constraints and other cities with small apportionments may need additional time to accumulate the needed funds for capital projects.

Impact to Budget

Adoption of staff recommendations would have no impact on the LACMTA Budget as these funds have been previously disbursed to the cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Metro’s Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. Attachment A shows the the Local Jurisdictions’ apportionment of the funds and the improvement projects that assist in achieving those goals.

ALTERNATIVES CONSIDERED

Should the Board choose not to approve the recommendations above, which staff does not recommend, the Cities may not be able to accumulate sufficient funds necessary to implement the capital projects as described in Attachment A and the projects may not be constructed in a timely manner.

NEXT STEPS

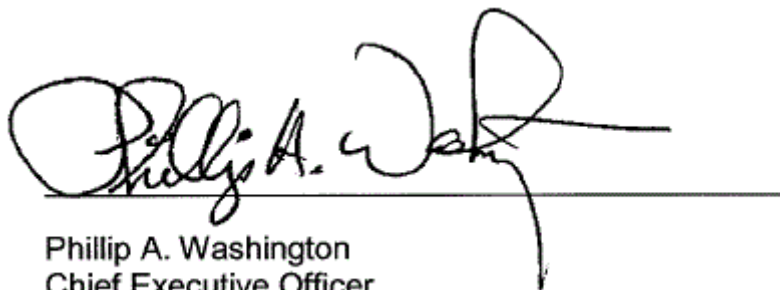
With Board approval of our recommendation, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Senior Manager, Transportation Planning, (213) 922-3017
Drew Phillips, Senior Director, Finance, (213) 922-2109

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

**PROJECT SUMMARY FOR PROPOSED NEW
CAPITAL RESERVE ACCOUNTS**

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Beverly Hills 380-01 (New)	<u>Project:</u> Wilshire Blvd Subway Streetscape Improvements <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$2,000,000	Proposition C 20% Local Return	6/30/25
City of Industry 380-02 (New)	<u>Project:</u> Park and Ride Lot <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$289,325	Proposition A 25% Local Return	6/30/25
City of Industry 380-03 (New)	<u>Project:</u> Fairway Grade Separation Project <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$2,000,000	Proposition A 25% Local Return	6/30/25
City Lynwood 380-59 (New)	<u>Project:</u> Transit Center Improvement <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$2,363,966	Proposition A 25% Local Return	6/30/25
City of Manhattan Beach 380-01 (New)	<u>Project:</u> Sepulveda Blvd Bridge Widening Project – Local Match <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$2,561,806	Proposition C 20% Local Return	6/30/25

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Pomona 380-01 (New)	<u>Project:</u> Major Street Rehabilitation -2015 Metro Call CIP#67918 <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$2,773,590	Measure R 15% Local Return	6/30/25
City of San Marino 380-01 (New)	<u>Project:</u> Oak Knoll and Huntington Street Improvements <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$203,351	Proposition C 20% Local Return	6/30/25
City of Redondo Beach 380-02 (New)	<u>Project:</u> Transit Center Construction <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,282,870	Proposition C 20% Local Return	6/30/25
City of Whittier 380-01 (New)	<u>Project:</u> Greenway Trail Bike Path Extension Gap Closure Project <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,228,462	Proposition C 20% Local Return	6/30/25



Board Report

File #: 2020-0548, File Type: Informational Report

Agenda Number: 11.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 16, 2020**

SUBJECT: FISCAL YEAR 2021 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.1 billion in FY 2021 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in **Attachment A**. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$2,813,249 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$267,928 of Metro's Prop C 40% allocation with Antelope Valley's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund increases from \$6.0 million to \$9.0 million in FY 2021 for Tier 2 Operators. This allocation includes CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors;
- E. APPROVING the execution of local funding exchanges as appropriate in order to implement the Board approved CARES Act allocations;
- F. APPROVING 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 \$330,000 with Metro's TDA Article 4 allocation;
- G. APPROVING fund exchanges in the amount totaling \$14.0 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- H. AUTHORIZING the Chief Executive Officer to adjust FY 2021 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 Authority and amend FY 2021 budget as necessary to reflect the aforementioned adjustment;
- I. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY21 Taxi Voucher component of the LIFE Program;
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the

above funding programs; and

- K. 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 (**Attachment B**).

ISSUE

Each year, transit operating and capital funds consisting of federal, state and local revenues are allocated to Metro operations, transit operators and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws and established funding policies and procedures. The Board of Directors must approve allocations for FY 2021 before funds can be disbursed.

In May of 2020, in the midst of the pandemic, the Metro Board adopted a Continuing Resolution to extend the FY20 budget for one quarter into FY 2021 and authorized the extension of annual subsidies. The FY 2021 Transit Fund Allocations incorporates the continuing resolution and covers July 1, 2020 through June 30, 2021.

The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation in order to minimize the impact on administrative processes associated with these funding programs.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (LACMTA), as the Regional Transportation Planning Entity for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. LACMTA Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

DISCUSSION

With the implementation of the Safer at Home order in March, nonessential businesses were closed, and all residents were directed to leave their homes only for essential activities. As a result, consumer spending has plummeted, transit ridership and fare revenues have dropped dramatically, and a significant reduction is anticipated in resources available to operate and maintain Los Angeles County's transit mobility network.

The revenue received from local and state derived sales tax measures, the basis of our investment in mobility, is estimated to decline by a total of \$1.060 billion over FY20 and FY21. These unprecedented revenue losses affect every component of Los Angeles County's transportation investment program, including Metro's bus and rail operations, municipal transit operators, the 89 local jurisdictions throughout Los Angeles County, local community-based operators, and other partnerships throughout the county. Metro continues to pursue stimulus and recovery subsidies from FEMA, Federal, and State governments. The Federal CARES Act signed on March 27, 2020 provided \$1 Billion for LA county transit operators on a reimbursement basis.

In order to provide CARES Act relief to transit operators throughout Los Angeles County, Metro staff proposed, and the Board approved, the CARES allocation methodology, based on offsetting and mitigating the loss of sales tax revenues, fares and other revenues. The goal of the CARES allocation method is to ensure that funding for transit operations throughout the county is maintained and supported at pre-COVID funding levels, as intended under the CARES Act. Each operator will receive their full FY20 funding allocation as adopted by the Metro Board. Each operator is also proposed to receive funding equal to levels originally estimated for FY21, prior to the COVID-19 pandemic. As a result, each operator is expected to be "held harmless" in relation to the reduction of sales tax revenues anticipated for FY20 and FY21.

In FY21, in order to offset the estimated sales tax revenue losses and minimize future fiscal disruptions, Metro staff has proposed to deviate from traditional policy and incorporate the FY20 sales tax revenue losses with FY21 total funds available instead of including the FY20 loss in FY22. With the availability of CARES Act funding, operators should see significantly reduced variability in funding.

Staff has also proposed that Proposition C Discretionary programs and Metro TDA administrative allocations remain at FY19 funding levels in order to maintain funding and mitigate the reduction in sales tax revenues.

Transit Fund Allocations

The recommended FY 2021 Transit Fund Allocations are developed according to federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment C**.

The Tier 2 Operators Funding Program will receive \$9.0 million of funding from Proposition A 95% of 40% Discretionary growth over inflation. This allocation includes a total of \$4,534,038 in CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors, and the CARES funds will be exchanged with local funds.

The Sub-Regional Paratransit operators, Voluntary NTD Reporting agencies, Avalon Ferry, Avalon Transit Services and Hollywood Bowl Shuttle Services will receive \$7,027,059 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors, and the CARES funds will be exchanged with local funds.

At its April 21, 2020 meeting, the Bus Operations Subcommittee awarded \$330,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY 2021 Transit Fund Allocations.

Low Income Fares is Easy (LIFE) Program

The LIFE program, in addition to the provision of fare subsidies, provides Taxi Vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. Taxi Vouchers and their required reimbursements to Taxi providers are managed by the program administrators 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. Funding to accommodate Taxi reimbursements and voucher printing are to be allocated as follows: \$840 thousand to FAME, and \$420 thousand to IILA.

DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts.

FINANCIAL IMPACT

The FY 2021 Transit Fund Allocations are included in the FY 2021 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY 2021 Transit Fund Allocations. This alternative is not recommended because federal, state and local requirements, as well as prior LACMTA Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board.

NEXT STEPS

Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

Attachment A - FY 2021 Transit Fund Allocations

Attachment B - TDA and STA Resolution

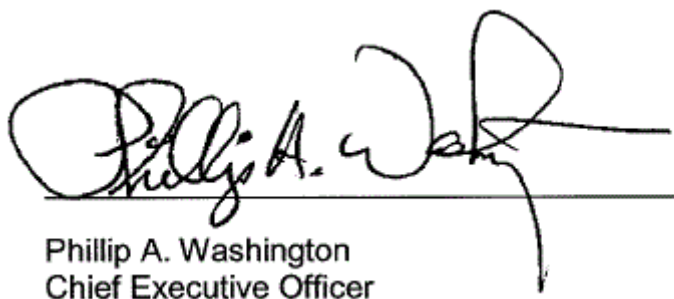
Attachment C - Summary of Significant Information, Methodologies and Assumptions

Prepared by: Manijeh Ahmadi, Manager, Transportation Planning, (213) 922-3083

Drew Philips, Senior Director, Finance, (213) 922-2109

Michelle Navarro, Executive Officer, Finance (213) 922-3056

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2021

PROPOSED

TRANSIT FUND ALLOCATIONS

July 1, 2020 - June 30, 2021

FY 2021

PROPOSED

TRANSIT FUND ALLOCATIONS

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Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

SUMMARY OF FY21 FUNDING INCLUDING STATE , LOCAL AND CARES ACT FUNDS

Operators	FY21 PRE-COVID	FY21 Allocations			Increase from Pre-Covid Draft Fund Allocations
		REVISED	CARES Allocations ⁽¹⁾	Total	
Included Operators:					
1 Metro Bus Ops	\$ 890,125,761	\$ 723,004,103	\$ 334,196,361	\$ 1,057,200,465	\$ 167,074,704
Municipal Operators:					
2 Arcadia	1,196,979	989,896	413,118	1,403,014	206,035
3 Claremont	429,078	353,754	153,038	506,792	77,714
4 Commerce	2,670,918	2,265,903	834,418	3,100,321	429,403
5 Culver City	18,577,340	15,334,708	6,573,119	21,907,828	3,330,488
6 Foothill Transit	85,977,073	71,274,592	29,856,920	101,131,512	15,154,439
7 Gardena	19,091,131	15,828,389	6,650,248	22,478,637	3,387,506
8 La Mirada	354,804	293,186	123,098	416,284	61,480
9 Long Beach	82,602,264	68,512,304	29,203,837	97,716,141	15,113,877
10 Montebello	29,317,307	24,302,352	10,175,268	34,477,621	5,160,314
11 Norwalk	10,557,624	8,674,333	3,807,217	12,481,550	1,923,926
12 Redondo Beach	2,556,693	2,106,426	906,679	3,013,105	456,412
13 Santa Monica	68,349,769	56,324,285	24,360,412	80,684,697	12,334,928
14 Torrance	23,386,156	19,510,687	7,910,110	27,420,798	4,034,642
15 Sub-Total	345,067,136	285,770,816	120,967,484	406,738,300	61,671,164
Eligible Operators:					
16 Antelope Valley ⁽²⁾	14,886,831	12,809,223	4,239,043	17,048,266	2,161,435
17 LADOT	45,809,622	37,950,831	15,831,270	53,782,101	7,972,479
18 Santa Clarita	12,793,553	10,957,365	3,776,194	14,733,559	1,940,006
19 Foothill BSCP	8,796,547	7,234,447	3,160,600	10,395,047	1,598,500
20 Sub-Total	82,286,553	68,951,866	27,007,107	95,958,973	13,672,420
Tier 2 Operators:					
21 LADOT Community Dash	4,779,942	3,557,840	3,612,073	7,169,913	2,389,971
22 Glendale	693,977	516,546	524,420	1,040,966	346,989
23 Pasadena	404,420	301,021	305,610	606,631	202,211
24 Burbank	121,660	90,555	91,935	182,490	60,830
25 Sub-Total	6,000,000	4,465,962	4,534,038	9,000,000	3,000,000
26 Lynwood Trolley	232,058	221,741	15,325	237,066	5,008
27 Total Excluding Metro	433,585,747	359,410,385	152,523,953	511,934,338	78,348,591
28 County of Los Angeles	59,212	59,212	-	59,212	
29 Grand Total	\$ 1,323,770,720	\$ 1,082,473,700	\$ 486,720,315	\$ 1,569,194,015	\$ 245,423,295

Note:

(1) CARES Act Funds are FTA 5307 grant funds provided under this heading, are eligible for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act. As approved by LACMTA Board of Directors in May 2020, Municipal Operators are allocated Supplemental Relief in the amount of estimated FY20 and FY21 sales tax losses.

(2) Per agreement between AVTA and Metro, CARES Act funds (\$4.2M) will be transferred to Metro to support Fixed Guideway operations.

Bus Transit Subsidies

STATE AND LOCAL FUNDS

REVISED REVENUE ESTIMATES

STATE AND LOCAL	FY21 Estimated Revenue	FY20 Impact	Carryover FY19 Budget vs Actual	Interest FY19 Actual	FY21 Total Funds	NOTE
Transportation Development Act:						
Planning & Administration:						
1 Planning - Metro	\$ 3,890,500	\$ (456,500)			\$ 3,434,000	
2 Planning - SCAG	2,917,875	(342,375)			2,575,500	
3 Administration - Metro	3,305,240	(112,378)			3,192,862	
4 Sub-total	10,113,615	(911,253)			9,202,362	
5 Article 3 Pedestrian & Bikeways 2.0000%	7,578,728	(894,775)	(24,138)	88,900	6,748,715	
6 Article 4 Bus Transit 91.3933%	346,322,624	(40,892,211)	(1,103,020)	4,062,447	308,389,840	
7 Article 8 Streets & Highways 6.6067%	25,035,033	(2,951,761)	(79,735)	293,667	22,297,204	
8 Total	389,050,000	(45,650,000)	(1,206,893)	4,445,014	346,638,121	a
Proposition A:						
9 Administration 5.0000%	38,905,000	(4,565,000)	127,414		34,467,414	
10 Local Return 25.0000%	184,798,750	n/a	n/a		184,798,750	b
11 Rail Development 35.0000%	258,718,250	(30,357,250)	847,301		229,208,301	
Bus Transit: 40.0000%						
12 95% of 40% Capped at CPI 2.3000%	255,631,343	-	n/a		255,631,343	c
13 95% of 40% Over CPI	25,262,757	(32,959,300)	n/a		(7,696,543)	d
14 Sub-total	280,894,100	(32,959,300)	-		247,934,800	
15 5% of 40% Incentive	14,783,900	(1,734,700)	48,417		13,097,617	
16 Total	778,100,000	(69,616,250)	1,023,132		709,506,882	a
Proposition C:						
17 Administration 1.5000%	11,671,500	(1,369,500)	38,184		10,340,184	
18 Rail/Bus Security 5.0000%	38,321,425	(4,496,525)	125,370		33,950,270	
19 Commuter Rail 10.0000%	76,642,850	(8,993,050)	250,740		67,900,540	
20 Local Return 20.0000%	153,285,700	n/a	n/a		153,285,700	b
21 Freeways and Highways 25.0000%	191,607,125	(22,482,625)	626,850		169,751,350	
22 Discretionary 40.0000%	306,571,400	(35,972,200)	1,002,959		271,602,159	
23 Total	778,100,000	(73,313,900)	2,044,102		706,830,202	a
State Transit Assistance:						
24 Bus (PUC 99314 Rev Base Share)	49,286,000	(9,090,749)	13,410,305	730,993	54,336,549	e
25 Rail (PUC 99313 Population Share)	37,786,000	(8,010,263)	11,963,627	434,110	42,173,474	
26 Total	87,072,000	(17,101,012)	25,373,932	1,165,103	96,510,023	
SB 1 State Transit Assistance:						
27 Bus (PUC 99314 Rev Base Share)	40,272,000	(7,536,073)	10,546,370	603,179	43,885,477	f,e
28 Rail (PUC 99313 Population Share)	30,875,000	(6,639,883)	9,465,031	358,206	34,058,354	g
29 Total	71,147,000	(14,175,955)	20,011,401	961,385	77,943,831	
SB 1 State Of Good Repair:						
30 Bus (PUC 99314 Rev Base Share)	14,367,000	3,519,975	(777,927)	440,333	17,549,382	f
31 Rail (PUC 99313 Population Share)	11,008,000	2,436,083	(41,775)	350,208	13,752,517	g
32 Total	25,375,000	5,956,059	(819,701)	790,541	31,301,899	

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

REVISED REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY21 Estimated Revenue	FY20 Impact	Carryover FY19 Budget vs Actual	Interest FY19 Actual	FY21 Total Funds	NOTE
Measure R:							
33 Administration	1.5000%	11,671,500	(1,369,500)	41,900	1,334,498	11,678,398	
34 Transit Capital - "New Rail"	35.0000%	268,249,975	(31,475,675)	963,000	5,333,401	243,070,701	
35 Transit Capital - Metrolink	3.0000%	22,992,855	(2,697,915)	82,543	713,874	21,091,356	
36 Transit Capital - Metro Rail	2.0000%	15,328,570	(1,798,610)	55,029	(1,150,671)	12,434,317	
37 Highway Capital	20.0000%	153,285,700	(17,986,100)	550,285	7,767,252	143,617,137	
38 Operations "New Rail"	5.0000%	38,321,425	(4,496,525)	137,571	(280,529)	33,681,942	
39 Operations Bus	20.0000%	153,285,700	(17,986,100)	550,285	(850,176)	134,999,710	
40 Local Return	15.0000%	114,964,275	n/a	n/a	n/a	114,964,275	b
41 Total		778,100,000	(77,810,425)	2,380,613	12,867,649	715,537,837	a
Measure M:							
Local Return Supplemental & Administration:							
42 Administration	0.5000%	4,007,215	(470,195)	(40,307)	83,101	3,579,814	
43 Supplemental transfer to Local Return	1.0000%	7,664,285	n/a	n/a	n/a	7,664,285	b,h
44	Sub-total	11,671,500	(470,195)	(40,307)	83,101	11,244,099	
45 Local Return Base	16.0000%	122,628,560	n/a	n/a	n/a	122,628,560	b,h
46 Metro Rail Operations	5.0000%	38,321,425	(4,496,525)	(385,462)	6,537	33,445,975	
47 Transit Operations (Metro & Municipal Providers)	20.0000%	153,285,700	(17,986,100)	(1,541,847)	(655,282)	133,102,471	
48 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	15,328,570	(1,798,610)	(154,185)	535,177	13,910,953	
49 Transit Construction	35.0000%	268,249,975	(31,475,675)	(2,698,233)	8,796,954	242,873,021	
50 Metro State of Good Repairs	2.0000%	15,328,570	(1,798,610)	(154,185)	(66,879)	13,308,897	
51 Highway Construction	17.0000%	130,292,845	(15,288,185)	(1,310,570)	5,535,645	119,229,734	
52 Metro Active Transportation Program	2.0000%	15,328,570	(1,798,610)	(154,185)	518,906	13,894,681	
53 Regional Rail	1.0000%	7,664,285	(899,305)	(77,092)	111,752	6,799,640	
54 Total		778,100,000	(76,011,815)	(6,516,065)	14,865,911	710,438,030	a
55 Total Funds Available		\$ 3,685,044,000	\$ (367,723,299)	\$ 42,290,522	\$ 35,095,602	\$ 3,394,706,825	
Total Planning & Admin Allocations:							
56 (Lines 4, 9, 17, 33 and 42)		\$ 76,368,830	\$ (8,685,448)	\$ 167,190	\$ 1,417,599	\$ 69,268,172	

Notes:

- a) The revenue estimate is projected to decline 14.5% over the FY20 revenue estimate based on several economic forecasts evaluated by MTA.
- b) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received. Carryover represents the funds that had not been spent, and past the lapsing period and will be re-allocated to all the cities based on the formula.
- c) Consumer price index (CPI) of 2.30% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) STA Revenue estimate from the State Controller's office is reduced by 14.2% for the revenue base share and population-base share due to anticipated shortfall of FY21 revenue.
- f) The SGR program is one of two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- g) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- h) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

COVID IMPACT ON FY20 and FY21 REVENUE ESTIMATES

STATE AND LOCAL		FY20 ⁽¹⁾			FY21 ⁽²⁾		
		PRE-COVID FY20 Total Funds	REVISED FY20 Total Funds	COVID Impact	PRE-COVID FY21 Total Funds	REVISED FY21 Total Funds	COVID IMPACT
<u>Transportation Development Act:</u>							
Planning & Administration:							
1	Planning - Metro	\$ 4,365,000	\$ 3,908,500	\$ (456,500)	\$ 4,550,000	\$ 3,434,000	\$ (1,116,000)
2	Planning - SCAG	3,273,750	2,931,375	(342,375)	3,412,500	2,575,500	(837,000)
3	Administration - Metro	3,417,618	3,305,240	(112,378)	3,533,817	3,192,862	(340,955)
4	Sub-total	11,056,368	10,145,115	(911,253)	11,496,317	9,202,362	(2,293,955)
5	Article 3 Pedestrian & Bikeways	2.0000% 8,722,313	7,827,538	(894,775)	8,934,836	6,748,715	(2,186,121)
6	Article 4 Bus Transit	91.3933% 402,826,334	361,934,122	(40,892,211)	408,292,263	308,389,840	(99,902,423)
7	Article 8 Streets & Highways	6.6067% 28,747,096	25,795,335	(2,951,761)	29,514,705	22,297,204	(7,217,502)
8	Total	451,352,110	405,702,110	(45,650,000)	458,238,121	346,638,121	(111,600,000)
<u>Proposition A:</u>							
9	Administration	5.0000% 47,905,688	43,340,688	(4,565,000)	45,627,414	34,467,414	(11,160,000)
10	Local Return	25.0000% 207,337,500	185,653,750	(21,683,750)	216,125,000	184,798,750	(31,326,250)
11	Rail Development	35.0000% 318,572,828	288,215,578	(30,357,250)	303,422,301	229,208,301	(74,214,000)
Bus Transit:							
12	95% of 40% Capped at CPI 2.3000%	40.0000% 249,884,011	249,884,011	-	255,631,343	255,631,343	(0)
13	95% of 40% Over CPI	65,268,989	32,309,689	(32,959,300)	72,878,657	(7,696,543)	(80,575,200)
14	Sub-total	315,153,000	282,193,700	(32,959,300)	328,510,000	247,934,800	(80,575,200)
15	5% of 40% Incentive	18,204,162	16,469,462	(1,734,700)	17,338,417	13,097,617	(4,240,800)
16	Total	907,173,178	815,873,178	(91,300,000)	911,023,132	709,506,882	(201,516,250)
<u>Proposition C:</u>							
17	Administration	1.5000% 13,613,181	12,243,681	(1,369,500)	13,688,184	10,340,184	(3,348,000)
18	Rail/Bus Security	5.0000% 44,696,612	40,200,087	(4,496,525)	44,942,870	33,950,270	(10,992,600)
19	Commuter Rail	10.0000% 89,393,224	80,400,174	(8,993,050)	89,885,740	67,900,540	(21,985,200)
20	Local Return	20.0000% 171,981,000	153,994,900	(17,986,100)	179,270,000	153,285,700	(25,984,300)
21	Freeways and Highways	25.0000% 223,483,061	201,000,436	(22,482,625)	224,714,350	169,751,350	(54,963,000)
22	Discretionary	40.0000% 357,572,897	321,600,697	(35,972,200)	359,542,959	271,602,159	(87,940,800)
23	Total	900,739,976	809,439,976	(91,300,000)	912,044,102	706,830,202	(205,213,900)
<u>State Transit Assistance ⁽³⁾:</u>							
24	Bus (PUC 99314 Rev Base Share)	79,455,736	70,364,987	(9,090,749)	71,589,711	54,336,549	(17,253,162)
25	Rail (PUC 99313 Population Share)	61,744,221	53,733,958	(8,010,263)	56,423,690	42,173,474	(14,250,217)
26	Total	141,199,957	124,098,945	(17,101,012)	128,013,401	96,510,023	(31,503,379)
<u>SB 1 State Transit Assistance ⁽³⁾:</u>							
27	Bus (PUC 99314 Rev Base Share)	55,500,241	47,964,168	(7,536,073)	58,090,876	43,885,477	(14,205,400)
28	Rail (PUC 99313 Population Share)	43,407,584	36,767,701	(6,639,883)	45,797,016	34,058,354	(11,738,662)
29	Total	98,907,824	84,731,869	(14,175,955)	103,887,893	77,943,831	(25,944,062)
<u>SB 1 State Of Good Repair</u>							
30	Bus (PUC 99314 Rev Base Share)	18,693,488	22,213,463	3,519,975	16,362,581	17,549,382	1,186,800
31	Rail (PUC 99313 Population Share)	14,649,096	17,085,179	2,436,083	13,106,717	13,752,517	645,800
32	Total	33,342,583	39,298,642	5,956,059	29,469,298	31,301,899	1,832,600

COVID IMPACT ON FY20 and FY21 REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY20 ⁽¹⁾			FY21 ⁽²⁾			
		PRE-COVID FY20 Total Funds	REVISED FY20 Total Funds	COVID Impact	PRE-COVID FY21 Total Funds	REVISED FY21 Total Funds	COVID IMPACT	
Measure R:								
33	Administration	1.5000%	14,073,819	12,704,319	(1,369,500)	15,026,398	11,678,398	(3,348,000)
34	Transit Capital - "New Rail"	35.0000%	313,783,399	282,307,724	(31,475,675)	320,018,901	243,070,701	(76,948,200)
35	Transit Capital - Metrolink	3.0000%	27,239,082	24,541,167	(2,697,915)	27,686,916	21,091,356	(6,595,560)
36	Transit Capital - Metro Rail	2.0000%	17,301,083	15,502,473	(1,798,610)	16,831,357	12,434,317	(4,397,040)
37	Highway Capital	20.0000%	181,894,773	163,908,673	(17,986,100)	187,587,537	143,617,137	(43,970,400)
38	Operations "New Rail"	5.0000%	44,796,467	40,299,942	(4,496,525)	44,674,542	33,681,942	(10,992,600)
39	Operations Bus	20.0000%	178,614,306	160,628,206	(17,986,100)	178,970,110	134,999,710	(43,970,400)
40	Local Return	15.0000%	128,999,642	115,510,067	(13,489,575)	134,452,500	114,964,275	(19,488,225)
41	Total		906,702,571	815,402,571	(91,300,000)	925,248,262	715,537,837	(209,710,425)
Measure M:								
Local Return Supplemental & Administration:								
42	Administration	0.5000%	4,825,771	4,355,576	(470,195)	4,729,294	3,579,814	(1,149,480)
43	Supplemental transfer to Local Return	1.0000%	8,599,050	7,699,745	(899,305)	8,963,500	7,664,285	(1,299,215)
44	Sub-total		13,424,821	12,055,321	(1,369,500)	13,692,794	11,244,099	(2,448,695)
45	Local Return Base	16.0000%	137,584,800	123,195,920	(14,388,880)	143,416,000	122,628,560	(20,787,440)
46	Metro Rail Operations	5.0000%	46,202,937	41,706,412	(4,496,525)	44,438,575	33,445,975	(10,992,600)
47	Transit Operations (Metro & Municipal Providers)	20.0000%	184,745,722	166,759,622	(17,986,100)	177,072,871	133,102,471	(43,970,400)
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	18,452,324	16,653,714	(1,798,610)	18,307,993	13,910,953	(4,397,040)
49	Transit Construction	35.0000%	323,318,707	291,843,032	(31,475,675)	319,821,221	242,873,021	(76,948,200)
50	Metro State of Good Repairs	2.0000%	18,545,746	16,747,136	(1,798,610)	17,705,937	13,308,897	(4,397,040)
51	Highway Construction	17.0000%	156,846,345	141,558,160	(15,288,185)	156,604,574	119,229,734	(37,374,840)
52	Metro Active Transportation Program	2.0000%	18,478,998	16,680,388	(1,798,610)	18,291,721	13,894,681	(4,397,040)
53	Regional Rail	1.0000%	9,288,810	8,389,505	(899,305)	8,998,160	6,799,640	(2,198,520)
54	Total		926,889,211	835,589,211	(91,300,000)	918,349,845	710,438,030	(207,911,815)
55	Total Funds Available		\$ 4,366,307,411	\$ 3,930,136,502	\$ (436,170,909)	\$ 4,386,274,055	\$ 3,394,706,825	\$ (991,567,230)
Total Planning & Admin Allocations:								
56	(Lines 4, 9, 17, 33 and 42)		\$ 91,474,827	\$ 82,789,380	\$ (8,685,448)	\$ 90,567,607	\$ 69,268,172	\$ (21,299,435)

Notes:

- 1) The FY20 revenue estimate is projected to decline 11.2% over the FY19 revenue estimate based on several economic forecasts evaluated by MTA.
- 2) The FY21 revenue estimate is projected to decline 14.5% over the FY20 revenue estimate based on several economic forecasts evaluated by MTA.
- 3) STA Revenue (including SB1/STA) estimate from the State Controller's office is reduced by 14.2% for FY20 and 14.5% for FY21 due to anticipated shortfall of estimated revenues.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Ops	\$ 224,032,132	\$ 40,027,020	\$ 188,310,833	\$ 452,369,985	\$ 24,722,248	\$ 19,773,019	\$ 92,657,766	\$ -	\$ 91,355,586	\$ 30,121,029	\$ 12,004,471	\$ 723,004,103
Municipal Operators:												
2 Arcadia	308,378	50,646	238,270	597,294	5,080	101,388	117,240	-	115,592	38,112	15,189	989,896
3 Claremont	112,791	18,525	87,154	218,471	1,732	28,890	42,884	-	42,281	13,941	5,556	353,754
4 Commerce	413,359	61,926	291,336	766,621	29,795	1,119,627	143,351	-	141,336	46,600	18,572	2,265,903
5 Culver City	4,612,255	774,517	3,643,789	9,030,561	300,645	1,627,746	1,792,915	-	1,767,718	582,838	232,285	15,334,708
6 Foothill Transit	21,380,759	3,600,033	16,936,688	41,917,480	787,627	8,230,544	8,333,645	-	8,216,527	2,709,087	1,079,683	71,274,592
7 Gardena	4,636,851	782,879	3,683,129	9,102,859	190,864	2,111,668	1,812,272	-	1,786,803	589,130	234,793	15,828,389
8 La Mirada	96,118	15,039	70,754	181,911	2,855	23,453	34,814	-	34,325	11,317	4,510	293,186
9 Long Beach	19,708,492	3,414,381	16,063,272	39,186,144	1,519,157	8,516,929	7,903,883	-	7,792,805	2,569,381	1,024,004	68,512,304
10 Montebello	7,080,895	1,198,623	5,639,033	13,918,551	348,186	3,263,809	2,774,669	-	2,735,675	901,985	359,478	24,302,352
11 Norwalk	2,602,247	458,501	2,157,062	5,217,810	93,300	772,848	1,061,376	-	1,046,459	345,030	137,509	8,674,333
12 Redondo Beach	663,012	109,600	515,622	1,288,233	23,969	175,023	253,710	-	250,144	82,476	32,870	2,106,426
13 Santa Monica	17,176,977	2,904,583	13,664,880	33,746,440	819,168	5,348,785	6,723,762	-	6,629,269	2,185,749	871,111	56,324,285
14 Torrance	5,565,574	920,276	4,329,522	10,815,371	236,550	3,259,527	2,130,328	-	2,100,389	692,523	275,999	19,510,687
15 Sub-Total	84,357,708	14,309,529	67,320,510	165,987,747	4,358,929	34,580,237	33,124,850	-	32,659,324	10,768,170	4,291,559	285,770,816
Eligible Operators:												
16 Antelope Valley	-	-	5,621,487	5,621,487	150,416	1,735,318	2,172,434	-	2,141,903	706,211	281,454	12,809,223
17 LADOT	-	-	20,742,720	20,742,720	1,156,008	5,754,411	4,219,360	-	4,160,062	1,371,622	546,648	37,950,831
18 Santa Clarita	-	-	4,717,718	4,717,718	167,642	1,399,720	1,914,414	-	1,887,510	622,335	248,026	10,957,365
19 Foothill BSCP	-	-	4,477,996	4,477,996	-	533,357	910,887	-	898,086	296,110	118,012	7,234,447
20 Sub-Total	-	-	35,559,922	35,559,922	1,474,066	9,422,805	9,217,095	-	9,087,561	2,996,277	1,194,140	68,951,866
Tier 2 Operators:												
21 LADOT Community Das	-	-	7,169,913	7,169,913	-	-	-	-	-	-	-	7,169,913
22 Glendale	-	-	1,040,966	1,040,966	-	-	-	-	-	-	-	1,040,966
23 Pasadena	-	-	606,631	606,631	-	-	-	-	-	-	-	606,631
24 Burbank	-	-	182,490	182,490	-	-	-	-	-	-	-	182,490
25 Sub-Total	-	-	9,000,000	9,000,000	-	-	-	-	-	-	-	9,000,000
26 Lynwood Trolley	-	-	-	-	-	237,066	-	-	-	-	-	237,066
27 Total Excluding Metro	84,357,708	14,309,529	111,880,432	210,547,669	5,832,995	44,240,108	42,341,944	-	41,746,885	13,764,447	5,485,699	363,959,748
28 County of Los Angeles											59,212	59,212
29 Grand Total	\$ 308,389,840	\$ 54,336,549	\$ 300,191,265	\$ 662,917,654	\$ 30,555,243	\$ 64,013,127	\$ 134,999,710	\$ -	\$ 133,102,471	\$ 43,885,477	\$ 17,549,382	\$ 1,087,023,063

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) (1)	Passenger Revenue (\$) (1)	Base Fare (\$)	Fare Units	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
Included Operators										
1 Metro Bus Ops.(4)	72,792,000	185,702,000	\$ 1.75	106,115,429	197,161,600	197,161,600	134,976,800	73.6650%	0.0000%	73.6650%
2 Arcadia DR	89,056	5,087	0.50	10,174	72,829	72,829	80,943	0.0442%	0.0000%	0.0442%
3 Arcadia MB	165,108	7,290	0.50	14,580	-	14,580	89,844	0.0490%	0.0000%	0.0490%
4 Claremont	43,100	37,700	2.50	15,080	81,840	81,840	62,470	0.0341%	0.0000%	0.0341%
5 Commerce	417,646	-	-	-	-	-	208,823	0.1140%	0.0000%	0.1140%
6 Culver City	1,550,357	2,722,099	1.00	2,722,099	3,673,208	3,673,208	2,611,783	1.4254%	0.0000%	1.4254%
7 Foothill	10,058,643	13,270,666	1.50	8,847,111	14,221,000	14,221,000	12,139,822	6.6254%	0.0000%	6.6254%
8 Gardena	1,576,361	2,083,161	1.00	2,083,161	3,703,600	3,703,600	2,639,981	1.4408%	0.0000%	1.4408%
9 La Mirada	65,827	35,602	1.00	35,602		35,602	50,715	0.0277%	0.0000%	0.0277%
10 Long Beach	7,055,099	13,370,830	1.25	10,696,664	15,972,456	15,972,456	11,513,778	6.2838%	0.0000%	6.2838%
11 Montebello	2,228,298	3,675,867	1.10	3,341,697	5,855,556	5,855,556	4,041,927	2.2059%	0.0000%	2.2059%
12 Norwalk	998,195	1,179,834	1.25	943,867	2,094,068	2,094,068	1,546,132	0.8438%	0.0000%	0.8438%
13 Redondo Beach DR	60,453	12,084	1.00	12,084		12,084	36,269	0.0198%	0.0000%	0.0198%
14 Redondo Beach MB	365,547	301,087	1.00	301,087		301,087	333,317	0.1819%	0.0000%	0.1819%
15 Santa Monica	4,928,000	11,315,000	1.25	9,052,000	14,661,333	14,661,333	9,794,667	5.3455%	0.0000%	5.3455%
16 Torrance	1,696,600	2,054,200	1.00	2,054,200	4,510,000	4,510,000	3,103,300	1.6937%	0.0000%	1.6937%
17 Sub-Total	104,090,290	235,772,507		146,244,835		262,370,843	183,230,567	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	3,233,545	4,689,668	1.50	3,126,445	3,543,241	3,543,241	3,388,393	1.7271%	0.0000%	1.7271%
19 Santa Clarita	2,874,288	3,097,621	1.00	3,097,621		3,097,621	2,985,955	1.5220%	0.0000%	1.5220%
20 LADOT Local	1,837,377	2,802,798	0.50	5,605,596	6,727,520	6,727,520	4,282,449	2.1829%	0.0000%	2.1829%
21 LADOT Express	1,444,329	3,294,488	1.50	2,196,325	3,152,832	3,152,832	2,298,581	1.1716%	0.0000%	1.1716%
22 Foothill - BSCP	1,212,189	1,486,549	1.50	991,033	1,650,000	1,650,000	1,431,095	0.7242%	0.0000%	0.7242%
23 Sub-Total	10,601,728	15,371,124		15,017,020		18,171,214	14,386,471	7.3278%	0.0000%	7.3278%
24 Total	114,692,018	251,143,631		161,261,855		280,542,057	197,617,038			

Notes:

- (1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, FTA, etc.)
- (2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.
- (3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.
- (4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA	Prop A Disc % Shares	Proposition A Discretionary ⁽²⁾	Total Formula Funds
		Allocated	Fund Exchange ⁽¹⁾	Net	Rev Base Share Plus Interest			
Included Operators								
1 Metro Bus Ops	73.6650%	\$ 227,175,381	\$ (3,143,249)	\$ 224,032,132	\$ 40,027,020	73.6650%	\$ 188,310,833	\$ 452,369,985
2 Arcadia DR	0.0442%	136,232		136,232	24,003	0.0442%	112,926	273,161
3 Arcadia MB	0.0490%	151,214	20,932	172,146	26,643	0.0490%	125,344	324,133
4 Claremont	0.0341%	105,141	7,650	112,791	18,525	0.0341%	87,154	218,471
5 Commerce	0.1140%	351,464	61,895	413,359	61,926	0.1140%	291,336	766,621
6 Culver City	1.4254%	4,395,812	216,443	4,612,255	774,517	1.4254%	3,643,789	9,030,561
7 Foothill Transit	6.6254%	20,432,167	948,592	21,380,759	3,600,033	6.6254%	16,936,688	41,917,480
8 Gardena	1.4408%	4,443,272	193,579	4,636,851	782,879	1.4408%	3,683,129	9,102,859
9 La Mirada	0.0277%	85,356	10,762	96,118	15,039	0.0277%	70,754	181,911
10 Long Beach ⁽³⁾	6.2838%	19,378,492	330,000	19,708,492	3,414,381	6.2838%	16,063,272	39,186,144
11 Montebello	2.2059%	6,802,845	278,050	7,080,895	1,198,623	2.2059%	5,639,033	13,918,551
12 Norwalk	0.8438%	2,602,247	-	2,602,247	458,501	0.8438%	2,157,062	5,217,810
13 Redondo Beach DR	0.0198%	61,042		61,042	10,755	0.0198%	50,599	122,397
14 Redondo Beach MB	0.1819%	560,996	40,974	601,970	98,844	0.1819%	465,022	1,165,836
15 Santa Monica	5.3455%	16,485,108	691,869	17,176,977	2,904,583	5.3455%	13,664,880	33,746,440
16 Torrance	1.6937%	5,223,071	342,503	5,565,574	920,276	1.6937%	4,329,522	10,815,371
17 Sub-Total	100.0000%	308,389,840	-	308,389,840	54,336,549	100.0000%	255,631,343	618,357,732
Eligible Operators								
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ^{(4), (5)}								
18 Antelope Valley	1.7271%	-	267,928	267,928	938,465	1.7271%	4,415,094	\$ 5,621,487
19 Santa Clarita	1.5220%	-		-	827,004	1.5220%	3,890,715	4,717,718
20 LADOT Local	2.1829%	6,731,693		6,731,693	1,186,086	2.1829%	5,580,054	13,497,833
21 LADOT Express	1.1716%	3,613,199		3,613,199	636,625	1.1716%	2,995,063	7,244,887
22 Foothill - BSCP	0.7242%	2,233,284		2,233,284	393,492	0.7242%	1,851,220	4,477,996
23 Sub-Total	7.3278%	12,578,177	267,928	12,846,105	3,981,672	7.3278%	18,732,146	35,559,922
24 Total FAP		\$ 308,389,840		\$ 308,389,840	\$ 54,336,549	107.3278%	\$ 255,631,343	\$ 653,917,654
Proposition A Discretionary (95% of 40%) Growth Over CPI:								
25 Revenue								\$ (7,696,543)
Uses of Fund:								
26 Eligible Operators - Formula Equivalent Funds								35,559,922
27 Tier 2 Operators ⁽⁶⁾								9,000,000
28 Total Uses of Funds								44,559,922
29 Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								(52,256,465)
30 Backfill from (Transfer to) PC40% Discretionary								52,256,465
								\$ -

Notes:

- (1) Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds, (95% of 40%) allocated to Included Operators have been capped at 2.30% CPI for FAP allocation.
- (3) Funds allocated to the SCRTPC through Long Beach Transit will be exchanged with Metro's TDA share.
- (4) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI. Due to an estimated shortfall of GOI funds this year, funds will be allocated from PC40% Discretionary.
- (5) Antelope Valley's LCTOP fund will be exchanged with Metro's PC 40% Discretionary transfer to Proposition A Discretionary GOI.
- (6) Includes \$ 4,534,038 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors. CARES funds will be exchanged with local funds.

Senate Bill 1 - Road Repair and Accountability Act of 2017

Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
<u>Included Operators:</u>				
1 Metro Bus Ops	68.6355%	\$ 30,121,029	\$ 12,004,471	\$ 42,125,500
2 Arcadia	0.0868%	38,112	15,189	53,302
3 Claremont	0.0318%	13,941	5,556	19,497
4 Commerce	0.1062%	46,600	18,572	65,172
5 Culver City	1.3281%	582,838	232,285	815,123
6 Foothill	6.1731%	2,709,087	1,079,683	3,788,770
7 Gardena	1.3424%	589,130	234,793	823,923
8 La Mirada	0.0258%	11,317	4,510	15,828
9 Long Beach	5.8547%	2,569,381	1,024,004	3,593,385
10 Montebello	2.0553%	901,985	359,478	1,261,463
11 Norwalk	0.7862%	345,030	137,509	482,539
12 Redondo Beach DR	0.0184%	8,094	3,226	11,319
13 Redondo Beach MB	0.1695%	74,382	29,644	104,026
14 Santa Monica	4.9806%	2,185,749	871,111	3,056,860
15 Torrance	1.5780%	692,523	275,999	968,522
<u>Eligible Operators:</u>				
16 Antelope Valley	1.6092%	706,211	281,454	987,665
17 Santa Clarita	1.4181%	622,335	248,026	870,360
18 LADOT Local	2.0338%	892,551	355,718	1,248,269
19 LADOT Express	1.0916%	479,072	190,930	670,001
20 Foothill BSCP	0.6747%	296,110	118,012	414,122
21 Total Municipal Operators	31.3645%	13,764,447	5,485,699	19,250,146
22 County of Los Angeles		-	59,212	59,212
23 Total Funds Allocated	100.0000%	\$ 43,885,477	\$ 17,549,382	\$ 61,434,858

Notes:

(1) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

(2) Preliminary estimates. Subject to the submittal of eligible projects.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

Operators	FY19 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1 Antelope Valley	2,301,868	0.4923%	\$ 150,416
2 Arcadia	77,743	0.0166%	5,080
3 Claremont	26,500	0.0057%	1,732
4 Commerce	455,961	0.0975%	29,795
5 Culver City	4,600,876	0.9839%	300,645
6 Foothill	12,053,307	2.5777%	787,627
7 Gardena	2,920,856	0.6247%	190,864
8 LADOT Local/Express	17,690,763	3.7833%	1,156,008
9 La Mirada	43,686	0.0093%	2,855
10 Long Beach	23,248,158	4.9718%	1,519,157
11 Montebello	5,328,407	1.1395%	348,186
12 Norwalk	1,427,804	0.3053%	93,300
13 Redondo Beach DR/MB	366,810	0.0784%	23,969
14 Santa Clarita	2,565,484	0.5487%	167,642
15 Santa Monica	12,536,000	2.6809%	819,168
16 Torrance	3,620,000	0.7742%	236,550
17 Sub-Total	89,264,223	19.0900%	5,832,995
18 Metro Bus/Rail Ops ⁽²⁾	378,332,642	80.9100%	24,722,248
19 Total	467,596,865	100.0000%	\$ 30,555,243

Notes:

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue: \$	33,950,270
90% Thereof: \$	30,555,243

(2) Metro operations data includes unlinked passengers for bus and rail.

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation (2)	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
	Prop A %Share	%Share	\$ Allocation						
INCLUDED OPERATORS									
1	Metro Bus Ops		\$ -	\$ -	\$ 7,898,942	\$ -	\$ -	\$ 11,874,077	\$ 19,773,019
2	Arcadia	0.0932%	0.2769%	68,648	-	10,334	-	22,406	101,388
3	Claremont	0.0341%	0.1013%	25,110	-	3,780	-	-	28,890
4	Commerce	0.1140%	0.3386%	83,937	766,621	12,635	-	256,434	1,119,627
5	Culver City	1.4254%	4.2344%	1,049,815	-	158,028	247,175	-	1,627,746
6	Foothill	6.6254%	19.6818%	4,879,646	-	-	342,112	2,052,977	8,230,544
7	Gardena	1.4408%	4.2801%	1,061,150	-	159,734	710,471	-	2,111,668
8	La Mirada	0.0277%	0.0822%	20,385	-	3,069	-	-	23,453
9	Long Beach	6.2838%	18.6668%	4,628,005	-	696,650	2,345,612	-	8,516,929
10	Montebello	2.2059%	6.5530%	1,624,667	-	244,560	-	1,171,089	3,263,809
11	Norwalk	0.8438%	2.5067%	621,473	-	93,550	-	-	772,848
12	Redondo Beach DR/MB	0.2017%	0.5992%	148,556	-	22,362	-	-	175,023
13	Santa Monica	5.3455%	15.8797%	3,937,002	-	592,633	-	-	5,348,785
14	Torrance	1.6937%	5.0312%	1,247,383	-	187,767	831,885	745,165	3,259,527
15	Sub-Total	26.3350%	78.2318%	19,395,777	766,621	2,185,101	4,477,256	4,225,665	34,580,237
ELIGIBLE OPERATORS									
16	Antelope Valley	1.7271%	5.1307%	1,272,037	-	26,735	387,379	-	1,735,318
17	Santa Clarita	1.5220%	4.5213%	1,120,958	-	23,560	202,611	-	1,399,720
18	LADOT Local/Express	3.3545%	9.9650%	2,470,585	-	346,637	2,783,033	-	5,754,411
19	Foothill BSCP	0.7242%	2.1513%	533,357	-	-	-	-	533,357
20	Sub-Total	7.3278%	21.7682%	5,396,937	-	396,932	3,373,023	-	9,422,805
21	City of Lynwood Trolley (3)						237,066	-	237,066
22	Total Municipal Operators	33.6628%	100.0000%	24,792,714	766,621	2,582,033	8,087,345	4,225,665	44,240,108
23	Total	33.6628%	100.0000%	\$ 24,792,714	\$ 766,621	\$ 10,480,975	\$ 8,087,345	\$ 4,225,665	\$ 15,659,807

Last Year	\$ 25,536,495		\$ 8,256,062	\$ 4,322,010	\$ 16,016,851
% Increase (4)					
Current Year	\$ 24,792,714		\$ 8,072,020	\$ 4,225,665	\$ 15,659,807

Note:

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) Antelope Valley's LCTOP fund exchange of \$267,928 with Metro was deducted from Metro's "Foothill Mitigation" Fund. In exchange, Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to Antelope Valley.

(3) Includes \$ 15,325 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors. CARES funds will be exchanged with local funds.

(4) Due to the reduction in funding, Proposition C Discretionary programs including Municipal Operators Service Improvement Program (MOSIP), Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program were kept at FY19 allocation level.

Low Carbon Transit Operations Program

Eligible Allocation Fiscal Year 2019-2020

	OPERATOR	LCTOP Share ⁽¹⁾	TDA Fund Exchange ⁽²⁾	Prop A GOI / Prop C 40% Fund Exchange ⁽³⁾	Net Funds Available ⁽¹⁾
1	Metro Bus Ops.		\$ 2,813,249	\$ 267,928	\$ 3,081,177
2	Antelope Valley	\$ 267,928		(267,928)	-
3	Arcadia	20,932	(20,932)		-
4	Claremont	7,650	(7,650)		-
5	Commerce	61,895	(61,895)		-
6	Culver City	216,443	(216,443)		-
7	Foothill Transit	948,592	(948,592)		-
8	Gardena	193,579	(193,579)		-
9	La Mirada	10,762	(10,762)		-
10	Montebello	278,050	(278,050)		-
11	Redondo Beach	40,974	(40,974)		-
12	Santa Monica	691,869	(691,869)		-
13	Torrance	342,503	(342,503)		-
14	TOTAL	\$ 3,081,177	\$ -	\$ -	\$ 3,081,177

Note:

(1) Estimated - To be adjusted based on actual fundings.

(2) Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(3) Antelope Valley's LCTOP fund will be exchanged with Metro's "Foothill Mitigation Fund" share. Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to Antelope Valley.

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.6650%	68.6355%	\$ 92,657,766	65.6344%	\$ -
2 Arcadia	0.0932%	0.0868%	117,240	0.1604%	-
3 Claremont	0.0341%	0.0318%	42,884	0.0578%	-
4 Commerce	0.1140%	0.1062%	143,351	0.3351%	-
5 Culver City	1.4254%	1.3281%	1,792,915	1.4181%	-
6 Foothill	6.6254%	6.1731%	8,333,645	8.3256%	-
7 Gardena	1.4408%	1.3424%	1,812,272	1.2453%	-
8 La Mirada	0.0277%	0.0258%	34,814	0.0648%	-
9 Long Beach	6.2838%	5.8547%	7,903,883	6.2603%	-
10 Montebello	2.2059%	2.0553%	2,774,669	1.8661%	-
11 Norwalk	0.8438%	0.7862%	1,061,376	0.6849%	-
12 Redondo Beach DR	0.0198%	0.0184%	24,897	0.3308%	-
13 Redondo Beach MB	0.1819%	0.1695%	228,813		
14 Santa Monica	5.3455%	4.9806%	6,723,762	4.5853%	-
15 Torrance	1.6937%	1.5780%	2,130,328	1.4164%	-
<u>Eligible Operators:</u>					
16 Antelope Valley	1.7271%	1.6092%	2,172,434	1.9408%	-
17 Santa Clarita	1.5220%	1.4181%	1,914,414	1.8877%	-
18 LADOT Local	2.1829%	2.0338%	2,745,648		
19 LADOT Express	1.1716%	1.0916%	1,473,711	3.7863%	-
20 Foothill BSCP	0.7242%	0.6747%	910,887		
21					
22 Total Municipal Operators	33.6628%	31.3645%	42,341,944	34.3656%	-
23 Total Funds Allocated	107.3278%	100.0000%	\$ 134,999,710	100.0000%	\$ -

Notes:

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

	Operators	Measure M ⁽¹⁾ Percentage Share	\$ Allocation
	<u>Included Operators:</u>		
1	Metro Bus Ops	68.6355%	\$ 91,355,586
2	Arcadia	0.0868%	115,592
3	Claremont	0.0318%	42,281
4	Commerce	0.1062%	141,336
5	Culver City	1.3281%	1,767,718
6	Foothill	6.1731%	8,216,527
7	Gardena	1.3424%	1,786,803
8	La Mirada	0.0258%	34,325
9	Long Beach	5.8547%	7,792,805
10	Montebello	2.0553%	2,735,675
11	Norwalk	0.7862%	1,046,459
12	Redondo Beach DR	0.0184%	24,547
13	Redondo Beach MB	0.1695%	225,597
14	Santa Monica	4.9806%	6,629,269
15	Torrance	1.5780%	2,100,389
	<u>Eligible Operators:</u>		
16	Antelope Valley	1.6092%	2,141,903
17	Santa Clarita	1.4181%	1,887,510
18	LADOT Local	2.0338%	2,707,062
19	LADOT Express	1.0916%	1,453,000
20	Foothill BSCP	0.6747%	898,086
21	Total Municipal Operators	31.3645%	41,746,885
22	Total Funds Allocated	100.0000%	\$ 133,102,471

Notes:

(1) Metro follows Measure R allocation methodology for Measure M transit operations.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

% Shares Calculation	Vehicle Service Miles	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1 LADOT Community Dash	2,617,725	\$ 3,413,087	\$ 0.50	16,808,232	9,712,979	4.6294%
2 Glendale	632,528	875,056	1.00	2,187,836	1,410,182	0.6721%
3 Pasadena	726,888	687,525	0.75	916,700	821,794	0.3917%
4 Burbank	304,648	189,786	1.00	189,786	247,217	0.1178%
5 Sub-Total	4,281,789	5,165,454		20,102,554	12,192,172	5.8111%
6 Included and Eligible Oper	114,692,018	251,143,631		161,261,855	197,617,038	94.1889%
7 Total	118,973,807	\$ 256,309,085		181,364,409	209,809,209	100.0000%
			TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total
8 Funds Allocated to Included Operators			\$ 308,389,840	\$ 54,336,549	\$ 255,631,343	\$ 618,357,732
<u>Formula Equivalent Calculation</u>						
9 LADOT Community Dash		4.6294%	\$ 14,276,704	\$ 2,515,475	\$ 11,834,284	\$ 28,626,462
10 Glendale		0.6721%	2,072,768	365,210	1,718,164	4,156,142
11 Pasadena		0.3917%	1,207,921	212,829	1,001,273	2,422,023
12 Burbank		0.1178%	363,374	64,024	301,209	728,607
13 Total		5.8111%	\$ 17,920,766	\$ 3,157,538	\$ 14,854,930	\$ 35,933,235

Funds Allocated to Tier 2 Operators	12.43% (2)	FY21 Revised Allocation	Maintain Funding Level	Supplemental Funding	Total Funds Available (3)		
<u>Actual Allocation</u>							
14 LADOT Community Dash	\$ 1,774,380	\$ 312,636	\$ 1,470,824	\$ 3,557,840	\$ 1,222,102	\$ 2,389,971	\$ 7,169,913
15 Glendale	257,614	45,390	213,542	516,546	177,431	346,989	1,040,966
16 Pasadena	150,126	26,451	124,443	301,021	103,399	202,210	606,631
17 Burbank	45,162	7,957	37,436	90,555	31,105	60,830	182,490
18 Total	\$ 2,227,282	\$ 392,435	\$ 1,846,245	\$ 4,465,962	\$ 1,534,038	\$ 3,000,000	\$ 9,000,000

	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash	\$ 1,318,365	\$ (163,853)	\$ 1,154,512
20 Glendale	335,965	(41,755)	294,210
21 Pasadena	337,284	(41,919)	295,365
22 Burbank	133,444	(16,585)	116,859
23 Total	\$ 2,125,058	\$ (264,113)	\$ 1,860,945

Notes:

- (1) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (2) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (3) Includes \$ 4,534,038 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors. CARES funds will be exchanged with local funds.

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (In Order of Priority)					
FUND RECIPIENTS	Available Sales Tax	Maintenance of Funding ⁽¹⁾	Base Funding ⁽²⁾	Supplemental Funding ⁽¹⁾	Total Funds Available
PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS					
1 Agoura Hills	\$ 56,818	\$ 9,632	\$ 66,450	\$ 31,304	\$ 97,753
2 Antelope Valley, Elderly & Disabled	288,368	48,883	337,251	158,875	496,126
3 Beverly Hills Taxi & Lift Van	-	-	-	-	-
4 Culver City Community Transit and LA County	50,335	8,533	58,867	27,732	86,599
5 Gardena, Hawthorne and LA County	166,570	28,236	194,807	91,771	286,578
6 Glendale Paratransit and La Canada Flintridge	230,368	39,051	269,419	126,920	396,338
7 Inglewood Transit and LA County	185,043	31,368	216,411	101,949	318,360
8 LA County (Whittier et al)	179,405	30,412	209,817	98,842	308,659
9 LA County (Willow brook)	37,098	6,289	43,386	20,439	63,825
10 Los Angeles Taxi & Lift Van, City Ride	355,683	60,294	415,976	195,962	611,938
11 Los Angeles Dial-a-Ride, City Ride	948,327	160,756	1,109,084	522,476	1,631,560
12 Monrovia D.A.R. and LA County	88,548	15,010	103,558	48,785	152,344
13 Palos Verdes PTA D.A.R.	36,249	6,145	42,394	19,971	62,365
14 Palos Verdes PTA - PV Transit	340,184	57,666	397,850	187,423	585,273
15 Pasadena Community Transit, San Marino and LA County	409,404	69,400	478,805	225,559	704,364
16 Pomona Valley TA - E&D (Get About)	686,984	116,454	803,438	378,490	1,181,928
17 Pomona Valley TA General Public (VC)	64,029	10,854	74,883	35,277	110,160
18 Redondo Beach Community Transit and Hermosa Beach	1,940	329	2,269	1,069	3,337
19 Santa Clarita D.A.R.	820,537	139,094	959,631	452,071	1,411,701
20 West Hollywood (DAR)	221,669	37,576	259,246	122,128	381,374
21 West Hollywood (Taxi)	-	-	-	-	-
22 Whittier (DAR)	249,148	42,234	291,382	137,267	428,648
23 Sub-total	\$ 5,416,707	\$ 918,216	\$ 6,334,923	\$ 2,984,308	\$ 9,319,232
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION					
24 City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle					
25 Santa Clarita - Local Fixed Route					
26 Antelope Valley - Local Fixed Route					
27 Foothill - Bus Service Continuation Project					
28 Sub-total					\$ -
PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT					
29					\$ -
PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES					
30					\$ -

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)					
(In Order of Priority)					
FUND RECIPIENTS	Available Sales Tax	Maintenance of Funding ⁽¹⁾	Base Funding ⁽²⁾	Supplemental Funding ⁽¹⁾	Total Funds Available
PRIORITY V: VOLUNTARY NTD DATA REPORTING					
(Estimated - To Be Adjusted To Actual Apportionment)					
31 City of Alhambra (MB and DR)	\$ 100,772	\$ 17,082	\$ 117,855	\$ 55,520	\$ 173,374
32 City of Artesia (DR)	4,631	785	5,416	2,552	7,968
33 City of Azusa (DR)	34,853	5,908	40,761	19,202	59,964
34 City of Baldwin Park (MB and DR)	87,566	14,844	102,409	48,244	150,653
35 City of Bell (MB/DR)	20,720	3,512	24,232	11,416	35,648
36 City of Bell Gardens (MB and DR)	54,937	9,313	64,250	30,268	94,518
37 City of Bellflower (MB and DR)	35,461	6,011	41,472	19,537	61,009
38 City of Burbank (MB)*	98,109	16,631	114,740	54,053	168,792
39 City of Calabasas (MB and DR)	45,775	7,760	53,535	25,220	78,754
40 City of Carson (MB and DT)	163,189	27,663	190,852	89,908	280,760
41 City of Cerritos (MB)	88,926	15,074	104,000	48,993	152,993
42 City of Compton (MB)	48,353	8,197	56,550	26,640	83,190
43 City of Covina (DR)	22,886	3,879	26,765	12,609	39,374
44 City of Cudahy (MB and DR)	20,816	3,529	24,345	11,468	35,813
45 City of Downey (MB and DR)	75,158	12,740	87,898	41,408	129,306
46 City of Duarte (MB)	22,252	3,772	26,024	12,259	38,283
47 City of El Monte (MB and DR)	111,582	18,915	130,497	61,476	191,972
48 City of Glendora (MB and DR)	67,570	11,454	79,024	37,227	116,251
49 City of Glendale (MB)*	247,004	41,871	288,875	136,086	424,960
50 City of Huntington Park (MB)	93,478	15,846	109,324	51,501	160,825
51 City of Los Angeles -- Community DASH* (MB)	969,271	164,306	1,133,577	534,015	1,667,592
52 City of Los Angeles -- Department of Aging (DR)	146,284	24,797	171,081	80,594	251,675
53 LA County Dept. of Public Works -- Avocado Heights (MB)	14,543	2,465	17,009	8,013	25,021
54 LA County Dept. of Public Works -- East Valinda (MB)	16,378	2,776	19,155	9,024	28,179
55 LA County Dept. of Public Works -- East LA (MB and DR)	118,578	20,101	138,679	65,330	204,009
56 LA County Dept. of Public Works -- Willowbrook (MB)	30,795	5,220	36,015	16,966	52,982
57 LA County Dept. of Public Works -- King Medical (MB)	13,152	2,229	15,381	7,246	22,627
58 LA County Dept. of Public Works -- Athens (MB)	13,672	2,318	15,989	7,532	23,522
59 LA County Dept. of Public Works -- Lennox (MB)	10,626	1,801	12,428	5,855	18,282
60 LA County Dept. of Public Works -- South Whittier (MB)	75,616	12,818	88,434	41,660	130,094
61 LA County Dept. of Public Works -- Florance/Firestone (MB)	20,931	3,548	24,480	11,532	36,012
62 City of Lakewood (DR)	27,130	4,599	31,729	14,947	46,677
63 City of Lawndale (MB)	29,217	4,953	34,170	16,097	50,267
64 City of Lynwood (MB)	50,698	8,594	59,293	27,932	87,225
65 City of Malibu (DT)	3,124	530	3,654	1,721	5,375
66 City of Manhattan Beach (DR)	18,600	3,153	21,753	10,248	32,000
67 City of Maywood (DR)	21,372	3,623	24,995	11,775	36,769
68 City of Monterey Park (MB and DR)	90,161	15,284	105,444	49,674	155,118
69 City of Pasadena (MB)*	247,973	42,035	290,009	136,620	426,628
70 City of Pico Rivera (DR)	7,643	1,296	8,939	4,211	13,150
71 City of Rosemead (MB and DR)	65,468	11,098	76,565	36,069	112,634
72 City of Santa fe Springs (DR)	7,881	1,336	9,217	4,342	13,559
73 City of South Gate (DT and MB)	130,944	22,197	153,141	72,143	225,284
74 City of South Pasadena (DR)	13,216	2,240	15,457	7,281	22,738
75 City of West Covina (MB and DR)	84,375	14,303	98,678	46,486	145,164
76 City of West Hollywood (MB)	43,136	7,312	50,448	23,765	74,213
77 Sub-Total	\$ 3,714,822	\$ 629,720	\$ 4,344,541	\$ 2,046,663	\$ 6,391,204

Los Angeles County Metropolitan Transportation Authority
 FY2021 Transit Fund Allocation

Attachment A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)					
(In Order of Priority)					
FUND RECIPIENTS	Available Sales Tax	Maintenance of Funding ⁽¹⁾	Base Funding ⁽²⁾	Supplemental Funding ⁽¹⁾	Total Funds Available
PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS					
78 Avalon Ferry Subsidy	\$ 598,538	\$ 101,462	\$ 700,000	\$ 150,000	\$ 850,000
79 Avalon Transit Services (Jitney and Dial-a-Ride)	256,516	43,484	300,000	-	300,000
80 Hollywood Bowl Shuttle Service	903,793	153,207	1,057,000	-	1,057,000
81 Sub-total	\$ 1,758,848	\$ 298,152	\$ 2,057,000	\$ 150,000	\$ 2,207,000
82 Total Estimated Revenue	\$ 10,890,377	\$ 1,846,088	\$ 12,736,465	\$ 5,180,971	\$ 17,917,436

Notes:

(1) Includes \$7,027,059 M in CARES Act Equivalent funding to support Local Operators. Funds provided under this heading are available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act.

(2) Tier 2 Operator's share have been reduced by \$264,113 per Tier 2 Operators Funding Programs. Please see "Tier 2 Operators Estimated Funding Levels" for details.

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8

LOCAL JURISDICTION	Population DOF Report 2019 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	20,842	0.2033%	\$ 375,627	\$ 311,573	\$ 233,680	\$ 264,837	\$ 11,632		\$ -	\$ 1,197,349
2 ALHAMBRA	86,931	0.8478%	1,566,724	1,299,556	974,667	1,104,623	48,451			4,994,020
3 ARCADIA	58,891	0.5743%	1,061,370	880,378	660,284	748,321	32,829			3,383,182
4 ARTESIA	16,919	0.1650%	304,925	252,927	189,695	214,988	9,447			971,981
5 AVALON	3,845	0.0375%	69,297	57,480	43,110	48,858	5,000	3,845	126,556	350,301
6 AZUSA	51,313	0.5004%	924,794	767,093	575,319	652,029	28,608			2,947,843
7 BALDWIN PARK	77,286	0.7537%	1,392,896	1,155,370	866,528	982,065	43,077			4,439,936
8 BELL	36,556	0.3565%	658,835	546,486	409,864	464,513	20,386			2,100,085
9 BELLFLOWER	78,308	0.7637%	1,411,315	1,170,648	877,986	995,051	43,647			4,498,647
10 BELL GARDENS	42,972	0.4191%	774,468	642,401	481,800	546,040	23,961			2,468,670
11 BEVERLY HILLS	34,627	0.3377%	624,069	517,649	388,237	440,001	19,312			1,989,268
12 BRADBURY	1,077	0.0105%	19,410	16,100	12,075	13,685	5,000			66,271
13 BURBANK	105,952	1.0333%	1,909,532	1,583,906	1,187,930	1,346,320	59,047			6,086,736
14 CALABASAS	24,239	0.2364%	436,850	362,356	271,767	308,002	13,525			1,392,499
15 CARSON	93,604	0.9129%	1,686,989	1,399,313	1,049,484	1,189,416	52,168			5,377,370
16 CERRITOS	50,711	0.4946%	913,945	758,093	568,570	644,379	28,272			2,913,259
17 CLAREMONT	36,511	0.3561%	658,024	545,813	409,360	463,941	20,361			2,097,499
18 COMMERCE	13,021	0.1270%	234,672	194,655	145,991	165,456	7,275			748,049
19 COMPTON	98,711	0.9627%	1,779,030	1,475,659	1,106,744	1,254,310	55,013			5,670,756
20 COVINA	48,876	0.4767%	880,873	730,661	547,996	621,062	27,250			2,807,842
21 CUDAHY	24,264	0.2366%	437,301	362,729	272,047	308,320	13,539			1,393,936
22 CULVER CITY	40,173	0.3918%	724,022	600,558	450,418	510,474	22,402			2,307,874
23 DIAMOND BAR	57,495	0.5607%	1,036,210	859,509	644,632	730,583	32,052			3,302,985
24 DOWNEY	114,212	1.1139%	2,058,399	1,707,387	1,280,541	1,451,279	63,649			6,561,255
25 DUARTE	21,952	0.2141%	395,632	328,167	246,125	278,942	12,251			1,261,116
26 EL MONTE	117,204	1.1430%	2,112,322	1,752,116	1,314,087	1,489,298	65,316			6,733,139
27 EL SEGUNDO	17,066	0.1664%	307,574	255,124	191,343	216,856	9,528			980,426
28 GARDENA	61,042	0.5953%	1,100,136	912,534	684,401	775,654	34,028			3,506,753
29 GLENDALE	206,283	2.0118%	3,717,759	3,083,783	2,312,837	2,621,215	114,942			11,850,536
30 GLENDORA	52,122	0.5083%	939,375	779,187	584,390	662,309	29,058			2,994,318
31 HAWAIIAN GARDENS	14,690	0.1433%	264,752	219,605	164,704	186,664	8,205			843,930
32 HAWTHORNE	87,854	0.8568%	1,583,359	1,313,354	985,016	1,116,351	48,965			5,047,045
33 HERMOSA BEACH	19,847	0.1936%	357,695	296,698	222,524	252,194	11,078			1,140,188
34 HIDDEN HILLS	1,885	0.0184%	33,973	28,179	21,135	23,952	5,000			112,239
35 HUNTINGTON PARK	59,350	0.5788%	1,069,642	887,240	665,430	754,154	33,085			3,409,551

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	432	0.0042%	7,786	6,458	4,844	5,489	-			24,577
37 INGLEWOOD	112,549	1.0976%	2,028,427	1,682,527	1,261,895	1,430,148	62,723			6,465,719
38 IRWINDALE	1,506	0.0147%	27,142	22,514	16,885	19,137	5,000			90,677
39 LA CANADA-FLINTRIDGE	20,602	0.2009%	371,302	307,985	230,989	261,787	11,498			1,183,562
40 LA HABRA HEIGHTS	5,485	0.0535%	98,854	81,997	61,498	69,697	5,000			317,046
41 LAKEWOOD	81,352	0.7934%	1,466,176	1,216,154	912,116	1,033,731	45,343			4,673,519
42 LA MIRADA	49,558	0.4833%	893,165	740,857	555,642	629,728	27,630			2,847,022
43 LANCASTER	161,604	1.5761%	2,912,526	2,415,864	1,811,898	2,053,484	90,051	161,604	5,319,115	14,602,939
44 LA PUENTE	40,795	0.3979%	735,232	609,856	457,392	518,378	22,748			2,343,606
45 LA VERNE	33,201	0.3238%	598,369	496,331	372,248	421,881	18,517			1,907,347
46 LAWNDALE	33,436	0.3261%	602,604	499,844	374,883	424,868	18,648			1,920,847
47 LOMITA	20,763	0.2025%	374,204	310,392	232,794	263,833	11,588			1,192,811
48 LONG BEACH	475,013	4.6326%	8,560,975	7,101,104	5,325,828	6,035,938	264,653			27,288,498
49 LOS ANGELES CITY	4,040,079	39.4011%	72,812,778	60,396,283	45,297,213	51,336,841	2,553,193			232,396,308
50 LYNWOOD	71,343	0.6958%	1,285,787	1,066,527	799,895	906,548	39,767			4,098,523
51 MALIBU	12,046	0.1175%	217,100	180,079	135,059	153,067	6,732			692,038
52 MANHATTAN BEACH	35,922	0.3503%	647,408	537,008	402,756	456,457	20,033			2,063,663
53 MAYWOOD	27,971	0.2728%	504,110	418,146	313,610	355,424	15,604			1,606,895
54 MONROVIA	38,529	0.3758%	694,393	575,981	431,986	489,584	21,486			2,213,429
55 MONTEBELLO	64,247	0.6266%	1,157,899	960,447	720,335	816,380	35,813			3,690,873
56 MONTEREY PARK	61,828	0.6030%	1,114,302	924,284	693,213	785,642	34,466			3,551,907
57 NORWALK	106,744	1.0410%	1,923,806	1,595,746	1,196,810	1,356,384	59,489			6,132,235
58 PALMDALE	157,854	1.5395%	2,844,941	2,359,804	1,769,853	2,005,833	87,962	157,854	5,195,685	14,264,080
59 PALOS VERDES ESTATES	13,544	0.1321%	244,098	202,473	151,855	172,102	7,566			778,095
60 PARAMOUNT	55,497	0.5412%	1,000,201	829,640	622,230	705,194	30,939			3,188,204
61 PASADENA	146,312	1.4269%	2,636,924	2,187,259	1,640,445	1,859,171	81,532			8,405,331
62 PICO RIVERA	64,033	0.6245%	1,154,042	957,247	717,936	813,660	35,694			3,678,579
63 POMONA	154,310	1.5049%	2,781,069	2,306,824	1,730,118	1,960,800	85,988			8,864,799
64 RANCHO PALOS VERDES	42,560	0.4151%	767,042	636,241	477,181	540,805	23,731			2,445,002
65 REDONDO BEACH	68,473	0.6678%	1,234,062	1,023,622	767,717	870,079	38,168			3,933,648
66 ROLLING HILLS	1,892	0.0185%	34,099	28,284	21,213	24,041	5,000			112,637
67 ROLLING HILLS ESTATES	8,247	0.0804%	148,632	123,287	92,465	104,794	5,000			474,178
68 ROSEMEAD	55,097	0.5373%	992,992	823,661	617,745	700,112	30,716			3,165,225
69 SAN DIMAS	34,584	0.3373%	623,294	517,006	387,754	439,455	19,288			1,986,797
70 SAN FERNANDO	24,918	0.2430%	449,087	372,506	279,380	316,630	13,903			1,431,507

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	41,178	0.4016%	742,135	615,582	461,686	523,244	22,961			2,365,609
72 SAN MARINO	13,352	0.1302%	240,638	199,603	149,702	169,662	7,459			767,065
73 SANTA CLARITA	218,103	2.1271%	3,930,786	3,260,483	2,445,363	2,771,411	121,527	218,103	7,178,751	19,708,321
74 SANTA FE SPRINGS	18,261	0.1781%	329,111	272,989	204,742	232,041	10,194			1,049,076
75 SANTA MONICA	93,593	0.9128%	1,686,790	1,399,148	1,049,361	1,189,276	52,162			5,376,738
76 SIERRA MADRE	11,135	0.1086%	200,682	166,460	124,845	141,491	6,224			639,703
77 SIGNAL HILL	11,795	0.1150%	212,577	176,327	132,245	149,878	6,592			677,618
78 SOUTH EL MONTE	21,293	0.2077%	383,755	318,315	238,736	270,568	11,883			1,223,258
79 SOUTH GATE	96,777	0.9438%	1,744,174	1,446,747	1,085,060	1,229,735	53,936			5,559,652
80 SOUTH PASADENA	26,245	0.2560%	473,003	392,344	294,258	333,492	14,642			1,507,740
81 TEMPLE CITY	36,583	0.3568%	659,321	546,890	410,167	464,856	20,402			2,101,636
82 TORRANCE	148,054	1.4439%	2,668,320	2,213,301	1,659,976	1,881,306	82,503			8,505,405
83 VERNON	301	0.0029%	5,425	4,500	3,375	3,825	5,000			22,124
84 WALNUT	30,551	0.2980%	550,609	456,716	342,537	388,208	17,041			1,755,110
85 WEST COVINA	108,116	1.0544%	1,948,533	1,616,257	1,212,192	1,373,818	60,253			6,211,053
86 WEST HOLLYWOOD	36,660	0.3575%	660,709	548,041	411,031	465,835	20,444			2,106,059
87 WESTLAKE VILLAGE	8,378	0.0817%	150,993	125,245	93,934	106,458	5,000			481,631
88 WHITTIER	87,526	0.8536%	1,577,447	1,308,451	981,338	1,112,183	48,782			5,028,202
89 UNINCORP LA COUNTY	1,046,858	10.2095%	18,867,116	15,649,776	11,737,332	13,302,310	1,288,881	136,022	4,477,096	65,322,512
90 TOTAL	10,253,716	100.0000%	\$ 184,798,750	\$ 153,285,700	\$ 114,964,275	\$ 130,292,845	\$ 6,748,715	677,428	\$ 22,297,204	\$ 612,387,489

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2019 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.

Bus Transit Subsidies

FEDERAL FORMULA GRANTS

FEDERAL FORMULA GRANTS REVENUE ESTIMATES

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	Section 5307 Urbanized Area Formula Grants:		
	Estimated Revenue		\$ 249,763,193
2	Estimated Revenue	\$ 249,763,193	
3	Off the Top:		
	1% Enhancement Allocation	<u>(2,497,632)</u>	
4		\$ 247,265,561	
5	85% Formula Allocation	\$ 210,175,727	
6	15% Discretionary Allocation	<u>37,089,834</u>	
7		\$ 247,265,561	
8	Section 5339 Bus and Bus Facilities Formula Grants:		
	Estimated Revenue		\$ 27,849,576
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):		
	High Intensity Fixed Guideway:		
9	Directional Route Miles (DRM) Generated	\$ 32,374,565	
10	Vehicle Revenue Miles (VRM) Generated	<u>56,246,882</u>	
11		\$ 88,621,447	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated	\$ 2,474,173	
13	Vehicle Revenue Miles (VRM) Generated	<u>3,282,642</u>	
14		\$ 5,756,815	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 94,378,262
16	Total Federal Formula Funds Available		\$ 371,991,031

FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment)

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY21 \$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY21 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY21 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
Included Operators:										
1 Metro Bus Ops	\$ 161,335,239	\$ (13,702,926)	\$ 147,632,312	\$ 18,834,202	\$ 9,015,374	\$ 27,849,576	\$ 89,360,710	\$ 5,017,552	\$ 94,378,262	\$ 269,860,150
Municipal Operators:										
2 Arcadia	347,381	46,030	393,411	46,030	(46,030)	-	-	-	-	393,411
3 Claremont	125,188	16,588	141,776	16,588	(16,588)	-	-	-	-	141,776
4 Commerce	2,959,110	96,173	3,055,283	96,173	(96,173)	-	-	-	-	3,055,283
5 Culver City	6,035,966	406,923	6,442,889	406,923	(406,923)	-	-	-	-	6,442,889
6 Foothill Transit	20,620,062	5,913,747	26,533,809	2,389,094	(2,389,094)	-	3,524,653	(3,524,653)	-	26,533,809
7 Gardena	2,696,788	357,341	3,054,129	357,341	(357,341)	-	-	-	-	3,054,129
8 La Mirada	140,407	18,605	159,012	18,605	(18,605)	-	-	-	-	159,012
9 Long Beach	15,029,441	1,624,487	16,653,927	1,796,444	(1,796,444)	-	158,042	(158,042)	-	16,653,927
10 Montebello	4,041,145	535,477	4,576,622	535,477	(535,477)	-	-	-	-	4,576,622
11 Norwalk	3,624,315	196,526	3,820,840	196,526	(196,526)	-	-	-	-	3,820,840
12 Redondo Beach	716,377	94,924	811,301	94,924	(94,924)	-	-	-	-	811,301
13 Santa Monica	14,406,485	1,392,761	15,799,246	1,315,775	(1,315,775)	-	76,986	(76,986)	-	15,799,246
14 Torrance	3,067,310	406,437	3,473,748	406,437	(406,437)	-	-	-	-	3,473,748
15 Sub-Total	73,809,976	11,106,019	84,915,994	7,676,338	(7,676,338)	-	3,759,681	(3,759,681)	-	84,915,994
Eligible Operators:										
16 Antelope Valley	242,635	567,182	809,818	32,151	(32,151)	-	535,032	(535,032)	-	809,818
17 LADOT	10,869,158	1,809,331	12,678,489	1,086,492	(1,086,492)	-	722,839	(722,839)	-	12,678,489
18 Santa Clarita	3,506,185	220,394	3,726,579	220,394	(220,394)	-	-	-	-	3,726,579
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	14,617,978	2,596,908	17,214,886	1,339,037	(1,339,037)	-	1,257,871	(1,257,871)	-	17,214,886
21 Total Excluding Metro	88,427,954	13,702,926	102,130,881	9,015,374	(9,015,374)	-	5,017,552	(5,017,552)	-	102,130,881
22 Grand Total	\$ 249,763,193	\$ -	\$ 249,763,193	\$ 27,849,576	\$ -	\$ 27,849,576	\$ 94,378,262	\$ -	\$ 94,378,262	\$ 371,991,031

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available	
			Project Title	Amount	Project Title	Amount					
1	Antelope Valley	0.1154%	\$ 242,635				\$ 242,635		\$ 567,182	\$ 809,818	
2	Arcadia	0.1653%	347,381				347,381		46,030	393,411	
3	Claremont	0.0596%	125,188				125,188		16,588	141,776	
4	Commerce	0.3453%	725,800	CNG Replacement Buses	2,203,310	Bus Pole Instalation	30,000	2,959,110	96,173	3,055,283	
5	Culver City	1.4611%	3,070,973	Battery Electric Buses	2,667,858	Solar LED Real Time Information Sinage	297,135	6,035,966	406,923	6,442,889	
6	Foothill Transit	8.5786%	18,030,062	Fuel Cell Bus Replacement & Fueling Infrastructure	2,590,000			20,620,062	5,913,747	26,533,809	
7	Gardena	1.2831%	2,696,788				2,696,788		357,341	3,054,129	
8	LADOT	3.9013%	8,199,558	Electrification Infrastructure for Bus Maint. Facility	2,669,600			10,869,158	1,809,331	12,678,489	
9	La Mirada	0.0668%	140,407				140,407		18,605	159,012	
10	Long Beach Transit	6.4505%	13,557,441	Admin., Oerating & Maintenance Facility Rehab.	608,000	Bus Stop Improvements	534,000	15,029,441 (2)	(330,000)	1,954,487	16,653,927
11	Montebello	1.9227%	4,041,145	Regional Training (2)	330,000			4,041,145	535,477	4,576,622	
12	Metro Bus Ops.	67.6283%	142,138,322	Div. 9 Electric Buses & Charging Infrastructure	18,379,917	Expansion of NextGen Bus Study	817,000	161,335,239 (2)	330,000	(14,032,926)	147,632,312
13	Norwalk	0.7057%	1,483,146	CNG Replacement Buses	1,916,361	Bus Stop Improvements	224,808	3,624,315	196,526	3,820,840	
14	Redondo Beach	0.3408%	716,377				716,377		94,924	811,301	
15	Santa Clarita	0.7914%	1,663,277	Commuter Buses	1,842,908			3,506,185	220,394	3,726,579	
16	Santa Monica	4.7246%	9,929,916	Replacement of Midsize Buses	3,881,880	Bus Stop Improvements	594,689	14,406,485	1,392,761	15,799,246	
17	Torrance	1.4594%	3,067,310				3,067,310		406,437	3,473,748	
18	TOTAL	100.0000%	\$ 210,175,727		\$ 37,089,834		\$ 2,497,632	\$ 249,763,193	\$ -	\$ 0	\$ 249,763,193

Notes: Total may not add due to rounding.

(1) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(2) First year of fund allocations to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds to the SCR TTC will be exchanged with Metro's TDA share.

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
High Intensity Fixed Guideway:									
1 Metro (Including Metrolink)	462.9	99.763%	\$ 32,297,815	27,318,023	98.591%	\$ 55,454,609	\$ 87,752,424	\$ 869,023	\$ 88,621,447
2 Long Beach Transit	0.5	0.108%	34,886	60,669	0.219%	123,156	158,042	(158,042)	-
3 Santa Monica	0.6	0.129%	41,864	17,302	0.062%	35,122	76,986	(76,986)	-
4 Foothill Transit	-	0.000%	-	312,318	1.127%	633,994	633,994	(633,994)	-
5 Sub-total	464.0	100.000%	32,374,565	27,708,312	100.000%	56,246,882	88,621,447	-	88,621,447
High Intensity Motorbus:									
6 Antelope Valley	23.6	15.003%	371,205	110,163	4.991%	163,827	535,032	(535,032)	-
7 Foothill Transit	39.4	25.048%	619,723	1,527,057	69.180%	2,270,936	2,890,659	(2,890,659)	-
8 LADOT	35.1	22.314%	552,088	114,819	5.202%	170,751	722,839	(722,839)	-
9 Metro Bus Ops.	59.2	37.635%	931,157	455,325	20.628%	677,128	1,608,286	4,148,529	5,756,815
10 Sub-total	157.3	100.00%	2,474,173	2,207,364	100.000%	3,282,642	5,756,815	-	5,756,815
11 Total LA County Share - UZA 2	621.30		\$ 34,848,738	29,915,676	200.000%	\$ 59,529,524	\$ 94,378,262	\$ -	\$ 94,378,262

Note:

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1154%	\$ 32,151	\$ (32,151)	\$ -
2	Arcadia	0.1653%	46,030	(46,030)	-
3	Claremont	0.0596%	16,588	(16,588)	-
4	Commerce	0.3453%	96,173	(96,173)	-
5	Culver City	1.4611%	406,923	(406,923)	-
6	Foothill	8.5786%	2,389,094	(2,389,094)	-
7	Gardena	1.2831%	357,341	(357,341)	-
8	LADOT	3.9013%	1,086,492	(1,086,492)	-
9	La Mirada	0.0668%	18,605	(18,605)	-
10	Long Beach	6.4505%	1,796,444	(1,796,444)	-
11	Montebello	1.9227%	535,477	(535,477)	-
12	Metro Bus Ops.	67.6283%	18,834,202	9,015,374	27,849,576
13	Norwalk	0.7057%	196,526	(196,526)	-
14	Redondo Beach	0.3408%	94,924	(94,924)	-
15	Santa Clarita	0.7914%	220,394	(220,394)	-
16	Santa Monica	4.7246%	1,315,775	(1,315,775)	-
17	Torrance	1.4594%	406,437	(406,437)	-
18	TOTAL	100.0000%	\$ 27,849,576	\$ -	\$ 27,849,576

Note:

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,446,104	1,358,830	2,011,194	0.8153%	80	71	80.0	0	0.0	80.0	0.6989%
2	Arcadia DR	103,481	-	62,089	0.0252%	0	0	0.0	102	2.3	2.3	0.0203%
3	Arcadia MB	188,621	-	113,173	0.0459%	8	6	7.2	0	0.0	7.2	0.0629%
4	Claremont	48,300	-	28,980	0.0117%	0	0	0.0	218	5.0	5.0	0.0433%
5	Commerce	475,304	-	285,182	0.1156%	19	15	18.0	48	1.1	19.1	0.1668%
6	Culver City	1,832,828	-	1,099,697	0.4458%	54	44	52.8	0	0.0	52.8	0.4613%
7	Foothill Transit	10,319,428	6,972,134	8,980,510	3.6405%	347	303	347.0	0	0.0	347.0	3.0316%
8	Gardena	1,770,445	-	1,062,267	0.4306%	54	43	51.6	0	0.0	51.6	0.4508%
9	LADOT	2,982,484	2,943,835	2,967,024	1.2028%	199	170	199.0	0	0.0	199.0	1.7386%
10	La Mirada	73,476	-	44,086	0.0179%	0	0	0.0	208	4.7	4.7	0.0413%
11	Long Beach	8,195,601	-	4,917,361	1.9934%	234	196	234.0	40	0.9	234.9	2.0523%
12	Montebello	2,466,913	77,933	1,511,321	0.6127%	72	67	72.0	40	0.9	72.9	0.6370%
13	Metro Bus Ops.	82,830,000	5,360,000	51,842,000	21.0156%	2,419	1,963	2,355.6	0	0.0	2,355.6	20.5803%
14	Norwalk	1,089,677	-	653,806	0.2650%	34	24	28.8	0	0.0	28.8	0.2516%
15	Redondo Beach	487,557	-	292,534	0.1186%	20	14	16.8	75	1.7	18.5	0.1617%
16	Santa Clarita	2,249,325	1,086,067	1,784,022	0.7232%	83	69	82.8	0	0.0	82.8	0.7234%
17	Santa Monica	5,417,000	242,000	3,347,000	1.3568%	196	166	196.0	0	0.0	196.0	1.7124%
18	Torrance	1,634,000	613,000	1,225,600	0.4968%	56	48	56.0	48	1.1	57.1	0.4988%
19	TOTAL	124,610,544	18,653,799	82,227,846	33.3333%	3,875	3,199	3,797.6	779	17.7	3,815.3	33.3333%

Notes:

Include only MTA Funded Programs:

- (1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.
- (2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.
- (3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

OPERATOR	FARE UNITS				UNLINKED PASSENGERS		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,706,264	\$ 1.50	3,137,509	0.3188%	2,301,868	0.1078%	1.9408%	-1.8253%	0.1154%
2 Arcadia DR	5,087	0.50	10,174	0.0010%	22,841	0.0011%	0.0475%	0.0014%	0.0490%
3 Arcadia MB	7,526	0.50	15,052	0.0015%	54,902	0.0026%	0.1129%	0.0034%	0.1163%
4 Claremont	37,700	2.50	15,080	0.0015%	26,500	0.0012%	0.0578%	0.0018%	0.0596%
5 Commerce (1)	-	-	309,059	0.0314%	455,961	0.0213%	0.3351%	0.0102%	0.3453%
6 Culver City	2,908,933	1.00	2,908,933	0.2955%	4,600,876	0.2154%	1.4181%	0.0431%	1.4611%
7 Foothill	16,079,595	1.50	10,719,730	1.0891%	12,053,307	0.5644%	8.3256%	0.2529%	8.5786%
8 Gardena	2,235,072	1.00	2,235,072	0.2271%	2,920,856	0.1368%	1.2453%	0.0378%	1.2831%
9 LADOT	6,411,286	1.50	4,274,191	0.4343%	8,769,797	0.4106%	3.7863%	0.1150%	3.9013%
10 La Mirada	35,602	1.00	35,602	0.0036%	43,686	0.0020%	0.0648%	0.0020%	0.0668%
11 Long Beach	13,854,161	1.25	11,083,329	1.1260%	23,248,158	1.0886%	6.2603%	0.1902%	6.4505%
12 Montebello	3,972,587	1.10	3,611,443	0.3669%	5,328,407	0.2495%	1.8661%	0.0567%	1.9227%
13 Metro Bus Ops.	191,776,000	1.75	109,586,286	11.1338%	275,603,000	12.9047%	65.6344%	1.9939%	67.6283%
14 Norwalk	1,246,966	1.25	997,573	0.1014%	1,427,804	0.0669%	0.6849%	0.0208%	0.7057%
15 Redondo Beach	328,405	1.00	328,405	0.0334%	366,810	0.0172%	0.3308%	0.0100%	0.3408%
16 Santa Clarita	3,159,143	1.00	3,159,143	0.3210%	2,565,484	0.1201%	1.8877%	-1.0963%	0.7914%
17 Santa Monica	11,431,000	1.25	9,144,800	0.9291%	12,536,000	0.5870%	4.5853%	0.1393%	4.7246%
18 Torrance	2,473,000	1.00	2,473,000	0.2513%	3,620,000	0.1695%	1.4164%	0.0430%	1.4594%
19 TOTAL	\$260,668,327		164,044,380	16.6667%	355,946,257	16.6667%	100.0000%	0.0000%	100.0000%

Note:

(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) * Commerce Unlinked Passengers.

FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	28,383,366	94.0517%	1.8253%	11,404,989	58.0772%	1.0963%
21 UZA number LA 2	1,795,116	5.9483%	0.1154%	8,232,648	41.9228%	0.7914%
22 Total	30,178,482	100.0000%	1.9408%	19,637,637	100.0000%	1.8877%

CARES Act Allocation

Approved by

LACMTA Board of Directors

May 2020

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

SUMMARY OF CARES ALLOCATION / DISTRIBUTION

Fund Recipients		Maintaining Funding Levels	Supplemental Funding	Total CARES Allocations
Metro Transit				
1	Metro Bus Ops	\$ 167,098,181	\$ 167,098,181	\$ 334,196,361
2	Metro Rail Ops	126,470,961	126,470,961	252,941,922
Municipal Operators				
3	Arcadia	206,559	206,559	413,118
4	Claremont	76,519	76,519	153,038
5	Commerce	417,209	417,209	834,418
6	Culver City	3,286,560	3,286,560	6,573,119
7	Foothill Transit	14,928,460	14,928,460	29,856,920
8	Gardena	3,325,124	3,325,124	6,650,248
9	La Mirada	61,549	61,549	123,098
10	Long Beach	14,601,919	14,601,919	29,203,837
11	Montebello	5,087,634	5,087,634	10,175,268
12	Norwalk	1,903,609	1,903,609	3,807,217
13	Redondo Beach	453,340	453,340	906,679
14	Santa Monica	12,180,206	12,180,206	24,360,412
15	Torrance	3,955,055	3,955,055	7,910,110
16	Antelope Valley	2,119,521	2,119,521	4,239,043
17	LADOT	7,915,635	7,915,635	15,831,270
18	Santa Clarita	1,888,097	1,888,097	3,776,194
19	Foothill BSCP	1,580,300	1,580,300	3,160,600
20	Sub-Total	73,987,295	73,987,295	147,974,591
Tier 2 Operators ^{(1),(2)}				
21	LADOT Community Dash	1,222,102	2,389,971	3,612,073
22	Glendale	177,431	346,989	524,420
23	Pasadena	103,399	202,210	305,610
24	Burbank	31,105	60,830	91,935
25	Sub-Total	1,534,038	3,000,000	4,534,038
Small Operators ^{(1),(3)}				
26	Regional Paratransit Operators	1,540,203	2,984,308	4,524,511
27	Voluntary Operators	1,049,642	2,046,663	3,096,305
28	Special Demonstration Projects	513,277	150,000	663,277
29	Sub-Total	3,103,122	5,180,971	8,284,093
Other Transit Operators ⁽¹⁾				
30	MetroLink	21,432,000	35,000,000	56,432,000
31	Access Services	25,200,000	8,300,000	33,500,000
32	Regional Needs ⁽¹⁾	160,300,000	-	160,300,000
Direct Apportionments				
33	Santa Clarita (5307/5340)			14,486,864
34	Lancaster-Palmdale (Antelope Valley Transit Authority) (5307/5337/5340)			30,713,119
35	Metro (5340)			24,724,705
36	Section 5311 (AVTA) ⁽⁴⁾			-
37	Sub-Total			69,924,688
38	Total CARES Act Allocations			\$ 1,068,087,693

Notes:

(1) Fund exchanges of Federal CARES Act funding, as appropriate, with other local funding sources in order to provide administrative efficiencies and to optimize and accelerate the distribution of resources.

(2) Detailed listing of Tier 2 Operators Allocations on page 15.

(3) Detailed listing of Small Operators Allocations on pages 16-18.

(4) Represents 5311 funds to LACDPW for AVTA's service to rural areas in the North County subregion. Amount is estimated at \$1.36M and contingent upon final allocations by CalTrans.

Los Angeles County Metropolitan Transportation Authority
2021 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2020-2021 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

WHEREAS, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

WHEREAS, the resolution shall also specify conditions of payment and may call for a single payment, for payments as moneys become available, or for payment by installments monthly, quarterly, or otherwise; and

WHEREAS, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

WHEREAS, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

**Los Angeles County Metropolitan Transportation Authority
2021 Transit Fund Allocations**

- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

WHEREAS, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

WHEREAS, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2020-21 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority
2021 Transit Fund Allocations**

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on September, 2020.

MICHELE JACKSON
Board Secretary

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimate is projected to decline 14.5% over FY 2020 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 2.30% represents a composite index from several economic forecasting sources.
- Due to the reduction in funding, Proposition C Discretionary programs including Municipal Operators Service Improvement Program (MOSIP), Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program were kept at FY19 allocation level.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a new program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to PUC 99233.1 of the Transportation Development Act (TDA), Metro shall be allocated funds necessary to administer TDA funding. In FY21, due to the reduction in Sales Tax Revenue, Metro will cap TDA administrative funding at FY19 allocation level.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Starting FY20, Metro will increase TDA planning allocation to 1 percent of annual TDA revenues.
- Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI. Due to an estimated shortfall of GOI revenue this year, \$52.3 million fund will be allocated to Eligible and Tier 2 operators from PC 40% Discretionary.

- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,087.0M)

Formula Allocation Procedure (\$662.9M)

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators submitted their FY 2019 Transit Performance Measures (TPM) data for the FY 2021 FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2021 in the amount of \$9.0 million. Fund includes \$4,534,038 in CARES Act Equivalent Supplemental Funding as approved by the Board of Directors. CARES fund will be Exchange with local funds.

Measure R Allocations (\$135.0M)

- **Measure R 20% Bus Operations (\$135.0M)**

Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0M)**
Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

Measure M 20% Transit Operations (\$133.1M)

Measure M, approved by voters of Los Angeles County in November, 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security (\$30.6M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The unlinked boardings used for allocating these funds are based on the operators' TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs (\$64.0M)

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. This year due to the reduction in funding, the allocation was kept at FY19 level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is

then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Federal Funds (\$372.0M)

Section 5307 Urbanized Formula Program (\$249.8 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY 2021, \$249.8 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 21, 2020 meeting, the BOS allocated \$330,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$27.8M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or “MAP 21”. The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY 2021, \$27.8 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators’ shares are swapped with Metro’s share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$94.4M)

Section 5337 provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This funding program consists of two separate formula programs:

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY 2021, \$88.6 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY 2021, \$5.8 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators’ DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators’ VRM data. Operators’ shares are swapped with Metro’s share of Federal Section 5307 to minimize administrative process.

Proposition A Incentive Programs (\$17.9M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program

guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region. In order to maintain funding level and mitigate the reduction in sales tax revenues for FY21, \$6.6M in CARES Act Equivalent funding as approved by LACMTA Board of Directors were added to fund PA Incentive programs.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will receive \$850,000 in subsidy which includes \$251,462 in CARES Act Equivalent funding.

At its May 16, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000. In FY21, \$43,484 and \$153,207 were added to Avalon's Transit Service and the Hollywood Bowl Shuttles from CARES Act Equivalent funding to remain subsidy at \$300,000 and \$1,057,000 level, respectively.

Local Returns (\$583.3M)

Proposition A 25% (\$184.8M)
 Proposition C 20% (\$153.3M)
 Measure R 15% (\$115.0M)
 Measure M 17% (\$130.3M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances.

TDA Article 3 funds (\$6.7M)

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and split into two parts:

- The 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.
- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds (\$22.3M)

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.



Board Report

File #: 2020-0547, File Type: Budget

Agenda Number: 12.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2021 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
- Local funds for operating and capital expenses in the amount of \$95,245,337;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. In coordination with Metro staff and in consultation with the Access Board of Directors, Access has determined that a total of \$178.9 million is required for its FY21 operating and capital needs, and an additional \$2.3 million is required for Metrolink's participation in Access' Free Fare Program for a total of \$181.2 million. Of this total, \$83.7 million will be funded from federal grants, including Federal Surface Transportation Block Grant (STBG) Program funds, passenger fares, and other income generated by Access. The remaining amount of \$97.5 million will be funded with Measure M ADA Paratransit Service (MM 2%) funds and Proposition C 40% Discretionary (PC 40%) funds that includes operating reserve, the FY20 Continuing Resolution, CARES Act equivalent allocation of local funds, carryover from FY19 funds, as well as funding to Metrolink for Access' Free Fare Program. See Attachment A for funding details.

BACKGROUND

The development of Metro's annual budget was negatively impacted by the COVID-19 pandemic as resources and revenues needed to continue programs in FY 2020-2021 were not fully formalized.

This affected the distribution of funds to the entire County's mobility network, including Municipal Transit operators, dozens of small local community providers, regional support facilities and operators such as Metrolink and Access.

On May 28, 2020, the Metro Board adopted the Continuing Resolution to extend FY 2019-2020 budget spending levels through the first quarter of FY 2020-2021 (July 1, 2020 through September 30, 2020), and authorized the CEO to amend and extend the existing funding agreement in the absence of an adopted FY 2020-2021 budget. As a result, Access received a total of \$23,592,711.99 in local funds.

As the transportation industry faced challenging roles to continue service, Metro took action to support Access considering the reduction in sales tax revenue as a result of the COVID-19 pandemic. Funds were appropriated under the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) so Access can continue to provide ADA paratransit services. A total of \$33.5 million of CARES Act equivalent funding was allocated to Access.

Metro has supported Access on some great initiatives for the new fiscal year. First, the Parents with Disabilities (PWD) program has now been expanded to the entire county with local funds. The modified PWD program will resume when schools are back in session. Second, Metro is working closely with Access on Assembly Bill 5 to gain an exemption and support policy in favor of independent taxicab drivers to keep operational costs down. Transportation Network Companies (TNCs), like taxis, operate independently as subcontractors to the main providers and help respond to the surges in trip demand to ensure disabled customers can travel freely in the region.

Metro, in its role as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service for Metro and the 44 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated service is considered a civil right under federal law and shall be appropriately funded.

In FY20, Access provided more than 3,707,599 passenger trips to more than 140,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County by utilizing over 1,768 accessible vehicles and taxicabs. Access' service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita and Antelope Valley) operated by six contractors to ensure efficient and effective service.

DISCUSSION

Ridership

Access' budget is based on paratransit ridership projections provided by an independent third-party consulting firm, HDR Engineering, Inc. (HDR). Access recently asked HDR to prepare a revised ridership projection for FY21 based on ridership data through June 2020. HDR's projection assumes a 61 percent decline in ridership (1,462,982 passengers vs. 3,707,599 FY20 passengers) for the duration of the fiscal year. The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership projections. Passengers are then converted to

passenger trips. The number of trips and the cost per trip are the major cost drivers in the Access budget. It should be noted, given the unprecedented nature of the COVID-19 pandemic, ridership projections are much more speculative and uncertain for the upcoming fiscal year. It is this uncertainty that requires Access to request a 10 percent reserve in the event ridership surpasses HDR’s projections. The FY21 Budget will fund Access’ Budget request, reflecting HDR’s FY21 projected ridership. However, as done in past years, Metro will set aside a reserve amount for the additional trips exceeding the projections, which totals \$15 million for FY21.

Cost Per Trip

The majority of Access’ costs come from the delivery of paratransit service which is paid for on a per-trip basis. Prior to the pandemic, the cost of paratransit trips was increasing primarily due to legislative changes in the minimum wage in Los Angeles City and Los Angeles County. Since the new minimum wage schedule took effect in 2016, the minimum wage has risen from \$10 to \$15 on July 1, 2020. In past years, Access’ operating contracts have either been resolicited or renegotiated with the minimum wage impacting all operating contracts. In addition, costs have increased with the inclusion of new key performance measures and liquidated damages into contracts, which have improved customer service, operational performance and safety systemwide.

While ridership is projected to be significantly lower in FY21, the Agency’s variable cost per trip is \$45.50, a 39 percent increase from FY20. The cost increase is due to the special services being provided in response to the pandemic. In particular, the elimination of shared rides and the implementation of a “mid shift” vehicle cleaning have impacted contractor productivity and led to the higher costs. The costs for these services are included in Access’ budget request for FY21.

FY21 Proposed Budget

Due to the significant reduction in projected ridership as well as a projected reduction in the need for ADA paratransit certification services, Access is projecting an 18 percent decline in its operating budget for FY21 as outlined in the table below. The increase in capital costs is due to an increase in per unit vehicle costs driven by changes in the paratransit vehicle market.

Access Services - Budget				
Expenses	FY20 Budget	FY21 Proposed Budget	\$ Change	% Change
Direct Operations	\$158,590,841	\$126,643,085	(\$31,947,756)	-20.1%
Contracted Support	\$13,985,333	\$12,357,357	(\$1,627,976)	-11.6%
Management/Administration	\$11,328,349	\$11,744,896	\$416,546	3.7%
Total Operating Cost	\$183,904,523	\$150,745,337	(\$33,159,186)	-18.0%
Total Capital Costs	\$9,255,055	\$13,200,000	\$3,944,945	42.6%
Total Expenses	\$193,159,578	\$163,945,337	(\$29,214,241)	-15.1%
Carryover	\$4,027,181	\$3,711,539	(\$315,642)	-7.8%

FY19 Carryover Funds

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY19 audit determined that Access had approximately \$3.7 million dollars of unspent or unencumbered funds. Per Access' FY20 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year for use in FY21 for operating expenses. Access has requested to carryover a total amount of \$3,711,539 from FY19 into the FY21 proposed budget.

Performance

In FY18, the Access Board of Directors adopted additional key performance indicators (KPIs) and liquidated damages to ensure that optimal levels of service are provided throughout the region. Overall system statistics are published monthly in a Board Box report. A yearly comparison summary of the main KPIs is provided below:

Key Performance Indicators (KPIs)	FY 2019	FY 2020
On Time Performance - $\geq 91\%$	92.00%	92.20%
Excessively Late Trips - $\leq 0.10\%$	0.08%	0.10%
Excessively Long Trips - $\leq 5\%$	3.80%	2.90%
Missed Trips - $\leq 0.75\%$	0.52%	0.46%
Access to Work On Time Performance - $\geq 94\%$	95.90%	95.90%
Average Hold Time (Reservations) - ≤ 120	80	71
Calls On Hold > 5 Min (Reservations) - $\leq 5\%$	4.50%	3.30%
Calls On Hold > 5 Min (ETA) - $\leq 10\%$	5.50%	4.10%
Complaints Per 1,000 Trips - ≤ 4.0	3.3	2.5
Preventable Incidents - ≤ 0.25	0.21	0.19
Preventable Collisions (Weighted) - ≤ 0.50	0.64	0.67
Miles Between Road Calls - $\geq 25,000$	54,878	60,999

Overall, all main KPIs are being met except for preventable collisions. Access has set an aggressive goal compared to its peers to emphasize the importance of safety.

Agency Update

In FY20, Access implemented the following major initiatives:

- Additional transfer service between North County and the Los Angeles Basin
- Online eligibility applications
- Website redesign
- Continued deployment of the Where's My Ride (WMR) application (11,055 users)
- Continued deployment of on-line reservations (10 percent of trips are now booked online)

In FY21, Access plans to implement the following:

- A modified Parents with Disabilities program throughout Los Angeles County
- Enhance the WMR app using a recently received \$330,000 Mobility for All grant from the Federal Transit Administration
- Deploy online reservations to the Northern region (San Fernando Valley)
- Continue to work with Metro government affairs staff and other stakeholders on issues relating to the implementation of Assembly Bill 5
- Release a Request for Proposals for the Southern operational region

Metro Oversight Function

Metro will continue oversight of Access to ensure system effectiveness, cost efficiency and accountability. Metro staff has been and will continue to be an active participant on Access' Board of Directors, Budget Subcommittee, Audit Subcommittee and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro's yearly consolidated audit. Additionally, at the request of the Metro Finance, Budget and Audit Committee, Access will provide quarterly updates that include an overview of Access' performance outcomes and service initiatives.

FINANCIAL IMPACT

The required budget for fiscal year 2021 is requested in the FY21 Annual Budget for adoption in September 2020 Board meeting.

Impact to Budget

Access' funding will come from MM 2% funds in the amount of \$11.5 million and PC 40% funds in the amount of \$86 million for a total amount of \$97.5 million. There will be no financial impact on Metro's bus and rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal 2: Deliver outstanding trip experiences for all users of the transportation system

Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY21 would place Metro and the other 44 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within 3/4 of a mile of local rail and bus lines. This would impact Metro's ability to receive federal grants.

NEXT STEPS

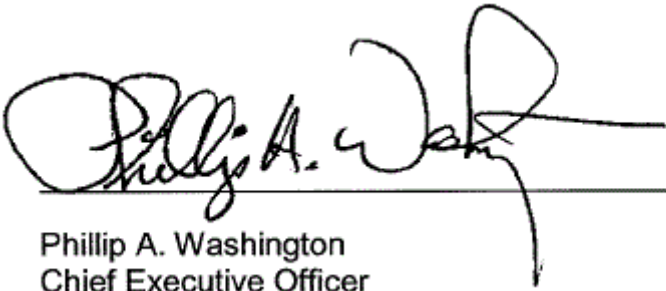
Upon approval, staff will execute all MOUs and agreements to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY21 Access Services ADA Program

Prepared by: Fayma Ishaq, Accessibility Program Manager, (213) 922-4925

Reviewed by: Jonaura Wisdom, Chief Civil Rights Programs Officer, (213) 418-3168



Phillip A. Washington
Chief Executive Officer

		ATTACHMENT A
FY21 ACCESS SERVICES ADA PROGRAM		
Expenses		(\$ in millions)
FY21 Access Proposed Budget		\$ 163.9
Operating Reserve		\$ 15.0
	Subtotal	\$ 178.9
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total Access Program	\$ 181.2
Federal/Fares		
Federal STBG Program		\$ 69.5
Passenger Fares, 5317 Grants & Misc. Income		\$ 5.2
Capital		\$ 9.0
	Subtotal	\$ 83.7
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY21	Total MM 2% Subtotal	\$ 11.5
<u>PC 40%</u>		
Carryover from FY19 into FY21		\$ 3.7
FY21		\$ 11.7
FY20 Continuing Resolution		\$ 23.5
CARES Act Equivalent		\$ 33.5
Operating Reserve		\$ 15.0
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total PC 40% Subtotal	\$ 86.0
TOTAL FY21 LOCAL FUNDING REQUEST		\$ 97.5

Access Services- FY21 Budget Request

Finance, Budget & Audit Committee

Item 12

Access Services – FY21 Budget

		ATTACHMENT A
FY21 ACCESS SERVICES ADA PROGRAM		
Expenses		(\$ in millions)
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CARES Act Equivalent		\$ 33.5
Operating Reserve		\$ 15.0
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total PC 40% Subtotal	\$ 86.0
	TOTAL FY21 LOCAL FUNDING REQUEST	\$ 97.5

Access Services – Expenses

Expenses	FY20 Budget	FY21 Proposed Budget	\$ Change	% Change	Notes
Direct Operations	\$158,590,841	\$126,643,085	(\$31,947,756)	-20.1%	Projected decline in ridership due to pandemic. Higher per trip costs for No Share rides
Contracted Support	\$13,985,333	\$12,357,357	(\$1,627,976)	-11.6%	
Management/Administration	\$11,328,349	\$11,744,896	\$416,546	3.7%	CPI increases for contracts
Total Operating Costs	\$183,904,523	\$150,745,337	(\$33,159,186)	-18.0%	
Total Capital Costs	\$9,255,055	\$13,200,000	\$3,944,945	42.6%	Higher per unit replacement vehicle costs
Total Expenses	193,159,578	163,945,337	(\$29,214,241)	-15.1%	
Carry Over	\$4,027,181	\$3,711,539	(\$315,642)	-7.8%	

Access Services – Key Performance Indicators (KPIs)

Key Performance Indicators (KPIs)	FY 2019	FY 2020
On Time Performance - $\geq 91\%$	92.00%	92.20%
Excessively Late Trips - $\leq 0.10\%$	0.08%	0.10%
Excessively Long Trips - $\leq 5\%$	3.80%	2.90%
Missed Trips - $\leq 0.75\%$	0.52%	0.46%
Access to Work On Time Performance - $\geq 94\%$	95.90%	95.90%
Average Hold Time (Reservations) - ≤ 120	80	71
Calls On Hold > 5 Min (Reservations) - $\leq 5\%$	4.50%	3.30%
Calls On Hold > 5 Min (ETA) - $\leq 10\%$	5.50%	4.10%
Complaints Per 1,000 Trips - ≤ 4.0	3.3	2.5
Preventable Incidents - ≤ 0.25	0.21	0.19
Preventable Collisions (Weighted) - ≤ 0.50	0.64	0.67
Miles Between Road Calls - $\geq 25,000$	54,878	60,999

- Access utilizes performance standards to ensure quality ADA paratransit service is delivered to its customers.
- Performance has been steady or improved in several categories.
- Complaints per 1,000 trips dropped to an all-time low.

FY20 Accomplishments/FY21 Initiatives

FY20 Accomplishments

- Additional transfer service between North County and the Los Angeles Basin
- Online eligibility applications
- Website redesign
- Continued deployment of the *Where's My Ride* (WMR) application (11,055 users)
- Continued deployment of on-line reservations (10 percent of trips are now booked online)

FY21 Initiatives

- A modified Parents with Disabilities program throughout Los Angeles County
- Enhance the WMR app using a recently received \$330,000 Mobility for All grant from the Federal Transit Administration
- Deploy online reservations to the Northern region (San Fernando Valley)
- Release a Request for Proposals for the Southern operational region
- Continue to work with Metro Government Relations on AB 5's impact* on Access' use of taxicabs

*Estimated to be a 30% increase in cost for Access (or \$42 million dollars, including additional capital) based on a "normal" year of operational service

Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
- Local funds for operating and capital expenses in the amount of \$95,245,337;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.



Board Report

File #: 2020-0568, File Type: Program

Agenda Number: 13.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: FY 2020-21 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2020-21 Budget Transmittal dated July 24, 2020, in the amount of \$129,089,000 as detailed in Attachment A;
- B. REPROGRAMMING \$2,018,016 in surplus FY14, FY15, FY16 and PTIMSEA state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program;
- C. REPROGRAMMING up to \$7,000,000 in cost savings from the FY19 and FY20 state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program detailed in Attachment B as first priority as additional funding for reprogramming becomes available;
- E. APPROVING programming additional funding for the acquisition of new Metrolink Ticket Vending Devices in the amount of \$1,599,242 to fund Metro's remaining share of the total project budget totaling \$9,673,242;
- F. APPROVING the FY21 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. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

ISSUE

Staff is recommending the approval of \$129,089,000 (listed in Attachment A) for Metro's share of Metrolink's FY2020-21 Budget of \$217 million and programming in the amount of \$1,599,242 for the new Metrolink Ticket Vending Devices.

DISCUSSION

The Southern California Regional Rail Authority operates and provides the Metrolink commuter rail service in the Southern California region serving the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and up to the northern San Diego County line. The SCRRA Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their individual share of the Metrolink budget on an annual basis (please refer to Attachment C - Metrolink Transmittal of the Proposed Fiscal Year 2020-21 Budget dated July 24, 2020). The SCRRA FY 21 budget request from all JPA Member Agencies is a total of \$271.3 million consisting of \$217 million for Commuter Rail operations, \$54.3 million for Rehabilitation and no new capital projects.

Metrolink Operations

The Metrolink FY 2020-21 Operating Budget is comprised of \$260.5 million in expenses, revenue of \$43.5 million, a JPA Member Agency subsidy of \$146.4 million and CARES Act funding of \$70.6 million. Metro's total share of Metrolink's FY21 Operating Budget is up to \$109.1 million for commuter rail operations consisting of \$74.1 million for operations and up to \$35.0 million in CARES Act funding. CARES funding is meant to support capital, operating, and other expenses to prevent, prepare for, and respond to COVID-19. The current fiscal year allocation is a \$31.1 million increase (29%) over FY20 levels (refer to Table 1 below). This is specifically to address COVID-19 related expenses and one new roundtrip Saturday service on the Ventura line that will start in April 2021.

TABLE 1 - METROLINK OPERATIONS BUDGET SUMMARY (\$000)

	FY20	FY21	DIFFERENCE	CHANGE %
Operating Expenses	262,869	260,508	-2,361	-0.90%
Fare Revenues	105,423	43,500	-61,923	-58.73%
Member Agency	157,445	217,008	59,563	37.8%
CARES Funding	0	70,627		
Member Agency Subsidy	157,445	146,381	-11,064	-7.60%

METRO SHARE OF METROLINK FY21 BUDGET

	FY20	FY21	DIFFERENCE	CHANGE %
Operations	77,989	74,089	-3,900	-9.50%
CARES		35,000*	35,000	
Subtotal Operations	77,989	109,089	31,100	29%
Rehabilitation	31,964	20,000	-12,840	-40.10%

Capital	1,389	0	-1,389	
Total Metro Share	111,342	129,089	16,871	15.20%

*\$35 million CARES Funding - FY20 is \$7,739 and up to \$27,261 will be allocated for FY21 based on actual expenses in FY21.

The increase in total commuter rail operations cost is attributable to COVID-19 pandemic related costs. The reduction in the Metrolink FY21 Operating Revenue of \$43.5 million as compared to the Metrolink FY 20 of \$105.4 million is \$61.9 million. This reduction in operating revenue is entirely caused by the reduced ridership resulting from the COVID 19 pandemic. Reduced operating revenue was also due to Metrolink operating at a 30% reduction in service levels (a decrease of about four roundtrips per day) since April 2020. Metrolink also assumes no fare increases for FY 21. Furthermore, the Metrolink FY 21 Operating Expenses are \$260.5 million which is \$2.4 million lower than the Metrolink FY 20 Operating Budget of \$262.9 million. Metrolink reduced expenditures to align with the reduced ridership forecast including several cost cutting measures such as a hiring freeze, no FY21 merit or COLA, freeze on business travel and determining possible areas for savings and spending deferrals.

The SCRRA considered several ridership recovery scenarios and assumptions as to when ridership and revenue would normalize in developing their FY 21 budget:

1. **Muted Recovery or Worst Case Scenario** with ridership normalizing in FY24 Q3;
2. **Recession Recovery or Medium Case Scenario** with ridership normalizing in FY23 Q3; and
a
3. **No Recession or Best-Case Scenario** with ridership normalizing in FY22 Q3.

Metrolink determined that Scenario #2 should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20 ridership levels.

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for and respond to the COVID-19 pandemic. Pursuant to Metro’s Board action in May 2020, Metro has allocated \$56.5 million in CARES funding to Metrolink of which \$35 million is to augment fare revenue losses resulting in FY 20 and FY 21 resulting from the COVID-19 pandemic. Metro’s share of Metrolink’s fare revenue loss in FY20 was \$7.7 million and Metrolink estimates Metro’s share of the FY21 fare revenue loss will total up to an additional \$28 million. Staff will work with SCRRA staff to monitor the fare revenue situation and seek Board action through the mid-year budget adjustments to mitigate Metro’s share of Metrolink’s fare revenue losses.

Metrolink also experienced a 95% decrease in ridership as well as a correlating substantial reduction in fare revenue (about 69.8%) as a result of the COVID pandemic and the State’s Safer at Home Order that began in March 2020. In response to the significant decline in ridership, Metrolink instituted a 30% reduction in service in April 2020 along with additional expenses related to personnel protection equipment (i.e. masks) and more frequent daily cleaning of railcars. Staff will continue working with SCRRA to monitor the effect of COVID on Metrolink service and related costs to maintain a safe environment for our passengers and provide service to essential workers.

Further, in consultation with the Member Agencies, it was decided that all new service would be

deferred, except for Saturday service on the Ventura Line and the San Bernardino Express Train. The Saturday service on the Ventura Line will not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts. The new San Bernardino Express Train is cost neutral since it is converting an existing service to an express service.

Rehabilitation and Capital

In consideration of the COVID-19 impact on JPA member agencies' FY 21 budget, Metrolink did not include any new capital projects in Metrolink's FY 2020-21 total rehabilitation budget request of \$54.3 million of which Metro's share is \$19.1 million (of the \$54.3 million). Staff is recommending programming funds in the amount of \$19.1 million for rehabilitation projects as listed on Attachment C - Metrolink Transmittal of the Proposed Fiscal Year 2020-21 Budget dated July 24, 2020.

Staff is working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service. The SCRRA has included a list of specific rehab projects on the Antelope Valley and Ventura Lines as part of their FY 21 Budget. However, due to Metro's unprecedented financial constraints in developing the Metrolink FY 21 rehab budget, staff worked with the SCRRA to fund all the systemwide all-share rehab and shared rehab with the other JPA members. There are additional rehab projects on the Antelope Valley and Ventura Lines totaling \$15.6 million as listed in Attachment B. These rehab projects could potentially be funded in FY21 if additional funds are reprogrammed and become available. Therefore, staff's recommended board action includes up to \$7,000,000 of any future identified cost savings from fiscal years FY19 and FY20 Metro Line specific state of good repair and capital projects that can be applied towards the FY21 rehab projects listed in Attachment B on the Antelope Valley and Ventura Lines totaling \$15.6 million. Staff will work with SCRRA to fund the remaining rehab projects listed in Attachment B of up to \$8.609 million as part of Metrolink's FY 22 Budget.

In the last four years, Metro has provided a total of \$123.6 million (please refer to TABLE 2) consisting of 156 rehabilitation and capital projects from FY17 through FY20. In the last ten years, Metro's largest singular year contribution to Metrolink's rehabilitation and capital program was approximately \$41.7 million which occurred in FY19. Metrolink's project delivery of rehabilitation and capital projects has significantly improved since FY17. Metrolink has identified costs savings from fiscal years FY14, FY15, FY16, capital projects and PTIMSEA funding totaling \$2,018,016 which Metro will deduct from our total FY21 rehabilitation funding commitment.

TABLE 2 - Metro Funds for Rehab and Capital		
Fiscal Year	Number of Projects	Funding Amount
FY17	55	41,678,525
FY18	1	6,819,000
FY19	74	41,731,193
FY20	26	33,352,440
Subtotal	156	\$123,581,158
Proposed for FY21	13	19,124,456
GRAND TOTAL	169	\$142,705,614

The current total of unspent Metrolink/Metro MOU funding is approximately \$103 million for rehabilitation and capital project work dating from FY14 through FY20.

Metrolink's Rehabilitation and Capital Carryforward Balance

Metrolink's rehabilitation and capital project carryforward balance as detailed in Attachment C totals \$342.8 million of which Metro's carryforward project balance is \$85.6 million. Due to Metro's decreased sales tax revenue as a result of COVID, Metro would like Metrolink to complete the carryforward projects and expend the associated \$85.6 million in carryforward funding and \$103 million of all Metro open MOUs before Metro programs additional state of good repair projects beyond the FY21 \$19.1 million rehabilitation funding commitment. We will revisit these projects at mid-year to ascertain progress and determine if any mid year adjustments are necessary.

Ticket Vending Devices

June 23, 2015, Metro's Board approved funding the acquisition of new ticket vending devices at all Los Angeles County Metrolink stations in the amount of \$13,074,000 based on initial cost projections. Subsequently, SCRRRA reduced project costs based on revised estimates, indicating cost savings that reduced Metro's share of funding to \$8,074,000. The \$5,000,000 project savings were reprogrammed at Metro's Board meeting on June 28, 2018. After Metrolink awarded the project to INIT, Metro's total project cost increased to \$9,673,242. As such, an additional \$1,599,242 is required to fully fund Metro's share for the Ticket Vending Devices.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Metrolink's total FY21 Budget request from all JPA Member Agencies consists of Operations subsidy in the amount of \$146.4 million in member agency local and federal funding and \$70.6 million in CARES funding and Rehabilitation in the amount of \$54.3 million.

Metro's share of Metrolink's Operations funding consists of \$74,089,00 in new Proposition C 10% funds and \$35,000,000 to supplement fare revenue loss (in same spirit and terms of CARES) a total of \$109.1 million. Metro's share of Metrolink's FY21 Rehabilitation budget consists of \$17,981,984 in new Measure R 3% funds and \$2,018,016 of Metrolink identified savings from PTIMSEA, rehabilitation and capital funds for a total of \$20 million. These amounts are included in Metro's FY21 Proposed Budget for Board adoption in the same period as this board report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports strategic plan goal #1.2 to improve L.A. County's overall transit network and assets. Metro will work with the Southern California Regional Rail Authority (SCRRRA) to provide more frequent and reliable Metrolink services, improve customer satisfaction, and support

better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize an increased budget amount. However, staff does not recommend an increase budget amount due to COVID-19 pandemic that significantly reduced sales tax revenue.

NEXT STEPS

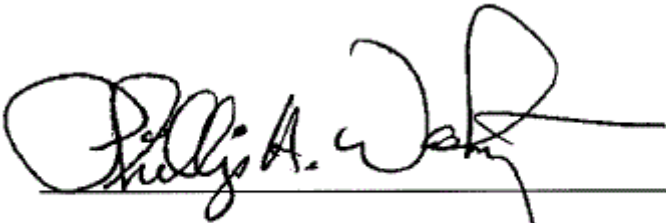
Staff will work with Metrolink to continue to monitor the fare revenue losses and incorporate FY20 actuals results to determine appropriate Board action should there be a requirement for a mid-year budget adjustment to mitigate Metro's share of Metrolink's fare revenue losses. The Metrolink Board is scheduled to adopt its FY21 Budget on September 25, 2020. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Board action.

ATTACHMENTS

- Attachment A - Metro Share of Metrolink Programming for FY 2020-21
- Attachment B - FY21 Metrolink Proposed Priority Project List
- Attachment B - Metrolink FY 2020-21 Budget Transmittal

Prepared by: Yvette Reeves, Manager, Transportation Planning, (213) 418-3176
Jeanet Owens, Sr. Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LACMTA Share of Metrolink Programming for FY 2020-21

Recommended Amount

Operations

Commuter Rail Operations	\$ 74,089,000
FY20 Passenger Fare losses (CARES)	\$ 7,738,696
FY21 Projected Passenger Fare losses (CARES)	\$ 27,261,304
Sub-Total Operations	\$ 109,089,000

Rehabilitation & Capital

FY21 Rehabilitation	\$ 20,000,000
Ticket Vending Devices*	\$ 1,599,242
Sub-Total Rehabilitation and Capital	\$ 20,000,000

* Programming

Total FY 21 Annual Work Program Programming	\$ 129,089,000
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Operations Funding Source

Prop C 10%	\$ 74,089,000
CARES Funding	\$ 35,000,000
Total Operating Funding Sources	\$ 109,089,000

Rehabilitation & Capital Funding Source

Measure R 3%	\$ 17,981,984
Prior Year Surplus Reprogramming	\$ 2,018,016
Total Rehabilitation and Capital Funding Source	\$ 20,000,000

POTENTIAL REHABILITATION AND CAPITAL PROJECTS PRIORITY LISTING (IF ADDITIONAL FUNDING IS AVAILABLE)

FY21 REHABILITATION PROJECTS					METROLINK PROPOSED FY 21 BUDGET
PROJECT #	SUBDIVISION	ASSET TYPE	PROJECT	COMMENTS	
2139	Valley	track	Valley Sub Track Rehab	SCRRA's SOGR work shows potential locations for the 17,500 ft of rail, four railroad crossings and one turnout in order to avoid duplicative work considering Metro investments between the FY17-20 annual work programs for the AVL total \$41.6M and the \$220M of improvements through the AVL Program.	4,130,000
2153	Valley	train control	Valley Sub Train Control Rehab	SCRRA's SOGR work shows two locations for rehab of signal and comms and grade crossing warning systems. The options avoid duplicative work considering Metro investments between the FY17-20 annual work programs for the AVL total \$41.6 M and the \$220M of improvements through the AVL Program.	2,550,000
2166	Valley	structures	Valley Sub Structures Rehab	SCRRA/s SOG R work shows exact locations in order to assure no redundancy with Metro's previously funded SCRRA FY17 through FY 20 annual work programs total \$41.6M for the AVL and the additional \$220M of improvements through the AVL Program.	3,180,000
2216	Valley	facilities	Valley Sub Facilities Rehab	Lancaster Crew covers the AVL and Ventura subs to support these facility improvements.	1,800,000
2142	Ventura-LA County	track	Ventura Sub (LA) Track Rehab	Proposed work at Tunnel 26, 27 and 28 within LA County will be for vacumming and tie replacment.	2,100,000
2156	Ventura-LA County	train control	Ventura Sub (LA County) Train Control Systems Rehab	Signal and comms and grade crossing warning systems within the LA County segment.	1,374,000
					15,134,000

FY21 CAPITAL PROJECT LISTING					
2201	All	Non-Revenue Fleet	Specialized Maintenance Equipment, Phase 2	New equipment to include an electric car mover, gang truck, Hi-Rail inspector truck and welding truck.	475,000
					475,000

**Total Capital and Rehab Projects Cost
(as first priority, when funding is avaiable)** 15,609,000


METROLINK.

 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

July 24, 2020

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
 Darren Kettle, *Executive Director, VCTC*
 Anne Mayer, *Executive Director, RCTC*
 Phil Washington, *Chief Executive Officer, Metro*
 Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Stephanie N. Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2020-21(FY21) Budget

On July 24, 2020, the SCRRA Board approved the transmission of the Proposed FY21 Budget for your consideration and adoption.

The Proposed FY21 Budget documentation which was presented at the AFCOM Committee on July 10, 2020 and at the Board of Directors Meeting on July 24, 2020, is attached for your review. It includes:

- Board Item # 21 Approved at the Board of Director's Meeting on July 24, 2020
- Related attachments include:
 - A - FY21 Proposed Budget as Compared to FY20 Adopted Budget
 - B - Historical Budgets FY17 – FY21
 - C - FY21 Proposed Budget by Member Agency
 - D - New Service
 - E - FY 21 Proposed Rehabilitation Projects
 - F - Capital Projects Carry Forward from prior years

Next Steps

July – Sept 2020	Staff to present at Member Agencies' Committee and Board meetings as requested
Sept 25, 2020	FY21 Proposed Budget to Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY21 Proposed Budget. SCRRA staff remain available to address any questions or concerns you have as we anticipate adoption of the budget by the SCRRA Board of Directors in September 2020. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Arnold Hackett, Interim Chief Financial Officer at 213-452-0285.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephanie', with a long horizontal flourish extending to the right.

Stephanie N. Wiggins
Chief Executive Officer

CC: MAAC members



TRANSMITTAL DATE: July 2, 2020

MEETING DATE: July 10, 2020 **ITEM 21**

TO: Audit and Finance Committee

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Authority's Proposed FY2020-21 Operating and Capital Program Budgets

Issue

The Authority is required, under the Joint Powers Authority (JPA), to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (effective July 1, the start of the fiscal year) for individual agency consideration and approval. The impact of the novel coronavirus (COVID-19) disrupted the ability of the Authority to transmit a proposed budget by the annual deadline. During the stay-at-home orders which took effect in March, staff has worked diligently to keep MAAC members informed about the status of budget developments. A budget has now been produced incorporating the fiscal realities arising from COVID-19.

Recommendation

It is recommended that the Board approve:

- 1) The transmittal of the Proposed FY2020-21(FY21) Budget for consideration and adoption by Member Agencies by September 30th;
- 2) The option of a mid-year budget review and possible adjustment to be brought to the Metrolink Board in January of 2021; and
- 3) The retention of \$25M of CARES Act funds to increase cash reserves from three months to six months.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*.

Background

Formal development of the FY21 Budget began in December 2019, with budget development updates presented to the Audit and Finance Committee in January 2020 and the Board in March 2020. In March, the CEO immediately took action to limit

spending for the remainder of FY20, including initiating a 30% service reduction, a hiring freeze, a freeze on business travel, and a robust review of spending by every department to determine possible areas for savings and deferrals of spending. This last exercise alone resulted in the identification of \$8 million in cost savings throughout the organization. By the end of April, ridership had dropped to 10% of levels for the previous year.

The CEO received approval from the Board at the April 24, 2020 meeting to delay transmittal of the Proposed FY21 Budget to the Member Agencies until August 1 and defer budget consideration and adoption until September 30, 2020.

With the support of the Member Agencies, at its June 26 Meeting, the Board approved a Three-Month Continuing Appropriations Resolution, to provide funding during the period of the development of the revised budget.

Discussion

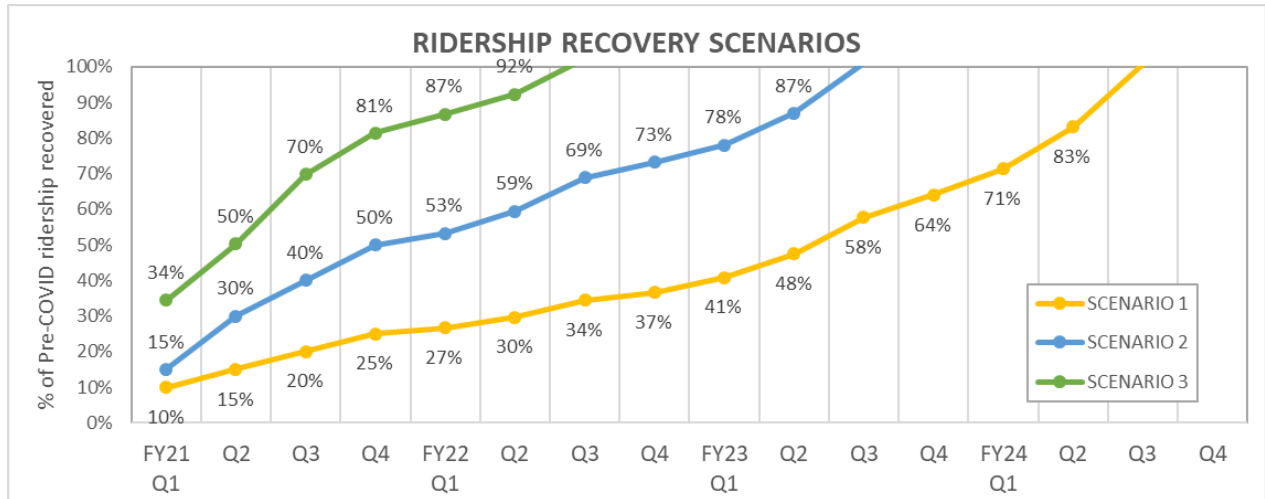
The designation of the COVID-19 as a pandemic by the World Health Organization and subsequent national, state, and local emergency declarations in March has led to the precipitous decline in ridership in response to the health guidance to limit travel to essential workers only. As of the preparation of this report, the stay-at-home orders are still in effect and, because of the latest rise in the rate of positive cases of coronavirus, uncertainty remains as to the length of the orders in the region.

Development of the Proposed FY21 Budget amidst COVID-19

This section describes how Metrolink staff arrived at the final Proposed FY21 Budget in the COVID-19 environment.

In tandem with spending constraints, staff developed various scenarios for recovery. Worst-case, Medium-case and Best-case ridership scenarios forecasted various improvements in ridership as shown below:

- Scenario 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3
- Scenario 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3
- Scenario 3 - No Recession (Best Case): Ridership recovery by FY22 Q3



These scenarios were then combined with various payroll and service restoration scenarios as shown below:

Please note that the chart below is a depiction of one of the steps in arriving at the final Proposed FY21 Budget transmitted here. Further reductions to both Revenue and Expense were identified and are reflected in Attachments A, B and C.

Comparison of Post-COVID Budget Scenarios

	Pre-COVID Proposed Budget	Post-COVID Proposed Budget Worst Case Ridership Scenario			Post-COVID Proposed Budget Medium Case Ridership Scenario			Post-COVID Proposed Budget Best Case Ridership Scenario		
		Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA
<i>(000s)</i>										
Operating Revenue										
Farebox Revenue	85,575	13,934	13,934	13,934	26,840	26,840	26,840	46,932	46,932	46,932
Special Trains Revenue	219	219	219	219	219	219	219	219	219	219
Fare Reduction Subsidy	1,666	400	400	400	700	700	700	1,200	1,200	1,200
Dispatching	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327
Other Revenues	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075
MOW Revenues	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960
Total Operating Revenues	103,823	30,916	30,916	30,916	44,121	44,121	44,121	64,713	64,713	64,713
Operating Expenses										
Operations & Services	157,926	156,362	156,342	156,329	156,362	156,342	156,329	156,362	156,342	156,329
Maintenance of Way	48,078	47,890	47,753	47,787	47,890	47,753	47,787	47,890	47,753	47,787
Administration & Services	47,187	46,828	46,388	46,095	46,828	46,388	46,095	46,828	46,388	46,095
Contingency	200	200	200	200	200	200	200	200	200	200
Insurance and Legal	15,032	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967
Total Operating Expenses	268,424	266,247	265,650	265,378	266,247	265,650	265,378	266,247	265,650	265,378
Total Operating Subsidy	164,601	235,331	234,734	234,462	222,126	221,529	221,256	201,534	200,937	200,664

Staff then considered various subsidy levels from Member Agencies as shown below:

Member Agency Subsidy Options	
Options Considered	Amount
FY21 Pre-COVID Subsidy Level	\$ 164,600,774
% of FY20 Budget Subsidy Level	\$ 146,380,616
100% of FY20 Budget Subsidy Level	\$ 157,445,412
FY19 Budget Subsidy Level	\$ 150,549,697

A determination was made that the Medium-case scenario should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20.

The budget includes restoration of the current 30% service reduction to full service beginning in the third quarter of FY21 in order to maintain social distancing.

FY21 Expenses were reviewed to consider the current situation. Specifically, staff reduced expenditures to align with the reduced ridership forecast, including elimination of a merit and cost of living allowance. Operational expenses did increase specifically to address COVID-19 related expenses. Further, in consultation with Member Agencies, it was decided that all new service, except for Saturday service on the Ventura line and the San Bernardino Express Train, would be deferred. The Saturday service on the Ventura line would not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts.

The FY21 Proposed Operating Budget as shown in Attachment A reflects Revenue of \$43.5M, Expense of \$260.5M, a Member Agency Subsidy of \$146.4M, and CARES Act funding of \$70.6M

The reduction in FY21 Operating Revenue as compared to the FY20 Adopted Budget is \$61.9M. This reduction is entirely caused by the reduced ridership because of COVID-19.

Total Proposed FY21 Operating Expenses are \$260.5M or \$2.4M lower than the FY20 Adopted Budget, or a decrease of 0.9%.

The FY21 Proposed Operating Budget by Category as compared to the FY20 Adopted Budget is shown in Attachment A. A summary including the Pre-Covid Budget is shown below:

FY20 Adopted Budget	FY21 Pre-COVID Budget	FY21 Proposed Budget	PreCovid Vs Proposed		Proposed vs FY20 Adopted	
\$ 262,869	\$ 268,424	\$ 260,508	\$ (7,916)	-2.9%	\$ (2,361)	-0.9%

The Actual Operating Statement for FY17 – FY19, the Adopted Budget for FY20, and the FY21 Proposed Operating Budget are shown in Attachment B.

The Proposed FY21 Operating Budget by Member Agency is shown in Attachment C.

Expense increases from the FY20 Budget occur only where year-to-date actuals through May 2020 were found to exceed budgeted amounts, and/or where actual quotes show increases (as in the case of the insurance premiums), or additional spending is required to accommodate the new activities required by COVID-19.

The Member Agency subsidy requested covers approximately two thirds of the required funding. Amounts in whole dollars are as shown below:

	Metro	OCTA	RCTC	SBCTA	VCTC	Total
FY21 Proposed Budget Requested Subsidy	\$ 74,088,751	\$ 28,773,477	\$ 17,027,338	\$ 16,298,334	\$ 10,192,716	\$ 146,380,616

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for, and respond to the COVID-19 pandemic. The Authority is eligible to receive a share of the allocation of these funds through the Member Agencies. The Member Agencies have provided the Authority with the following allocations:

(in 000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Cares Act Amounts	\$ 56,432	\$ 64,633	\$ 33,619	\$ 40,246	\$ 32,054	\$ 226,984

As shown on Attachment C, the CARES Act funding will be used to cover approximately one third of the required annual funding for FY21.

In considering the CARES Act funding, it must be recognized that ridership is not expected to return to Pre-COVID levels until the third quarter of FY23. In addition, over the next two years, the Agency is facing the expiration of the current contracts of four of

the five major vendors. New train operator services and signal and communication and track maintenance mini-bundle contract awards during FY21 may include one-time mobilization and de-mobilization costs. Consistent with mobilization approach in the past, these costs are not included in the FY21 Proposed Budget. Funding for the mobilization will be provided by CARES Act funding at the time of contract award, if needed.

The Authority is currently laboring under a severe shortage of working capital. Current reserves at \$25M provide for only three months of critical expenditures. Staff is also recommending that \$25M of CARES Act funding be set aside to increase our reserve to six months of critical expenses.

There is absolutely no question that the availability of CARES Act funding will be critical to providing required additional funding for the next several years.

CAPITAL PROGRAM BUDGET

The preliminary proposal for the FY21 Capital Program budget was introduced to the Board at the March 27 Board meeting. In response to constraints because of COVID-19, all New Capital projects were removed from the FY21 Capital Program budget. Maintaining our equipment and infrastructure in a state of good repair is critical to safety. The Rehabilitation Program has already been reduced to include only the most urgent needs. With safety and security as the foundation of Metrolink, staff is recommending that the FY21 Rehabilitation Program be adopted as presented here.

Metrolink's Capital Program is made up of two parts: Rehabilitation and New Capital projects. Rehabilitation projects address and maintain Metrolink assets in a state of good repair and include projects from all asset categories, including track, structures, train control systems, facilities, rolling stock, and non-revenue vehicles. New Capital projects consist of new initiatives to enhance or expand Metrolink's service. This report includes a brief discussion on the Southern California Optimized Rail Expansion (SCORE) Program but does not include figures in the budgetary forecasts for FY21, since that program is separately funded through third party grants.

In 2018, staff created the Metrolink Rehabilitation Plan (MRP) as an outcome of the federally-mandated Transit Asset Management (TAM) Plan and in response to requests by Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority's State of Good Repair (SOGR) needs so that Member Agencies, and the Authority could develop long-range financial programming to address critical SOGR needs. The MRP is a detailed condition and age-based assessment of all Metrolink assets. The initial MRP, presented to the Board in July 2018, detailed that Metrolink had a backlog of SOGR needs totaling \$443.5M and an annual on-going need of \$84.8M.

Staff has used the MRP, Strategic Business Plan, and other Board-approved planning documents as a basis for our annual request in this FY21 Budget request and Multi-Year Forecast. On this basis, staff has provided projections of future investments needed for SOGR on a programmatic basis, by asset class and by Member Agency. Staff has also provided estimated cash flow information at a macro level (for Rehabilitation and New Capital programs) to assist with multi-year planning and fiscal forecasting as requested by Member Agencies.

Authority staff has provided scopes and definitions for all programmatic projects that are recommended for funding in the annual Capital Program budget (Attachment E). This information includes project estimates that serve as the basis of an estimated cash flow. In developing the FY2020-21 budget, staff followed the MRP recommended 6-year backlog drawdown strategy, as presented in the FY2019-20 budget development process and programmed into the FY2020-21 forecast. The FY2020-21 initial budget was shared with the MAAC during its February 6, 2020 meeting and in subsequent individual Member Agency meetings. Discussions included how to fund the MRP identified backlog, and the budgetary constraints facing the Member Agencies and Metrolink. Staff reviewed comments and questions from the MAAC, then revised the FY2020-21 budget to further prioritize and optimize the request, while deferring the drawdown of the MRP identified backlog to future years.

The proposed FY2020-21 Capital Program budget request reflects an amount similar to the FY2019-20 adopted budget but reduced from the multi-year forecasted budget amount as proposed in FY2019-20 budget process. This proposed amount does not address a drawdown of SOGR backlog as identified in the MRP due to the large funding amounts required of Member Agencies. The revised FY2020-21 Capital Program projects are prioritized and optimized to address the most pressing systemwide rehabilitation needs. To address the funding levels required to drawdown the SOGR backlog, the Authority will complete an in-depth analysis of potential funding alternatives as part of the Authority's Strategic Business Plan. Upon internal review and vetting, the FY21 Capital Program proposed request is \$54.3M as shown below:

Capital Program	FY20/21
Tracks	\$17,398
Structures	\$6,301
Systems	\$11,225
Vehicles	\$5,290
Rolling Stock	\$10,691
Facilities	<u>\$3,430</u>
Total Capital Investment	\$54,335
 Annual Cash Flow	 \$2,716

The proposed Rehabilitation budget was revised after the presentation to the Board on March 27, 2020. In discussions with the MAAC, RCTC and VCTC requested an adjustment to increase their line specific Rehabilitation budgets for the Perris Valley and Ventura Lines, respectively. Additionally, in response to budget constraints as a result of the COVID-19 pandemic, the two New Capital projects, CMF Tail Tack and the Specialized Maintenance Equipment (Phase 2), are to be deferred to future years. Due to the adjusted Rehabilitation requests and the deferral of the New Capital projects, the Capital Program budget amount has been revised from \$75.7 and is now \$54.3 million.

The forecast for Rehabilitation requests over the next five years is shown below (years FY22 through FY25 include amounts to address the backlog):

Life of Project Basis Rehabilitation:

FY2020-21	\$ 54.3M	Request/Adopt
FY2021-22	\$213.1M	Forecast/Program
FY2022-23	\$217.6M	Forecast/Program
FY2023-24	\$222.1M	Forecast/Program
FY2024-25	\$226.2M	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal year:

REHABILITATION						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21	FROM FY22	FROM FY23	FROM FY24	FROM FY25	Total
	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>By Year</u>
FY2020-21	2.7	-	-	-	-	2.7
FY2021-22	19.0	10.7	-	-	-	29.7
FY2022-23	16.3	74.6	10.9	-	-	101.8
FY2023-24	16.3	63.9	76.1	11.1	-	167.5
FY2024-25	-	63.9	65.3	77.7	11.3	218.2
FY2025-26	-	-	65.3	66.6	79.2	211.0
FY2026-27	-	-	-	66.6	67.9	134.5
FY2027-28	-	-	-	-	67.9	67.9
Total	\$ 54.3	\$ 213.1	\$ 217.6	\$ 222.1	\$ 226.2	\$ 933.2

The forecast for New Capital requests over the next five years is shown below:

Life of Project Basis New Capital:

FY2020-21	\$ 0	Request/Adopt
FY2021-22	\$150.1M	Forecast/Program
FY2022-23	\$ 89.8M	Forecast/Program
FY2023-24	\$ 40.5M	Forecast/Program
FY2024-25	\$ 17.2M	Forecast/Program

Completion of New Capital projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over each subsequent fiscal year:

NEW CAPITAL						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21 Budget	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	FROM FY25 Forecast	Total By Year
FY2020-21	-	-	-	-	-	-
FY2021-22	-	7.5	-	-	-	7.5
FY2022-23	-	52.5	4.5	-	-	57.0
FY2023-24	-	37.5	31.4	2.0	-	71.0
FY2024-25	-	52.5	22.5	14.2	.9	90.0
FY2025-26	-	-	31.4	10.1	6.0	47.6
FY2026-27	-	-	-	14.2	4.3	18.5
FY2027-28	-	-	-	-	6.0	6.0
Total	\$ -	\$ 150.1	\$ 89.8	\$ 40.5	\$ 17.2	\$ 297.6

Carryover from Prior Years

Capital Program projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. Projects authorized in prior years but “carried over” total \$183.7M for Rehabilitation projects and \$159.2M for New Capital projects (Attachment F).

SCORE Program

In FY2020-21, the Agency will continue work on the SCORE Program as funded primarily by the State of California. Major projects that will be undertaken in the upcoming year include:

- Construction of the Orange County Interim Setout Track in Irvine;
- Construction of the Los Angeles Union Station Rail Yard Rehabilitation & Modernization Project, which is a pre-cursor to the Link US Project;
- Commencement of the Final Design for SCORE Phase 1 Corridor Projects; and
- Construction of the Signal Respacing on the Olive Sub (CP Atwood to Orange), Signal Respacing in South Orange County (CP Avery to Songs), Signal Modifications from Burbank to LA, and Burbank Junction Speed Improvements.

Redlands Passenger Rail/Arrow Service

All capital costs related to Arrow service (including two new positions which are specified in the Arrow Service Memorandum of Understanding approved by the Board on May 15, 2020) are included here and fully reimbursed by SBCTA. This increases the total Authority FTE headcount from 283 to 285.

Arrow revenue service will not begin until FY22, and until that time all expenses are assigned to capital as developmental.

Budget Impact

There is no budgetary impact as a result of this report. It is a request for Transmission of the FY21 Budget to the Member Agencies for consideration.

The Capital Program Budget has been revised to remove all New Capital requests. However, staff strongly recommends that no further cuts be made to the Capital Program Budget, which now includes only Rehabilitation Projects. The Capital Budget was already reduced by 50% from original calculations and recommendations in the MRP. With a backlog of almost \$500M, further cuts would create safety and reliability concerns.

Next Steps

Should the Board approve the recommendations, staff will transmit the request for consideration and adoption to the Member Agencies by August 1, 2020. Upon adoption by all Member Agencies, staff anticipates presenting the formal request for Adoption of the FY21 Budget to the Metrolink Board at its September 25, 2020 meeting.

Prepared by:

Christine J. Wilson, Senior Finance Manager



Arnold Hackett, Interim Chief Financial Officer

As of 06/26/20

	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
	Adopted	Proposed Budget	\$ Variance	% Variance
(\$000s)				
Operating Revenue				
Farebox Revenue	87,739	26,219	(61,520)	-70.1%
Special Trains	219	219	-	0.0%
Fare Reduction Subsidy	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	89,983	27,138	(62,845)	-69.8%
Dispatching	2,172	2,327	155	7.1%
Other Revenues	257	1,075	818	318.3%
MOW Revenues	13,011	12,960	(50)	-0.4%
Total Operating Revenue	105,423	43,500	(61,923)	-58.7%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	48,733	49,978	1,245	2.6%
Equipment Maintenance	36,638	39,202	2,564	7.0%
Fuel	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,749	1,745	(4)	-0.2%
Other Operating Train Services	977	984	6	0.6%
Special Trains	793	779	(14)	-1.8%
Rolling Stock Lease	230	230	-	0.0%
Security - Sheriff	6,095	7,078	983	16.1%
Security - Guards	2,552	3,009	457	17.9%
Supplemental Additional Security	660	676	16	2.4%
Public Safety Program	421	105	(316)	-75.0%
Passenger Relations	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	9,652	6,827	(2,825)	-29.3%
Marketing	1,769	2,408	639	36.1%
Media & External Communications	459	481	22	4.9%
Utilities/Leases	2,695	3,066	372	13.8%
Transfers to Other Operators	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	2,400	1,854	(546)	-22.8%
Station Maintenance	2,230	2,298	68	3.0%
Rail Agreements	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	46,966	47,662	696	1.5%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	20,755	20,978	223	1.1%
Ops Professional Services	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	200	200	-	0.0%
Total Operating Expenses	248,710	245,541	(3,169)	-1.3%
Insurance and Legal				
Liability/Property/Auto	11,906	12,865	959	8.1%
Net Claims / SI	1,000	1,000	-	0.0%
Claims Administration	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	14,158	14,967	809	5.7%
TOTAL EXPENSES	262,869	260,508	(2,361)	-0.9%
Net Loss	(157,445)	(217,008)	(59,562)	37.8%
Required Funding	157,445	217,008	59,562	37.8%
Funding Provided:				
Member Agency Subsidies	157,445	146,381	(11,065)	-7.0%
CARES ACT FUNDING		70,627		

Numbers may not foot due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Annual Operating Budget Distribution by Cost Component-Historical Data

Attachment B

As of 06/26/20

	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Actual	Actual	Actual	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	82,883	82,542	79,007	87,739	26,219	(61,520)	-70.1%
Special Trains	-	-		219	219	-	0.0%
Fare Reduction Subsidy	490	157	3,147	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	83,373	82,699	82,154	89,983	27,138	(62,845)	-69.8%
Dispatching	2,016	2,133	2,136	2,172	2,327	155	7.1%
Other Revenues	762	463	790	257	1,075	818	318.3%
MOW Revenues	12,384	12,789	13,017	13,011	12,960	(50)	-0.4%
Total Operating Revenue	98,535	98,084	98,097	105,423	43,500	(61,923)	-58.7%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	41,616	42,116	43,093	48,733	49,978	1,245	2.6%
Equipment Maintenance	35,422	34,242	36,642	36,638	39,202	2,564	7.0%
Fuel	18,207	17,577	23,582	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,475	1,493	1,683	1,749	1,745	(4)	-0.2%
Other Operating Train Services	449	722	1,069	977	984	6	0.6%
Special Trains				793	779	(14)	-1.8%
Rolling Stock Lease	230	11	230	230	230	-	0.0%
Security - Sheriff	5,511	5,662	6,323	6,095	7,078	983	16.1%
Security - Guards	1,283	1,931	2,353	2,552	3,009	457	17.9%
Supplemental Additional Security	520	227	39	660	676	16	2.4%
Public Safety Program	203	193	209	421	105	(316)	-75.0%
Passenger Relations	1,868	1,723	1,769	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	9,652	6,827	(2,825)	-29.3%
Marketing	716	1,307	4,304	1,769	2,408	639	36.1%
Media & External Communications	249	320	348	459	481	22	4.9%
Utilities/Leases	2,614	2,804	2,775	2,695	3,066	372	13.8%
Transfers to Other Operators	6,003	3,818	5,608	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	1,307	1,678	1,497	2,400	1,854	(546)	-22.8%
Station Maintenance	1,196	1,575	1,847	2,230	2,298	68	3.0%
Rail Agreements	5,155	4,938	5,696	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	131,960	130,582	147,026	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	37,355	42,411	43,112	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	1,260	594	801	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	38,615	43,005	43,913	46,966	47,662	696	1.5%
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	14,090	19,333	16,151	20,755	20,978	223	1.1%
Ops Professional Services	1,963	2,687	2,423	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	34,907	40,417	38,784	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	2	15	-	200	200	-	0.0%
Total Operating Expenses	205,484	214,019	229,723	248,710	245,541	(3,169)	-1.3%
Insurance and Legal							
Liability/Property/Auto	11,061	9,748	9,429	11,906	12,865	959	8.1%
Net Claims / SI	5,115	8,551	1,212	1,000	1,000	-	0.0%
Claims Administration	704	585	682	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	16,880	18,883	11,324	14,158	14,967	809	5.7%
TOTAL EXPENSES	228,032	232,902	241,046	262,869	260,508	(2,361)	-0.9%
Net Loss	(129,498)	(134,818)	(142,949)	(157,445)	(217,008)	(59,562)	37.8%
Member Agency Subsidies/Requirement	141,989	142,399	150,550	157,445	217,008	59,562	37.8%
Surplus / (Deficit)	12,491	7,581	7,600	-	-		
FY21 Requested Subsidies from Member Agencies					146,381	(11,065)	-7.0%
CARES ACT FUNDING					70,627		

Numbers may not foot due to rounding

FY2020-21 Proposed Budget - By Member Agency

Revenue Scenario 2 - Medium Case / 30% Service Reduction for 6 months / No Merit No Cola

As of 6/26/20

FY2020-21 Proposed Budget						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 12,471	\$ 7,116	\$ 2,609	\$ 3,082	\$ 941	\$ 26,219
Special Trains	91	55	41	18	14	\$ 219
Fare Reduction Subsidy	419	-	-	281	-	\$ 700
Subtotal-Pro Forma FareBox	12,981	7,171	2,650	3,382	955	\$ 27,138
Dispatching	1,186	784	11	63	284	\$ 2,327
Other Revenues	529	275	101	131	39	\$ 1,075
MOW Revenues	7,490	2,631	692	1,630	518	\$ 12,960
Total Operating Revenue	22,185	10,861	3,453	5,205	1,797	\$ 43,500
Operating Expenses						
Operations & Services						
Train Operations	26,965	10,903	4,305	5,859	1,945	\$ 49,978
Equipment Maintenance	19,452	8,942	4,430	4,678	1,700	\$ 39,202
Fuel	10,710	4,834	1,709	2,522	763	\$ 20,539
Non-Scheduled Rolling Stock Repairs	73	33	14	16	4	\$ 140
Operating Facilities Maintenance	906	411	170	203	55	\$ 1,745
Other Operating Train Services	488	136	118	163	79	\$ 984
Special Trains	219	333	115	30	82	\$ 779
Rolling Stock Lease	109	46	26	33	17	\$ 230
Security - Sheriff	4,000	1,541	556	819	163	\$ 7,078
Security - Guards	1,429	516	445	321	298	\$ 3,009
Supplemental Additional Security	321	178	69	84	24	\$ 676
Public Safety Program	50	18	16	11	10	\$ 105
Passenger Relations	873	496	164	220	59	\$ 1,812
TVM Maintenance/Revenue Collection	2,840	1,584	1,202	765	437	\$ 6,827
Marketing	1,184	623	224	292	85	\$ 2,408
Media & External Communications	228	83	72	50	48	\$ 481
Utilities/Leases	1,455	528	456	322	305	\$ 3,066
Transfers to Other Operators	1,589	774	221	306	93	\$ 2,983
Amtrak Transfers	572	1,203	1	2	76	\$ 1,854
Station Maintenance	1,332	386	179	305	96	\$ 2,298
Rail Agreements	2,222	1,528	1,460	353	241	\$ 5,804
Subtotal Operations & Services	77,019	35,094	15,952	17,352	6,581	\$ 151,998
Maintenance-of-Way						
MoW - Line Segments	24,766	9,628	3,173	6,202	2,842	\$ 46,611
MoW - Extraordinary Maintenance	615	150	100	112	73	\$ 1,050
Subtotal Maintenance-of-Way	25,381	9,779	3,273	6,314	2,914	\$ 47,662
Administration & Services						
Ops Salaries & Fringe Benefits	6,939	2,532	2,169	1,537	1,449	\$ 14,627
Ops Non-Labor Expenses	3,737	1,774	848	837	322	\$ 7,518
Indirect Administrative Expenses	9,952	3,614	3,121	2,203	2,087	\$ 20,978
Ops Professional Services	1,214	441	381	269	255	\$ 2,559
Subtotal Admin & Services	21,842	8,362	6,519	4,846	4,113	\$ 45,681
Contingency	95	34	30	21	20	\$ 200
Total Operating Expenses	124,337	53,269	25,774	28,533	13,628	\$ 245,541
Insurance and Legal						
Liability/Property/Auto	6,679	3,029	1,254	1,495	407	\$ 12,865
Net Claims / SI	519	235	97	116	32	\$ 1,000
Claims Administration	572	260	107	128	35	\$ 1,102
Total Net Insurance and Legal	7,770	3,525	1,459	1,740	474	\$ 14,967
Total Expenses	132,107	56,793	27,233	30,272	14,102	\$ 260,508
Net Loss	(109,922)	(45,933)	(23,780)	(25,067)	(12,305)	(217,008)
Required Funding	109,922	45,933	23,780	25,067	12,305	217,008
Funding Provided:						
Member Agency Subsidies	74,089	28,773	17,027	16,298	10,193	146,381
CARES ACT FUNDING	35,834	17,159	6,752	8,769	2,113	70,627

Numbers may not foot due to rounding.

FY21 NEW SERVICE

Attachment D

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
REVENUE						
Ventura Line - Saturday service	8,725	-	-	-	10,610	19,335
SB Line - convert local to express	-	-	-	-	-	-
Total Revenue	8,725	-	-	-	10,610	19,335
EXPENDITURES						
Ventura Line - Saturday service	45,891	-	-	-	55,807	101,698
SB Line - convert local to express	-	-	-	-	-	-
Total Expenditures	45,891	-	-	-	55,807	101,698
OPERATING SUBSIDY						
Ventura Line - Saturday service	37,166	-	-	-	45,197	82,363
SB Line - convert local to express	-	-	-	-	-	-
Total Operating Subsidy	37,166	-	-	-	45,197	82,363



REHABILITATION PROJECT PROPOSALS FOR FY2021 BUDGET

06/25/20

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2141	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2150	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. QTY 15 - Light duty vehicles to support operations, signal, track and PTC. QTY 15 - Medium to heavy duty MOW track and signal support vehicles QTY 8 - MOW track repair equipment	5,290,000	2,512,750	1,047,420	587,190	761,760	380,880	-
3	2151	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Work includes: MOC Generator and UPS systems rehabilitation Melbourne office space rehab and reconfiguration to meet staffing needs CMF systems rehabilitation to meet regulatory requirements, such as train wash water reclamation system; CMF sand Silo filtration system Phase II of CMF switchgear upgrade (Phase I was approved in the FY20 rehab budget) Systemwide facilities site work: paint, striping, asphalt, fence, signage	3,430,000	1,629,250	679,140	380,730	493,920	246,960	-
4	2152	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. (Bombardier Railcar Midlife Overhaul program funding request has been deferred to FY22 budget development process) Specific work for the FY21 proposed budget includes: Rehabilitation of Locomotive and Cab Car safety & security systems Preliminary Engineering for Locomotive Rehabilitation Rehabilitation of Rotem railcar component systems, (HVAC, mechanical piping) Rolling Stock Rehabilitation including rehabilitation and repair analysis; Replacement of seat covers and cushions	10,691,000	5,078,225	2,116,818	1,186,701	1,539,504	769,752	-
5	2165	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: DOC/MOC Backup Systems Workstations/Laptops CAD/BOS/MDM/IC3 Routers/Switches On-Board Train Control Systems: Software/Hardware for Locomotives & Cab Cars	4,820,000	2,289,500	954,360	535,020	694,080	347,040	-
6	2236	All	NA	Marginal	Low	Business Systems	PROJECT MANAGEMENT SYSTEM - PURCHASE & IMPLEMENTATION	Project Management system to include functionality for perform scheduling, dependencies, expenditures, risk, structured workflows and standardized project document control. Project will encompass software evaluation, procurement, implementation, and training. New system will increase functionality and interoperability. Will replace the current custom in-house system. This project request does not directly effect Operations in terms of Daily Service, thus the "low" System Impact score, but a new project management system will improve program delivery.	1,000,000	475,000	198,000	111,000	144,000	72,000	-
7	2257	All	NA	NA	NA	Business Systems	IT SAN UPGRADE & REHABILITATION	Upgrade and Rehab SAN Infrastructure at 2 Data Centers. Asset will be beyond useful life in 2021 and requires rehabilitation to reduce risk of technical failure that would effect systemwide business critical systems.	870,000	413,250	172,260	96,570	125,280	62,640	-
ALL SHARE PROJECT PROPOSAL REQUEST									31,101,000	14,772,975	6,157,998	3,452,211	4,478,544	2,239,272	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	2149	River Sub - West Bank	0.0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include complete removal and replacement of two turnouts on West Bank; additionally will rehab four West Bank turnouts in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	2,384,000	1,132,400	472,032	264,624	343,296	171,648	-
9	2163	River - East Bank	0.0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,217,000	179,781	74,940	42,012	54,502	27,251	838,513
10	2188	River Sub - West Bank	NA	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, Major maintenance, Grading and Drainage rehabilitation of one bridge on West Bank based on the current condition of the structure.	364,000	172,900	72,072	40,404	52,416	26,208	-
RIVER PROJECT PROPOSAL REQUEST									3,965,000	1,485,081	619,044	347,040	450,214	225,107	838,513
11	2145	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	270,000	138,200	57,607	32,297	41,896	-	-
SHORTWAY PROJECT PROPOSAL REQUEST									270,000	138,200	57,607	32,297	41,896	-	-
12	2140	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast There are a total of 15,544 ties that need to be replaced on the San Gabriel Subdivision, this FY21 request is for replacement of 5,000 wood ties between MP 32-35 and MP47-55 where the percentage of ties that are failed are the greatest. The work would also include rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance; there are a total of 36 crossings that need rehabilitation on the San Gabriel Sub (Alder, Locust, Lilac, Willow, Acacia, Eucalyptus, Sycamore, Rancho, 2nd, Citrus, Baker, Campus, Mountain, Riverside, Indian Hill, White, PaperPak, Arrow, Fairplex, Wheeler, Gainey Ceramics, San Dimas Cyn, San Dimas, Cataract, Sunflower, Covina, Cypress, Glendora, Azusa Cyn, Pacific, Macdevitt, both Temple crossings, Tyler, both El Monte Stn Ped crossings). All trackwork will bring the existing track conditions up to current Metrolink Standards.	3,310,000	1,986,000	-	-	1,324,000	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
13	2179	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts Scope of work for this project will include performance of hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. The bridge is indicated in the MRP, and all Railtop bridges are considered backlog, per guidance on page 3-17, and split over 3 years from FY18-21; the MRP also includes regular maintenance items that are not currently accounted for in the Maintenance budgets. The structures chapter of the MRP includes bridges, culverts, and items that are Member Agency capacities are not able to fund all of the backlog over the last 3 years, this request would address one remaining Railtop Bridge at MP 28.86, the funds would also address Load Capacity updates on the San Gabriel Subdivision, as required by the FRA in CFR Part 237, lastly, there are some major maintenance items that are beyond what the Maintenance Contractor would be expected to complete at Bridge 16.73 due to a Bridge Fire from a homeless encampment in Nov 2019, the bridge load capacity is decreased until the repairs can be made.	1,237,000	742,200	-	-	494,800	-	-
SAN GABRIEL PROJECTS REQUEST									4,547,000	2,728,200	-	-	1,818,800	-	-
	2139	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: There is 67,000 ft of rail beyond a State of Good Repair on the Valley Subdivision primarily between MP 40 and MP 60. FY 21 is proposing to replace the worst 17,500 ft of rail. There is a total of 47,958 wood ties that need to be replaced on the Valley Subdivision, the worst sections of ties are between MP 16-MP23 and MP29-33, where some sections of track need over 40% of the ties to be replaced, which is nearing the FRA limits to downgrade the class of track in some cases. There are 12 crossings on the Valley Subdivision (Sierra Hwy, Sheldon St, Market St, Drayton St, Maclay Avenue, 13th St, Newhall Ave, Rainbow Glen Dr, Roxford St, Aliso Cyn, Brand Blvd, Crown Valley Rd) that need removal and replacement, this FY21 request will address the four crossings that are in the worst condition. There are 10 Turnouts on the Valley Subdivision that need to be replaced, this FY21 request is for the rehabilitation of one turnout that is in the worst condition.	4,130,000	4,130,000					
	2153	Valley	3.67 - 76.63	Worn	High	Train-Control	VALLEY SUBDIVISION TRAIN-CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul. This FY21 request will address locations that are in the worst conditions. Candidate locations for Signal systems include: MP 4.8 / CP Fletcher / Control Point; MP 7.99 / Signal 71-73 / Intermediate Signal; MP 19.22 Int Signal 191-192 Candidate locations for Crossing systems include: MP 15.34 Sun Valley Station Ped Crossing; MP 15.60 CP-McGinley Remote Crossing Predictor; MP 15.68 Penrose St; MP 19.51 Van Nuys Blvd.	2,550,000	2,550,000					
	2166	Valley	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of three railtop bridges based on the current condition of the structure. The MRP indicates the Railtop Bridges remaining on the Valley Subdivision on Page 3-18. All Rail Top bridges were programmed over 3 years in the MRP due to the safety concerns of the Structure, however, the Valley Subdivision has not received Structures Rehab money in FY18, FY20 and received a minimal amount in FY19.	3,180,000	3,180,000					

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
	2216	Valley	76.4-76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service.	1,800,000	1,800,000					
	2142	Ventura LA County	441.24-462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Tunnel 26, 27, and 28 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VC); both need to be funded.	2,100,000	2,100,000					
	2156	Ventura LA County	441.24-462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work includes: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at one location; Communications rehabilitation ATCS/CIS/Backhaul.	1,374,000	1,374,000					
METRO PROJECT PROPOSAL REQUEST									15,134,000	15,134,000					
14	2158	Olive	0.07 - 5.42	Worn	High	Train Control	OLIVE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Replacement of existing Grade Crossing Data Recorders at all crossings on the Olive subdivision; Communications rehabilitation ATCS/CIS/Backhaul.	317,000	-	317,000	-	-	-	-
15	2183	Olive	0.07 - 5.42	Worn	High	Structures	OLIVE SUBDIVISION STRUCTURES REHABILITATION	Olive Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of one culvert based on the current condition of the structure.	320,000	-	320,000	-	-	-	-
16	2143	Orange	165.08-212.30	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 7,500 ties, based on wear, age, condition and historical performance.	2,604,000	-	2,604,000	-	-	-	-
17	2157	Orange	165.08-212.30	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul.	1,267,000	-	1,267,000	-	-	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
18	2182	Orange	165.08 - 212.30	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of two culverts based on the current condition of the structure.	1,354,000	-	1,354,000	-	-	-	-
OCTA PROJECT PROPOSAL REQUEST									5,862,000	-	5,862,000	-	-	-	-
19	2146	San Jacinto (PVL)	65 - 85.4	Worn	High	Track	PERRIS VALLEY SUBDIVISION REHABILITATION - DESIGN PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. 100% Design/Environmental/Permitting of Citrus Retaining Wall & Drainage 100% Design/Environmental/Permitting of Box Springs Drainage Drainage construction work will be phased into future annual budget requests.	1,830,000	-	-	1,830,000	-	-	-
20	2296	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Construction phase services for the Citrus Retaining wall, as well as grading and drainage in the area near the wall to prevent the current erosion/undercutting issue. Construction phase services for the area between MP 70.7 and 70.9. The first project to be completed in this area will be at MP70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between 70.83 and 70.9. Remaining drainage and culvert projects for this area will be requested in subsequent Fiscal Years.	2,300,000	-	-	2,300,000	-	-	-
RCTC PROJECT PROPOSAL REQUEST									4,130,000	-	-	4,130,000	-	-	-
21	2147	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura (VC County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include Tunnel 26 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VN); both need to be funded.	2,000,000	-	-	-	-	2,000,000	-
22	2161	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VN) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,734,000	-	-	-	-	1,734,000	-
23	2316	Ventura - VC County	439.3	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, and rehabilitation of one culvert at MP 439.27 which is an existing 36" CMP built in 1900 and is not serving it's intended use.	726,000	-	-	-	-	726,000	-
VCTC PROJECT PROPSAL REQUEST									4,460,000	-	-	-	-	4,460,000	-
FY2021 PROPOSED REHABILITATION REQUEST									54,335,000	19,124,456	12,696,650	7,961,548	6,789,454	6,924,379	838,513



NEW CAPITAL PROJECT PROPOSALS FOR FY2021 BUDGET

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC
1	2201	AH	NA	NA	NA	Non-Revenue-Fleet	Specialized Maintenance Equipment, Phase 2	Second phase of specialized maintenance equipment multi-year procurement. Phase 1 funded in FY20 adopted budget. Equipment is used to support specialized track maintenance, rehab, and third-party construction projects. New Capital purchases of MOW equipment will add to the current SCRRA-owned fleet. This project aligns with Bundled contract effort and ensures continuity of activities in event of loss of access to contractor-owned assets. New equipment identified for this project includes an Electric Car Mover; Gang Truck; Hi-Rail Inspector Truck; Welding Truck.	1,000,000	475,000	198,000	111,000	144,000	72,000
2	2190	River	2.95 3.35	NA	NA	Track	CMF North End Connection and Tail Track	Relocate existing tail track on City of LA property to Metro Property and create an emergency-secondary access point to the CMF at CP Ormiston. 100% design submittal is scheduled for June 2020. The design phase of this project was funded in the FY19 budget. This project must move forward in order to provide alternate access to the facility when the lease with the City of L.A. expires and the existing tail track is removed from their property. The value engineering approach reduced the estimated construction cost from \$19.06M to it's current \$10.58M, resulting in an estimated savings of \$8.5M from the original estimated construction costs.	10,579,000	5,025,025	2,094,642	1,174,269	1,523,376	761,688
FY2021 PROPOSED NEW CAPITAL REQUEST									11,579,000	5,500,025	2,292,642	1,285,269	1,667,376	833,688



FY2020-21 REHABILITATION CARRYOVER PROJECTS

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley	Communications	Valley- RR Comm & Equip	9,219	-	-	-	-	-	9,219
514032	Ventura - VC County	Signal	Ventura VC-RR Light Fixtures	-	-	-	-	2,062	-	2,062
514037	River	Communications	River Sub Comm Upgrade & RR	-	6,659	3,722	4,838	5,589	-	20,808
514046	Systemwide	Information Technology	Systemwide-Online, Onbrd Tkt Sales	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange	Structures	Orange Sub Culvert & Bridge	-	612,637	-	98,084	-	-	710,720
515106	Orange	Structures	Orange Sub Bridge Repair	-	-	-	13,651	-	-	13,651
515123	Valley	Structures	Valley Sub Bridge and Culvert	-	-	-	-	-	3,475	3,475
515129	Ventura - LA County	Structures	Ventura LA Bridge Repair	67,685	-	-	-	-	93,530	161,215
515133	Ventura - VC County	Communications	Ventura Sub VC Comm Syst	10,295	-	-	-	863	-	11,158
515135	Ventura - VC County	Structures	Ventura Sub VC Bridge Des & Con	-	-	-	-	42,132	-	42,132
515144	River Sub - East Bank	Track	River East Bank Zone 2 Tie&Rail	21,958	3,065	1,633	260	2,991	33,703	63,609
515160	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	7,286	3,056	1,713	2,221	1,109	49,626	65,012
516050	Systemwide	Rolling Stock	Rail Car Restoration	-	-	-	-	-	207,349	207,349
516081	Systemwide	Facilities	Ventura Valley Intr Det Syst	-	-	-	-	-	17,593	17,593
516111	Ventura - VC County	Track	Ventura (VC) Rail Replacement	-	-	-	-	15,858	-	15,858
516120	Ventura - VC County	Structures	Ventura (VC) Bridge Rehab/Rep	-	-	-	-	197,323	-	197,323
516610	Orange	Track	Orange Sub Rail Grinding	-	-	2,082	-	-	-	2,082
516611	Orange	Track	Orange Sub Rail Replacement	-	-	-	58,801	20,575	-	79,376
516620	Orange	Structures	Orange Bridge Rehab, ROW	-	3,726	-	-	-	-	3,726
516621	Orange	Structures	Orange Sub San Juan Cr Brdg	-	1,338,263	-	-	-	-	1,338,263
516631	Orange	Signal	Orange Sub Signal Repl	-	65,688	-	-	-	-	65,688
516640	Orange	Signal	Orange Signal & Grade Rehab	-	31,924	-	-	-	-	31,924
516820	Riverside	Facilities	Downtown Riverside Layover Imp	-	-	35,495	-	-	-	35,495
516930	Parris Valley	Signal	PVL Signal Engineering	-	-	60,417	-	-	-	60,417
516940	Parris Valley	Communications	PVL Communication Systems	-	-	4,648	-	-	-	4,648
517030	Systemwide	Facilities	Systemwide Repl Sig Shelter Locks	17,591	4,343	-	-	-	-	21,934
517040	Systemwide	Communications	Systemwide Comm & PTC Upg	20,219	8,428	4,725	6,130	3,064	-	42,566
517050	Systemwide	Rolling Stock	Systemwide Bombardier HVAC OH	128,356	53,504	29,995	38,912	19,456	-	270,222
517052	Systemwide	Facilities	Systemwide Loco Wash Rack Drainage	501,158	198,768	131,260	126,119	56,341	-	1,013,646
517130	Ventura - VC County	Signal	Ventura VC Repl Sgnl Batt & Cbls	-	-	-	-	299,096	-	299,096
517320	Valley	Structures	Valley Culvert Rehab	5,134	-	-	-	-	-	5,134
517410	San Gabriel	Track	San Gabriel Tie Panel Repl	9,993	-	-	6,602	-	-	16,594
517420	San Gabriel	Structures	San Gabriel Culvert Rehab	24,261	-	-	16,174	-	-	40,435
517610	Orange	Track	Orange Repl Rail MP 201-207	-	686,718	63,423	126,906	-	-	877,047

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
517620	Orange	Structures	Orange Sub Repl 36" Pipe 201.4	-	145,269	-	-	-	-	145,269
517712	River Sub - East Bank	Track	River East Bank Zone 2 Rail&Tie	119,136	49,674	27,852	36,092	18,099	555,697	806,550
517713	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	12,797	5,332	2,991	3,878	1,941	86,659	113,597
517731	River Sub - East Bank	Signal	River East Bank Rehab Signal Ctls	16,618	6,926	3,884	5,037	2,521	77,147	112,132
518050	Systemwide	Rolling Stock	Systemwide - Bombardier (Sentinel) OH	2,398,765	961,061	560,551	605,619	302,812	9,769,298	14,598,106
518110	Ventura - VC County	Track	Ventura VC Rpl Tie+Ballast	-	-	-	-	449,469	-	449,469
518620	Orange	Structures	Orange Sub Struct-San Clemente	-	173,195	-	195,527	-	-	368,721
518630	Orange	Track	Orange Sub Grde Xing Rehab	-	121,251	-	-	-	-	121,251
519001	Systemwide	Signal	Sys Bk Office Hd&Sftwre Replmt	286,671	119,497	66,990	86,907	43,453	-	603,518
519002	Systemwide	Signal	Sys BK Office Sys Upgrd&Test	170,244	67,530	28,711	22,549	22,425	-	311,458
519003	Systemwide	Communications	Sys PTC Lab Sys Support&Test	614,806	256,277	143,670	186,383	93,192	-	1,294,328
519011	Systemwide	Track	System Track Asset Cond Assmnt'	79,358	33,080	18,545	24,058	12,029	-	167,070
519012	Systemwide	Track	System SOGR Prioritization	242,667	101,154	56,708	73,567	36,783	-	510,879
519020	River	Structures	System Arryo Seco Bridge Design	450,272	187,692	105,221	136,503	68,252	-	947,941
519031	Systemwide	Signal	System Bk Office Hrd&Sftwre Repl	375,725	156,618	87,801	113,904	56,952	-	791,000
519032	Systemwide	Signal	System Prod Back Office Upgrades	198,669	82,814	46,426	60,228	30,114	-	418,250
519033	Shortway	Signal	SB Shortway Grade Xing Rehab	375,508	156,528	87,756	113,837	-	-	733,630
519034	Shortway	Facilities	Shortway EMF Improv	426,053	177,596	99,569	129,160	-	-	832,378
519040	Systemwide	Communications	System PTC Software Updates	217,260	90,563	50,770	65,864	32,932	-	457,390
519041	Systemwide	Facilities	System PTC Lab Sys Support&Test	596,838	248,787	139,472	180,936	90,468	-	1,256,500
519050	Systemwide	Rolling Stock	System Bombardier Midlf O/Haul	6,733,125	2,806,650	1,573,425	2,041,200	1,020,600	-	14,175,000
519051	Systemwide	Rolling Stock	System Locomtv&Cab Camdvr Repl	484,638	202,017	113,252	146,922	73,461	-	1,020,290
519052	Systemwide	Rolling Stock	System O/Haul ROTEM Siderdr Mtr	270,512	112,761	63,215	82,008	41,004	-	569,499
519053	Systemwide	Rolling Stock	System HVAC O/Haul 40ROTEM Cars	481,132	203,202	108,170	147,475	72,929	-	1,012,909
519054	Systemwide	Rolling Stock	System Rubber Window Gasket Repl	220,310	91,834	51,483	66,789	33,394	-	463,810
519055	Systemwide	Rolling Stock	System Pushback Cplr O/Haul ROTEM	1,653,075	686,804	382,737	496,210	237,577	-	3,456,401
519060	Systemwide	Facilities	Syst CMF Car Shop Jacks	390,353	162,716	91,219	118,339	59,169	-	821,796
519062	Systemwide	Facilities	Syst Restroom Reno CMF MOC	397,114	165,534	92,800	120,388	60,195	-	836,030
519063	Systemwide	Vehicle	System MOW Vehicle Replacement	666,943	278,010	155,854	202,189	101,095	-	1,404,091
519064	Systemwide	Facilities	System Station Envlpe Rpr/Repl	203,945	97,911	40,789	65,289	40,789	-	448,723
519070	Systemwide	Information Technology	Syst Switch Equip Repl	96,052	40,039	22,446	29,119	14,559	-	202,214
519090	Systemwide	Track	System Entrprs Asst Mgmt Migr	543,549	226,574	127,019	164,781	82,391	-	1,144,314
519091	Systemwide	Information Technology	System TVM Components	34,012	14,178	7,948	10,311	5,156	-	71,604
519092	Systemwide	Information Technology	Syst Cond Based Maint Eqpt	25,311	10,551	5,915	7,673	3,837	-	53,288
519093	Systemwide	Information Technology	Syst Maximo Upgrade	330,098	137,598	77,139	100,072	50,036	-	694,943
519120	Ventura - VC County	Structures	VC Ventura ArroSimi Scour Prtn	-	-	-	-	1,231,524	-	1,231,524
519130	Ventura - VC County	Track	Ventura VC Grd Xng Rehab&Tnnl26	-	-	-	-	986,276	-	986,276
519160	Ventura - VC County	Facilities	Ventura VC Repl Moorpark Tlr	-	-	-	-	1,035,258	-	1,035,258
519210	Ventura - LA County	Track	Ventura LA Track Rehab	1,102,111	-	-	-	-	-	1,102,111

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519211	Ventura - LA County	Track	Ventura LA Station Pdstrn Xing	71,692	-	-	-	-	-	71,692
519220	Ventura - LA County	Track	Ventura LA ROW Grinding/Ditching	215,509	-	-	-	-	-	215,509
519230	Ventura - LA County	Signal	Ventura LA Tnnl26 Elec Srv Rpl	342,491	-	-	-	-	-	342,491
519240	Ventura - LA County	Communications	Ventura LA FY19 Comm Rehab	9,276	-	-	-	-	-	9,276
519310	Valley	Track	Valley Tnnl 25 Track Rehab	641,644	-	-	-	-	-	641,644
519320	Valley	Track	Valley ROW Grading/Ditching	215,456	-	-	-	-	-	215,456
519330	Valley	Signal	Valley FY19 Signal Rehab	414,195	-	-	-	-	-	414,195
519340	Valley	Communications	Valley FY19 Comm Rehab	69,760	-	-	-	-	-	69,760
519410	San Gabriel	Track	San Gabriel FY19 Track Rehab	1,950,721	-	-	1,300,499	-	-	3,251,220
519411	San Gabriel	Track	San Gabriel Replace Turnouts	729,044	-	-	486,029	-	-	1,215,073
519420	San Gabriel	Structures	San Gabriel LA Bridge Repl	444,538	-	-	296,359	-	-	740,897
519430	San Gabriel	Signal	San Gabriel Grade Xing Rehab	2,074,325	-	-	1,382,884	-	-	3,457,209
519440	San Gabriel	Communications	San Gabriel Wysd Comm Repl Pts	156,007	-	-	104,005	-	-	260,012
519510	Orange & Olive	Track	Orange/Olive Track Rehab	-	2,126,213	-	-	57,281	-	2,183,494
519520	Orange & Olive	Track	Orange/Olive ROW Grading/Ditching	-	79,066	-	-	-	-	79,066
519621	Orange	Structures	Orange Bridge Repl Des MP200.2	-	825,641	-	-	-	-	825,641
519630	Orange	Signal	Orange Signal Rehab	-	1,331,695	-	-	-	-	1,331,695
519640	Orange	Communications	Orange Comm Rehab	-	122,833	-	-	-	-	122,833
519710	River	Track	River LA Union Station Rehab	4,987,433	2,078,972	1,165,484	1,511,979	755,990	-	10,499,859
519711	River	Track	River Track Rehab	940,643	392,099	219,813	285,163	142,582	-	1,980,300
519712	River	Track	River LAUS Trk & Signal Rehab	1,670,813	696,465	390,443	506,520	253,260	-	3,517,500
519730	River	Signal	River Signal Rehab	1,030,688	229,915	207,915	269,728	134,864	-	1,873,110
519731	River Sub - East Bank	Signal	River East Bank Zone 2 Signal Rehab	52,030	21,688	12,159	15,774	7,887	242,674	352,212
519732	River Sub - West Bank	Signal	River West Bank P1 Sig Sys Rehab	1,323,143	551,542	309,198	401,122	200,561	-	2,785,565
519733	River Sub - East Bank	Signal	River East Bank Zone 1 Repl AC Meter	1,919	800	449	582	291	87,379	91,420
519740	River Sub - West Bank	Communications	River WB Comm Rplcmt Prts	79,815	33,270	18,651	24,197	12,098	-	168,032
519741	River Sub - East Bank	Communications	River East Bank Comm Rehab	6,623	2,761	1,548	2,008	1,004	30,892	44,835
519760	Systemwide	Facilities	Systemwide LAUS W Portal Exp	201,163	83,853	47,009	60,984	30,492	-	423,500
519910	Parris Valley	Track	PVL Track Rehab	-	-	2,538,074	-	-	-	2,538,074
519911	Parris Valley	Structures	PVL Box Springs Drainage	-	-	58,471	-	-	-	58,471
519940	Parris Valley	Communications	PVL Com Rehab	-	-	33,903	-	-	-	33,903
520010	Systemwide	Track	Rail Grinding FY20	451,074	188,027	105,409	136,747	68,373	-	949,630
520011	Systemwide	Track	Systemwide Lubrication Study	527,098	219,717	123,174	159,794	79,897	-	1,109,680
520050	Systemwide	Rolling Stock	GEN 1 HVAC OH Add'l 40 Cars	427,576	178,232	99,918	129,623	64,812	-	900,160
520051	Systemwide	Rolling Stock	HVAC OH 40 Rotem Passenger	599,486	249,891	140,091	181,739	90,870	-	1,262,077
520052	Systemwide	Rolling Stock	OH Rotem Car Side Door	286,338	119,358	66,913	86,806	43,403	-	602,816
520053	Systemwide	Rolling Stock	MP36 Loco & Tier IV Study	299,488	124,839	69,986	90,792	45,396	-	630,500
520060	Systemwide	Facilities	Facilities Rehabilitation	1,468,671	612,204	343,205	445,239	222,620	-	3,091,939
520061	Systemwide	Vehicle	Systemwide Non-Revenue Fleet	460,759	192,064	107,672	139,683	69,841	-	970,019

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520062	Systemwide	Vehicle	MOW Vehicle Replacement	1,450,542	604,647	338,969	439,743	219,872	-	3,053,773
520063	Systemwide	Facilities	CMF & EMF Mod Study	356,002	148,397	83,192	107,925	53,962	-	749,478
520110	Ventura - VC County	Track	Ventura Sub (VC) Track Rehab	-	-	-	-	1,813,900	-	1,813,900
520120	Ventura - VC County	Structures	Ventura (VC) Structures Rehab	-	-	-	-	2,425,000	-	2,425,000
520130	Ventura - VC County	Signal	Signal System (VC)	-	-	-	-	3,665,000	-	3,665,000
520140	Ventura - VC County	Communications	ATCS/PTC/CIS/BH Ven (VC)	-	-	-	-	183,791	-	183,791
520210	Ventura - LA County	Track	Ventura Sub (LA) Track Rehab	2,227,896	-	-	-	-	-	2,227,896
520240	Ventura - LA County	Communications	Ventura (LA) ATCS/PTC/CIS/Backhaul	369,182	-	-	-	-	-	369,182
520310	Valley	Track	Valley Sub Track Rehab	9,384,465	-	-	-	-	-	9,384,465
520330	Valley	Signal	Valley FY20 Signal Rehab	2,236,557	-	-	-	-	-	2,236,557
520331	Valley	Signal	Pedestrian Gates at Stations	1,455,015	-	-	-	-	-	1,455,015
520340	Valley	Communications	Valley ATCS/PTC/CIS/Backhaul	337,172	-	-	-	-	-	337,172
520410	San Gabriel	Track	San Gabriel Sub Track Rehab	4,236,960	-	-	2,824,640	-	-	7,061,600
520420	San Gabriel	Structures	San Gabriel Sub - Structure Rehab	1,346,166	-	-	897,444	-	-	2,243,610
520430	San Gabriel	Signal	Signal System (SG) Rehab	3,468,350	-	-	2,312,234	-	-	5,780,584
520440	San Gabriel	Communications	ATCS/PTC/CIS/BH (SG) Rehab	199,742	-	-	133,162	-	-	332,904
520610	Orange & Olive	Track	Orange/Olive Sub Track Rehab	-	7,013,100	-	-	-	-	7,013,100
520620	Orange	Structures	Orange Country Structures Rehab	-	2,308,600	-	-	-	-	2,308,600
520640	Orange	Communications	ATCS/PTC/CIS/BH Orange Rehab	-	583,649	-	-	-	-	583,649
520740	Riverside	Communications	ATCS/PTC/CIS/BH River	114,542	47,746	26,767	34,724	17,362	-	241,142
520940	Parris Valley	Communications	ATCS/PTC/CIS/BH San Jacinto PVL	-	-	305,162	-	-	-	305,162
52XXX	TBD (METRO)	Various	METRO Reprogramming/MOU2020	3,900,000	-	-	-	-	-	3,900,000
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	47,084	47,084
591804	Ventura - VC County	Facilities	Ventura VC Safety Improvements	-	-	-	-	157,707	43,563	201,270
591806	River	Track	LAUS Track & Signal Mod	-	-	-	-	-	9,434,605	9,434,605
591902	Orange	Track	Orange Sub Slope Stabilization	-	466,986	-	-	-	-	466,986
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	19,983	-	19,983
592120	Ventura - VC County	Structures	VC Bridge and Culvert Rehab	-	-	-	-	686,675	-	686,675
592210	Ventura - LA County	Track	Ventura-LA Tie & Turnout Repl	11,005	-	-	-	-	-	11,005
592220	Ventura - LA County	Structures	Ventura-LA Bridge MP 458.71	357,118	-	-	-	-	-	357,118
592310	Valley	Track	Valley Tie Repl MP 46-64	51,322	-	-	-	-	-	51,322
592320	Valley	Structures	Valley Bridge MP 50.64	143,261	-	-	-	-	-	143,261
592321	Valley	Structures	Valley Bridge MP 50.51	123,646	-	-	-	-	-	123,646
592322	Valley	Structures	Valley Bridge MP 50.77	148,078	-	-	-	-	-	148,078
592323	Valley	Structures	Valley Bridge MP 47.45	4,092	-	-	-	-	-	4,092
592324	Valley	Structures	Valley Bridge MP 50.46	80,992	-	-	-	-	-	80,992
592325	Valley	Structures	Valley Culvert MP 55.91	2,148	-	-	-	-	-	2,148
592420	San Gabriel	Structures	SG Repl Bridge MP 40.12 SOGR	228,969	-	-	152,659	-	-	381,627
592711	River	Track	River Repl CP Taylor Turnouts	19,798	8,253	4,627	6,002	3,001	-	41,680

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
592712	River Sub - East Bank	Track	River East Bank Zone 1 Rail&Tie	17,672	7,364	4,109	5,371	2,686	804,304	841,506
592713	River Sub - East Bank	Track	River EB Zone 2 Turnouts SOGR	3,738	1,564	880	1,130	577	17,475	25,363
593220	Ventura - LA County	Structures	Ventura LA Bridge 452.1	158,044	-	-	-	-	-	158,044
593310	Valley	Track	Valley Sub Lang,Actn To,Ties	144,985	-	-	-	-	-	144,985
593320	Valley	Structures	Valley Bridges SOGR PH2	1,626,038	-	-	-	-	-	1,626,038
593410	San Gabriel	Track	San Gabriel Sub Lark Ellen Xing	40,616	-	-	27,076	-	-	67,692
TOTAL				77,444,341	33,061,077	11,612,895	21,309,133	18,613,814	21,618,574	183,659,834



METROLINK.

FY2020-21 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Systemwide	Track	Empire Ave./I5 Widening Burbank	-	-	-	-	-	374,603	374,603
416001	Systemwide	Security	Maint. Fac. Hardening	-	-	-	-	-	1,581,121	1,581,121
416002	Systemwide	Security	Systemwide SOC at DOC ENH	-	-	-	-	-	42,538	42,538
417001	Systemwide	Security	Station Surveillance	-	-	-	-	-	2,387,679	2,387,679
418001	Systemwide	Communications	Security Data Network	-	-	-	-	-	4,214,177	4,214,177
418003	Orange	Signal	San Juan Capistrano Siding-Con	-	-	-	-	-	771,570	771,570
418004	San Gabriel	Communications	SG Redlands Pass. Rail PTC	-	-	-	7,742,560	-	-	7,742,560
418005	River	Track	CMF N END Connet Des	485,288	-	80,040	103,836	-	51,918	721,081
418006	Valley	Structures	Tunnel 25 Safety & Security	-	-	-	-	-	2,855,377	2,855,377
419001	Orange	Facilities	Orange Irvine Maint Fac PH 1	-	133,250	-	-	-	-	133,250
419002	Perris Valley	Communications	Santiago Peak Microwaves	-	-	118,246	-	-	-	118,246
419003	Riverside	Structures	Riverside Layover Facility-Con	-	-	146,646	-	-	-	146,646
419004	Orange	Structures	Orange/San Juan Creek Bridge	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Olive	Track	Imrpov to Anaheim Canyon Station	-	8,997,821	-	-	-	-	8,997,821
420001	River	Signal	Riverside Yard Switch	146,228	-	206,133	68,620	-	-	420,980
420002	Systemwide	Communications	Systemwide PTC Shake Alert	-	-	-	-	-	2,407,362	2,407,362
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	1,000,756	1,000,756
450121	Systemwide	Communications	PTC Upscaling Onboard	-	-	-	-	-	34,848	34,848
450122	Systemwide	Communications	PTS Wayside Upgrade	-	-	-	-	-	14,000	14,000
450123	Systemwide	Communications	PTC Wayside Hardward	-	-	-	-	-	56,000	56,000
613005	Systemwide	Rolling Stock	TIER 4 Locomotive Proc- T/TASK	-	-	-	-	-	50,471,276	50,471,276
616002	Systemwide	Rolling Stock	TIER 4 Locomotives 21-37	-	-	-	-	-	8,776,094	8,776,094
616003	Systemwide	Rolling Stock	TIER 4 Locomotives 38-39 NON-FED	-	-	-	-	-	6,123,180	6,123,180
618001	Systemwide	IT	Ticket Vending Machine Replacement	7,056,336	1,301,411	2,599,666	2,145,396	3,433,681	657,248	17,193,737
618002	Systemwide	IT	Systemwide Defribs for Cab Cars	-	-	-	-	-	87,811	87,811
620001	Systemwide	Signal	Trailerized Back-up Generator	48,807	20,345	11,405	14,796	7,398	-	102,752
620002	Systemwide	Facilities	Tamper, Stabilizer, Regulator	-	-	-	-	-	3,048,268	3,048,268
620003	Systemwide	Facilities	Specialized Mtc Equip Phase I	506,839	211,272	118,440	153,652	76,826	-	1,067,029
TOTAL				8,243,497	28,242,030	3,280,576	10,228,859	3,517,906	105,639,417	159,152,284



Board Report

File #: 2020-0509, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 16, 2020

SUBJECT: METRO VANPOOL VEHICLE SUPPLIER BENCH CONTRACTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the first one-year option in an amount not to exceed \$9 million increasing the total contract value from \$18 million to \$27 million, and extending the period of performance from October 1, 2020 to September 30, 2021.

ISSUE

On July 26, 2018, the Metro Board approved a Vanpool Vehicle Supplier Bench Contract for a two-year base period, with three, one-year options for a total value of \$45 million (Attachment B). The two-year base contract ended July 31, 2020 and a short-term extension was executed through September 30, 2020.

BACKGROUND

The Metro Vanpool Program was launched in May 2007 and has become an industry leader in providing a mobility option to employers and commuters, significantly reducing traffic congestion while improving air quality throughout Southern California. This program contributes to the reduction of more than 100 million vehicle miles traveled (VMT) annually produced by single-occupancy vehicles (SOVs) in Los Angeles County. Thousands of additional cars would be on the road without this highly successful program. In addition, Metro Vanpool generates approximately \$20 million annually of federal funding for the agency.

The Metro Vanpool Program is managed by Metro's Transportation Demand Management (TDM) team in the Countywide Planning & Development Department. The program supports Metro's vision of increasing the percent usage of transportation modes and reducing solo driving as outlined in the Metro Vision 2028 Strategic Plan.

DISCUSSION

In July 2018, the Metro Board authorized a Vanpool Vehicle Supplier Bench Contract to three Vehicle Suppliers for a two-year base period for an amount not to exceed \$18,000,000, with three one-year options, each in an amount not to exceed \$9,000,000, for a total value of not-to-exceed amount of \$45,000,000 (Attachment B). These contracts were awarded to three suppliers, Airport Van Rental, Green Commuter, and Enterprise Rideshare (a division of Enterprise Holdings).

The Metro Vanpool Program Bench contracts were established to offer commuters multiple vendor options to secure lease vehicle services. Each contract effectively buys down the cost of eligible public vanpool leasing fares to the end user. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$500 per month. In addition, Vehicle Suppliers provide vehicles that are compliant with the Americans with Disabilities Act (ADA) upon request.

Currently, the Metro Vanpool Program provides subsidies to 1,251 registered vans. In FY19, the program recorded more than 28.6 million vehicle revenue miles and delivered over 3.2 million passenger trips for a total of \$7 million in vanpool subsidies or \$2.17 per passenger trip. The program greatly reduces vehicle miles traveled throughout Los Angeles County. Although COVID-19 has impacted the Metro Vanpool Program, the program is implementing a three-phased recovery plan and is expected to be back to normal operations by the third quarter of FY21.

All vanpool operating and expense data are collected, validated, recorded, and reported to the Federal Transit Administration (FTA) as part of Metro's annual National Transit Database (NTD) report. The NTD is the system through which the FTA collects uniform data required by the Secretary of Transportation to administer department programs. The data reported is used in formula calculations which apportion federal grants to the region, including through FTA Sections 5307 and 5339.

In an effort to continuously improve the Metro Vanpool Program, a new software system was launched in July 2020. This software considerably improves all processes related to operating and managing the program. The monthly reporting process by participants will be more user friendly, provide self-service options, and increase accuracy and performance. The submittal of reports by staff to the NTD will also be streamlined. In addition, the new software will include a new mobile app for the program's participants. Additional outreach and marketing activities are forthcoming.

Equity Platform

The program supports Pillar II. Listen and Learn as well as Pillar III. Focus and Deliver. Metro Vanpool provides a public service to commuters and is committed to implementing a program that is equitable in all aspects, including ADA compliance and one that stands against discrimination.

DETERMINATION OF SAFETY IMPACT

The Board's action will not have a negative impact on the safety of Metro's patrons or employees. In addition, the Metro Vanpool Program has demonstrated effectiveness in reducing the number of cars

on the road during the peak commute period which contributes to public safety.

FINANCIAL IMPACT

Approval of this recommendation will not impact the FY21 budget, since funding for this contract is already included under Project 405547, Task 02.07, Cost Center 4540 (Regional Rideshare/Shared Mobility). Due to administrative time and logistical coordination, staff anticipates the billable amount will begin to apply from the second quarter of FY21, with most of the billing occurring in the third and fourth quarters. Since this is a multi-year project, the Cost Center Manager and Chief Planning Officer will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The funding source for this action is Proposition C 25% Streets & Highway and is not eligible for bus and rail operating and capital expenditures. In addition, FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program are estimated to increase funds available for Metro departments including Operations expenditures by approximately \$20 million.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following strategic plan goals:

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

ALTERNATIVES CONSIDERED

The Board could choose not to modify the contract and allow the Base contract to end September 30, 2020. Staff does not recommend this because the vanpool program is an important commute option in Los Angeles County. Existing vanpools rely on receiving subsidies from the Metro Vanpool Program to offset the cost and would likely cease operation if the program ended. This would result in decreased reporting to NTD and less federal funds reimbursed to Metro. Additionally, vanpooling reduces congestion by decreasing the number of SOVs commuting to worksites during peak hours. Vanpools also allow employers to meet Average Vehicle Ridership (AVR) targets and reduce greenhouse gas emissions.

NEXT STEPS

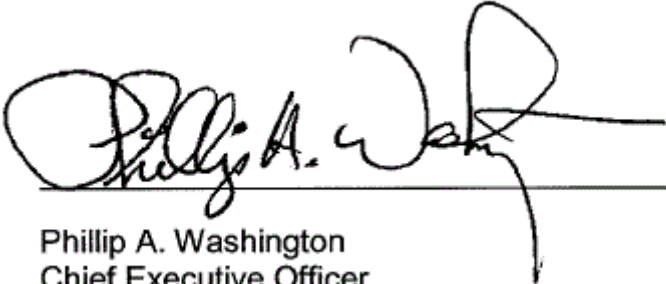
Upon Board approval, staff will execute Contract Modification No. 2 for Option Year 1 of the Vanpool Vehicle Supplier Bench Contracts Nos. PS10754300051491 for Airport Van Rentals, PS10754400051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings).

ATTACHMENTS

Attachment A - Procurement Summary
Attachment A-1 - Contract Modification/Change Order Log
Attachment B - July 2018 Board Report
Attachment C - DEOD Summary

Prepared by: Neha Chawla, Manager, Countywide Planning & Development, (213) 922-3984
Martin Buford, Senior Manager, Countywide Planning & Development, (213) 922-2601
Paula Carvajal-Paez, Senior Director, Countywide Planning & Development, (213) 922-4258
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

CONTRACT MODIFICATION/CHANGE ORDER LOG
VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of performance extension through 9/30/20	Approved	7/30/20	\$0
2	Exercise One-Year Option	Pending	Pending	\$9,000,000
	Modification Total:			\$9,000,000
	Original Contract:	Approved	7/26/18	\$18,000,000
	Total:			\$27,000,000

PROCUREMENT SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH / PS10754X00051491

1.	Contract Number: PS10754400051491, PS10754300051491, PS10754500051491		
2.	Contractor: Airport Van Rental, Green Commuter and Enterprise Rideshare (a division of Enterprise Holdings)		
3.	Mod. Work Description: Exercise One-Year Option Term		
4.	Contract Work Description: Vanpool Vehicle Supplier Bench		
5.	The following data is current as of: 8/5/2020		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/26/18	Contract Award Amount: \$18,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	7/31/20	Pending Modifications (including this action): \$9,000,000
	Current Est. Complete Date:	9/30/21	Current Contract Value (with this action): \$27,000,000
7.	Contract Administrator: Gina Romo		Telephone Number: (213) 922-7558
8.	Project Manager: Martin Buford		Telephone Number: (213) 922-2601

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued to exercise the first one-year option term of the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 to Airport Van Rental, PS10754300051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings).

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit prices.

On July 26, 2018, the Board awarded firm fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Green Commuter, PS10754400051491 to Airport Van Rental, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not exceed \$18,000,000, with three, one-year options, each in an amount not to exceed \$9,000,000, for a total not to exceed amount of \$45,000,000 effective August 1, 2018.

Refer to Attachment A-1 - Contract Modification/Change Order Log.

B. Price Analysis

Metro has established a baseline for monthly vanpool subsidy payments of up to 50% of the total monthly lease, not-to-exceed \$500 per month, per approved vanpool. Metro will continue to pay this monthly amount directly to the vanpool vehicle suppliers.

Metro

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



Board Report

File #: 2018-0339, File Type: Contract

Agenda Number: 25.

**PLANNING AND PROGRAMMING COMMITTEE
JULY 18, 2018**

**SUBJECT: VANPOOL VEHICLE SUPPLIER
BENCH CONTRACT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Airport Van Rental, PS10754400051491 to Green Commuter, and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings) for a two-year base period for an amount not to exceed \$18,000,000, with three, one-year options, each in an amount not to exceed \$9,000,000, for a total not-to-exceed amount of \$45,000,000 effective August 1, 2018, subject to resolution of protest(s) if any; and
- B. INCREASING the maximum subsidy from \$400 per month to \$500 per month for Metro Vanpool Program users.

ISSUE

Through June 2018, Metro has authorized 1,291 public vanpool service routes with vehicle leases contracted through the existing bench of vanpool vehicle suppliers. The current Metro Vanpool Program transportation contracts will expire October 31, 2018. Staff is requesting authorization to execute contracts with the above-named vanpool vehicle leasing suppliers to continue delivering our vanpool service.

DISCUSSION

Metro launched the Vanpool Program in May 2007, adding the vanpool mode of public transport to the Metro family of services. In May 2013, the Board of Directors authorized the CEO to execute five-year vanpool vehicle supplier bench contracts in an amount not to exceed \$35,732,400 for vanpool vehicle lease services necessary to implement the Metro Vanpool Program. Staff is requesting authorization to execute new contracts with the above-named vanpool vehicle leasing suppliers to continue delivering the Metro Vanpool Program region-wide.

The Metro Vanpool Program

Bench contracts were established to offer commuters multiple vendor options to secure lease vehicle services. Each contract effectively buys down the cost of eligible public vanpool leasing fares to the end user. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive fare subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$500 per month. Staff is proposing an increase in the maximum subsidy from \$400 to \$500 due to inflation since the program's inception in May 2007 and the recent increases in the lease fares charged by our Vehicle Suppliers. See Attachment C for more analysis.

Individual qualified vanpools that execute agreements with Metro must operate commuter service with vehicles leased from Metro-contracted vehicle suppliers, commute to Los Angeles County worksites, be open to any fare-paying commuter regardless of employer affiliation, and report specific operating data to Metro.

All vanpool operating and expense data are collected, validated, recorded, and reported to the Federal Transit Administration (FTA) as part of Metro's annual National Transit Database (NTD) report. The NTD is the system through which FTA collects uniform data required by the Secretary of Transportation to administer department programs. The data reported is used in formula calculations which apportion federal grants to the region.

Performance and Vanpool Vehicle Budget

The Metro Vanpool Program is one of the leading public vanpool programs in the country. As of June 2018, the Metro Vanpool Program includes nearly 1,300 public vanpool routes in service.

Not only has the program added a new mode to Metro's family of services, it also has increased the Sections 5307 and 5339 federal formula funding generated to the region. While program expenditures in FY17 totaled \$8 million, an estimated \$20 million in new federal formula revenues will be generated to the region as a result of the service.

In FY17, Metro Vanpool services included 1,296 public vanpool routes that recorded over 30.7 million vehicle revenue miles and delivered over 3.8 million passenger trips for a total of \$6.3 million in vanpool subsidies or \$1.68 per passenger trip.

DETERMINATION OF SAFETY IMPACT

The Metro Vanpool Program has demonstrated effectiveness in reducing the number of cars on the road during the peak commute period which contributes to public safety. In FY17, the Program averaged 5.8 people per trip. We removed an estimated 146.3 million vehicle miles traveled. Safety is our number one priority at the Metro Vanpool Program. We have made additions to our statement of work to require additional safety training for those enrolled in the Metro Vanpool Program.

FINANCIAL IMPACT

The FY19 Budget for vanpool vehicle subsidies is \$7,200,000 in Proposition C 25% Streets & Highway funding in Cost Center 4540, Regional Rideshare Research & Development, Project

405547, Task 02.07, sufficient to cover vanpool vehicle supplier costs through FY19. The Prop C 25% funds are from a Regional Rideshare grant programmed in the Transportation Improvement Program (TIP) pursuant to the Long Range Transportation Plan priorities. Since activities related to this action are provided through multi-year contracts, the Cost Center manager, project manager, and Executive Officer will be accountable for budgeting costs in future years once the final contracts are executed.

Impact to Budget

The source of funds for this action are from Proposition C 25% Streets & Highway and are not eligible to fund bus and rail operating and capital expenditures. FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program will increase the amount of funds available for bus and rail capital expenditures. In FY17 an estimated \$20 million in FTA Section 5307 and 5339 grant funds was generated through the Metro Vanpool Program.

ALTERNATIVES CONSIDERED

The alternative is to allow the current contracts to expire and discontinue operation of the Metro Vanpool Program at that time. Staff does not recommend this because the vanpool program provides an important commute option for the county's long-distance commuters -- a market not readily served by other Metro transit modes offered to the public. Most of the existing vanpools operating today were established through the Metro Vanpool Program and would likely cease operation if the program were to end. In addition, the program generates significant additional net revenues annually.

NEXT STEPS

Upon Board approval, staff will execute the Bench contracts. Staff will continue to provide reports to the Board on program performance and progress.

ATTACHMENTS

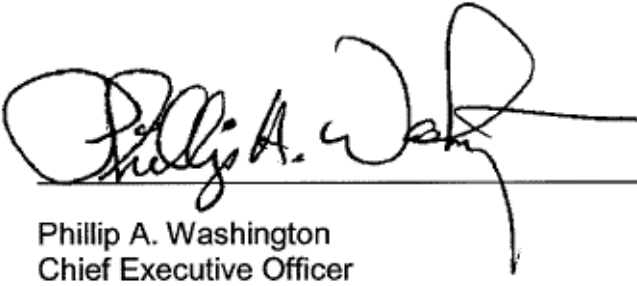
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Average Lease Fare Analysis and Staff Subsidy Recommendation

Prepared by: Kevin Holliday, Metro Vanpool Program Manager, (213) 922-2459
Dolores Roybal Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3033
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

1.	Contract Number: PS10754300051491, PS10754400051491, PS10754500051491	
2.	Recommended Vendor(s): Airport Van Rental Green Commuter Enterprise Rideshare (a division of Enterprise Holdings)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 27, 2018	
	B. Advertised/Publicized: February 27, 2018	
	C. Pre-Proposal Conference: March 8, 2018	
	D. Proposals Due: April 2, 2018	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: May 1, 2018	
	G. Protest Period End Date: July 20, 2018	
5.	Solicitations Picked up/Downloaded: 11	Bids/Proposals Received: 3
6.	Contract Administrator: Gina Romo	Telephone Number: (213) 922-7558
7.	Project Manager: Kevin Holliday	Telephone Number: (213) 922-2459

A. Procurement Background

This Board Action is to approve three bench contracts for vehicle vanpool suppliers in support of Metro's Vanpool Program by offering monthly subsidy payments to provide leased vehicles to Metro's Vanpool Program volunteer participants. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price subsidy reimbursement (not-to-exceed \$500 per month paid to contractors to support each authorized vanpool lease). The total aggregated value of all contracts under the Vanpool Vehicle Supplier Bench for vanpool lease services shall not exceed \$45,000,000 for five years, inclusive of three, one-year options.

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

- No. 1, issued on March 26, 2018, updated the RFP document number, the proposal validation period and provided the Annual Lease Price Worksheet document.

A pre-proposal conference was held on March 8, 2018, and was attended by five individuals, representing three firms. A total of 17 questions were asked and responses were released prior to the proposal due date.

A total of 11 firms downloaded the RFP and were included in the planholder's list. Three proposals were received on April 2, 2018.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Shared Mobility and Implementation department and from San Bernardino County Transit Authority was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated using the following pass/fail criteria established in the RFP:

- Minimum three years of experience in public vanpool contracting, vehicle rental, car sharing, or similar function.
- Fleet availability of seven-passenger vehicles meeting the terms as outlined in the Statement of Work (SOW).
- Evidence of ability to provide vanpool vehicles that are compliant with the American with Disabilities Act of 1990.
- Provision of vehicles at delivery/in-service that shall minimally meet the vehicle specifications as stated in the SOW.
- Month-to-month driver agreement in place and sample(s) submitted.
- Supplier's Annual Lease Price Worksheet submitted in accordance with instructions included and within the SOW.
- Key personnel resumes submitted with staff allocation plan included.
- Documented plan for interface with Metro's Project Manager and staff.
- Provides a schedule and plan for regular vehicle maintenance and unscheduled emergency road and repair services.
- Provides documentation of procedures that reimburses vanpool drivers for incidental expenses or emergency repairs incurred by volunteer participant/group and/or 3rd party.
- Documented vanpool driver selection and approval process.
- Vanpool driver safety and training program in place sufficient to ensure driver proficiency in safe vehicle operations.
- Documented vanpool route and/or rider recruitment advertising plan.

The pass/fail criteria are appropriate and consistent with criteria developed for other similar vanpool vehicle supplier services.

All three proposals received were determined to be within the competitive range and are listed below in alphabetical order:

1. Airport Van Rental
2. Enterprise Rideshare, a division of Enterprise Holdings
3. Green Commuter

The PET independently evaluated the technical proposals according to the pass/fail criteria during the period of April 4 through April 17, 2018.

The PET interviewed all three firms on April 18, 2018. The firms had an opportunity to present their proposed project manager, the team's qualifications and respond to questions from the PET. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Each team was asked questions relative to their ramp-up protocol and ability to enroll over 1,000 vanpools and provide vehicles, each team's reporting process to capture fleet agreement participants, each team's safety processes, and how each team would handle Americans with Disabilities Act compliance.

The final evaluation, after the oral presentations, determined all three firms to be technically qualified to be included on the bench.

Qualifications Summary of Firms within the Competitive Range:

Airport Van Rental (AVR)

AVR is a local Los Angeles based van rental company. They have experience in several large metropolitan markets including San Francisco, Sacramento, San Jose, Las Vegas, Chicago, Indianapolis, Houston, as well as the southern California cities of Los Angeles, Long Beach, Costa Mesa, San Diego, and Ontario. They have an established fleet and management team and have recently added a former vRide operational manager, with over 13 years of vanpool experience, to the team to assist with the Metro contract. AVR has the manufacturer relationships to add vehicles to the fleet as necessary to ensure vehicles are always available for volunteer participants. They are continuously working to enhance their customer experience. AVR provided a strong well thought-out proposal exhibiting both recent and long term relevant van rental experience.

Green Commuter (GC)

GC is an all-electric vanpooling, car share and fleet replacement company. They initiated the nation's first all-electric vanpool service featuring the Tesla Model X in 2017. GC provides an alternative to traditional gasoline fuel vehicles. Their inclusion in the vehicle supplier bench allows Metro the opportunity to offer volunteer participants the choice of a green vehicle option. GC currently offers vanpool service to Raytheon and FedEx in the greater Los Angeles area.

Enterprise Rideshare, a division of Enterprise Holdings (ER)

ER is an incumbent to the Metro Vanpool Program with a 23-year history of leasing vehicles for public vanpools. Enterprise began their ride share program in California in 1994. They have a dedicated team for vanpool and a fleet of vanpool vehicles with the maintenance and customer service representatives to support them.

The following is a summary of the PET evaluation.

	FIRM	Pass/Fail
1	Airport Van Rental (AVR)	Pass
2	Green Commuter	Pass
3	Enterprise RideShare a division of Enterprise Holdings	Pass

C. Price Analysis

Metro has established a baseline for monthly vanpool subsidy payments of up to 50% of total monthly lease, not-to-exceed \$500 per month, per approved vanpool. Metro will pay this monthly amount directly to the vanpool vehicle suppliers.

D. Background on Recommended Contractor

AVR was founded in 2007 and is located in Los Angeles specializing in providing van rentals in large cities throughout the nation. As of May 2018, AVR was fully approved by the Victor Valley Transit Authority as a supplier for vanpool services.

GC was founded in 2014 and is located in Los Angeles. Although they are relatively new to the vanpool market, they offer a niche for a green alternative that has not been previously available to the region. They initiated a car sharing programming in Chattanooga, Tennessee that further advances the innovative opportunities for alternative vehicle uses in transit.

ER is Metro's incumbent vanpool service provider and has over 60 years of experience in the vanpool industry. Enterprise has over 400 locations and nearly 5,000 rental employees in Southern California to assist Metro and volunteer participants.

DEOD SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

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 lack of subcontracting opportunities. Metro's project manager confirmed that based on industry practices, it is expected that the prime contractors awarded on this bench will provide all the services, equipment, and/or materials necessary to implement the Metro Vanpool Program. The resulting product effectively creates a "co-leasing" relationship between commuters (public users) through Metro authorized vanpool vehicle suppliers, with no direct purchases for these services.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) 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.

Metro Vanpool Program: Average Lease Fare Analysis and Staff Subsidy Recommendation

Staff finds three reasons to review our current maximum subsidy. First, it has shrunk in value due to inflation. Had the subsidy amount increased by the Los Angeles County CPI, it would stand at \$484 today. Second, our commuters are facing higher average lease fares. As of April 2018 our average monthly lease fare (the total amount charged to lease the vanpool vehicle before subsidy) was \$1,048. This is the highest it has ever been and we can reasonably assume that lease fares will increase. At the current rate, we forecast an average lease fare of \$1,123 by the end of Fiscal Year 2019. See below for a chart showing the recent and forecasted growth in lease fares. Third, the current maximum was set at the program’s inception 11 years ago in May 2007. We have not updated our subsidy in over a decade. Therefore, staff is proposing to increase the maximum subsidy amount 25 percent from \$400 to \$500. We think that the change to \$500 is reasonable, fair, and consistent with goals of the Metro Vanpool Program.

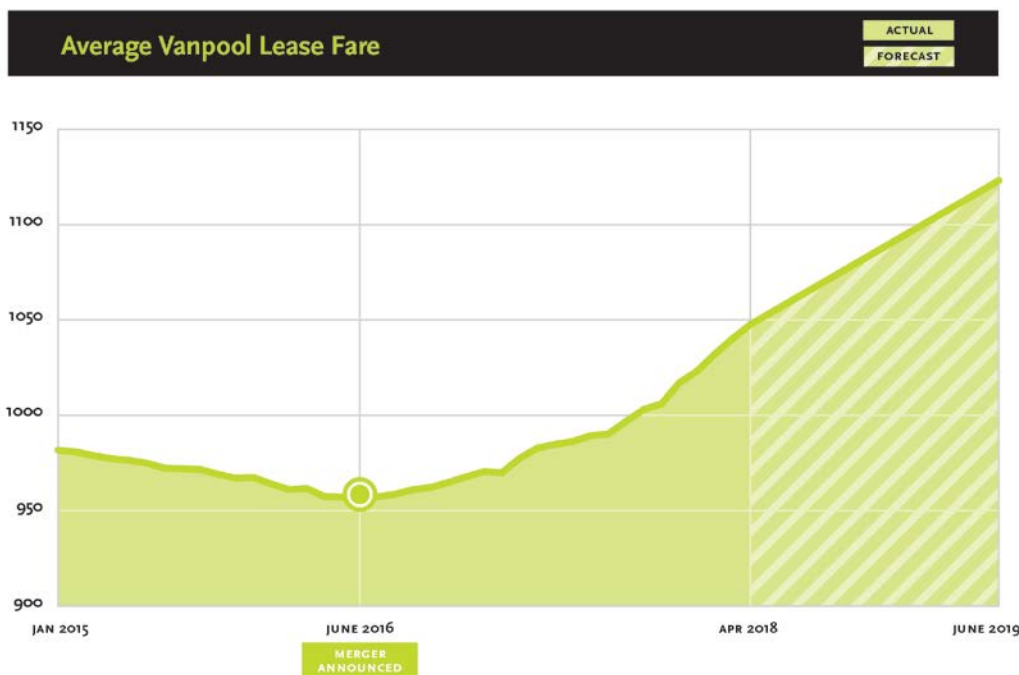


Figure 1: Average Lease Fare from January 2015 to June 2019

The graph above shows our monthly average lease fares since January 2015. We recorded our lowest average lease fare in May of 2016 at \$957. The average lease fare begins to increase around the time of the merger of Enterprise and vRide in June of 2016. With two new suppliers on the bench, we are hopeful increased competition will stabilize the growth of vanpool lease fares. However, even with new Vehicle Suppliers on the bench, lease fares are unlikely to fall significantly. We based our projections for the period of May 2018 to June 2019 on the average increase in lease fares over the 12-month period of May 2017 to April 2018.

DEOD SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS10754X00051491

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 lack of subcontracting opportunities. Metro's project manager confirmed that based on industry practices, it is expected that the prime contractors awarded on this bench will provide all the services, equipment, and/or materials necessary to implement the Metro Vanpool Program. The resulting product effectively creates a "co-leasing" relationship between commuters (public users) through Metro authorized vanpool vehicle suppliers, with no direct purchases for these services.

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.

A. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0409, File Type: Appointment

Agenda Number: 16.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2020

SUBJECT: MEMBERSHIP ON METRO’S WESTSIDE CENTRAL SERVICE COUNCILS

ACTION: APPROVE NOMINATION

RECOMMENDATION

APPROVE Cynthia Rose for membership on Metro’s Westside Central Service Council.

ISSUE

Each Metro Service Council is comprised of nine Representatives that serve a term 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.

DISCUSSION

The individual listed below has been nominated to serve by the Westside Central Service Council’s appointing authority for this currently vacant seat. If approved by the Board, this appointment will serve the remainder of the seat’s three-year term. A brief listing of qualifications for the new nominee and the nomination letter from the nominating authority is provided:

- A. Cynthia Rose, Westside Central Service Council, New Appointment
Nominated by: Third District Supervisor Sheila Kuehl
Term Ending: June 30, 2023

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. Demographics of the Service Council region and ridership where this appointment is to be made are provided with a comparison to the demographic composition of the Council, should this appointment be approved.

Westside Central

The demographics of the Westside Central Cities (WSC) Service Council with this appointment are compared below to the demographics of the region as detailed in the 2018 American Community

Survey, and the ridership within the region as reflected in Metro’s 2019 Metro Patrons survey:

Race	Hispanic	White	Asian	Black	Native	Other
WSC Membership	44% (4)	11% (1)	11% (1)	33% (3)	(0)	(0)
WSC Region	43%	31%	13%	9%	.02%	3%
WSC Ridership	66%	7%	7%	16%	1%	4

The demographic makeup of the Westside Central Service Council with the appointment of this nominee will consist of four (4) Hispanic members, one (1) White members, three (3) Black members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity.

The gender breakdown of the Council will be six (6) men and three (3) women.

Gender	Male	Female	Non-Binary
WSC Membership	6 (66%)	3 (33%)	0%
WSC Ridership	45%	54%	1%

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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

Staff will continue to monitor the major contributors to the quality of bus service from the customer’s perspective, and share that information with the Service Councils for use in their work to plan and to implement and improve bus service in their areas and the customer experience using our bus service.

ATTACHMENTS


- Attachment A - Nominee Listing of Qualifications
- Attachment B - Nomination Letter

Prepared by: Conan Cheung, Sr. Executive Officer, Service Development, Scheduling

and Analysis, (213) 418-3034

Dolores Ramos, Chief Administrative Analyst, Regional Service Councils, (213) 922-1210

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Cynthia Rose, Nominee for Westside Central Cities Service Council



Cynthia Rose is a long-time Santa Monica resident, safe-streets advocate, and director of the Santa Monica chapter of the L.A. County Bicycle Coalition, Santa Monica SPOKE. In 2016, she was awarded the Alliance for Biking & Walking Susie Stephens Joyful Enthusiasm Award at the National Bike Summit. She was instrumental in establishing the first public bike-share program in Los Angeles County, Breeze Bike Share. She is a strong advocate for the implementation of Complete Streets Policies, which support and protect all users (pedestrians & people on bikes) and the use of public transit for a healthier, safer, more sustainable environment for the community at large.

In addition to her local advocacy, Ms. Rose is currently Board Chair of the California Bicycle Coalition and previous board member of the Los Angeles County Bicycle Coalition and Sustainable Streets. Cynthia is a certified cycling instructor with the League of American Bicyclists.

APPOINTING AUTHORITY NOMINATION LETTERS

Westside Central Service Council



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

KENNETH HAHN HALL OF ADMINISTRATION
500 W. TEMPLE ST., SUITE 821, LOS ANGELES, CALIFORNIA 90012

SHEILA KUEHL
SUPERVISOR, THIRD DISTRICT

August 24, 2020

Ms. Doiores Ramos
Chief Administrative Analyst
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos,

This letter serves as the recommendation to appoint Cynthia Rose to serve as the Third District representative on the Westside Central Service Council for the term of July 1, 2020 - June 30, 2023.

I am confident that Ms. Rose's knowledge, advocacy, and experience in the fields of transportation infrastructure and cycling will serve the Westside Central Service Council well.

Please let me know if you need any additional information. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Sheila Kuehl".

Sheila Kuehl
Supervisor, Third District



Board Report

File #: 2020-0472, File Type: Contract

Agenda Number: 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 17, 2020

SUBJECT: SPARK PLUGS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, indefinite delivery/indefinite quantity Contract No. MA69672000 to Cummins Incorporated, the lowest responsive and responsible bidder for spark plugs for Metro's bus engines. The Contract one-year base amount is \$909,973 inclusive of sales tax, and the one-year option amount is \$939,154, inclusive of sales tax, for a total contract amount of \$1,849,127, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of spark plugs which are required to maintain the safe and reliable operation of the Cummins natural gas engines in the current bus fleet. Award of this contract will ensure that Bus Maintenance has adequate inventory to repair and maintain the buses according to Metro maintenance standards.

BACKGROUND

Natural gas vehicle engines use an ignition system, including spark plugs and coils, to ignite a fuel/oxygen mixture. The spark plugs in the ignition system are a critical part of the engine operation. Ignition problems can significantly impact engine performance. Engine manufacturers identify specific mileage intervals for spark plug replacement to avoid performance problems and unnecessary engine failures that could result in increased maintenance costs.

DISCUSSION

Spark plugs are an electrical ignition device that fits into the cylinder head of a natural gas engine and ignites the air-fuel mixture needed for combustion to power the engine. In accordance with manufacturer's recommendations, spark plugs are required to be changed at pre-determined intervals based on mileage. Replacement of the spark plugs are essential for the proper maintenance of Metro's bus fleet and ensures that bus engines run efficiently, and as designed. The spark plugs are required for installation on the entire natural gas bus fleet which have Cummins 8.9 ISLG and

L9N Near-Zero engines installed.

The contract to be awarded is a “requirements type” agreement in which Metro commits to order spark plugs up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order all of the spark plugs that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation.

Spark Plugs will be purchased, maintained in inventory and managed by Material Management. As spark plugs are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will result in a positive impact on safety by ensuring bus operating divisions have an adequate inventory of parts to maintain the bus fleet according to engine manufacturer preventive maintenance requirements and Metro Maintenance standards. Ensuring an adequate supply of critical parts ensures the performance and reliability of the bus fleet which will have a beneficial impact on system safety.

FINANCIAL IMPACT

Subject to Board approval of the FY21 budget, funding of \$909,973 for these parts is included under multiple bus operating cost centers in project 306002 Operations Maintenance under line 50441, Parts - Revenue Vehicle.

Since this is a multi-year contract, the cost center managers and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years including any option exercised.

Impact to Budget

The current sources of funds for this project are Federal, State and Local sources including fares. Using these funding sources maximizes the allowable project funding designations given approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of spark plugs for the Cummins natural gas engines supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The installation of spark plugs at recommended mileages will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure spark plugs on the open market on an as-needed basis. This approach is not recommended since it does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for spark plugs will be fulfilled under the provisions of the contract.

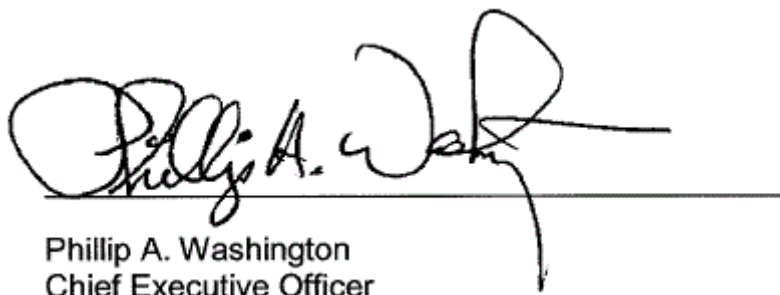
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

Reviewed by: Debra Avila, Chief Vendor/Contract Management (213) 418-3051
James T. Gallagher, Chief Operations Officer (213) 418-3108



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY
PURCHASE OF SPARK PLUGS CUMMINS
CONTRACT NO. MA69672000

1.	Contract Number: MA69672000	
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: 5/18/20	
	B. Advertised/Publicized: 5/18/20	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 6/18/20	
	E. Pre-Qualification Completed: 6/30/20	
	F. Conflict of Interest Form Submitted to Ethics: 6/25/20	
	G. Protest Period End Date: : 9/25/20	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 2
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No. MA69672000 for the procurement of Cummins Spark Plugs. Board approval of contract awards are subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA69672 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendment was issued during the solicitation phase of this IFB.

A total of two bids were received on June 18, 2020.

1. Cummins Inc.
2. CBM USA Inc.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. There were two bids that were deemed responsive and responsible to the IFB requirements

The recommended firm, Cummins Inc., the lowest responsive and responsible bidder was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Cummins Inc. has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Cummins Inc.	\$1,849,126.50	\$2,225,932
CBM USA, Inc.	\$1,904,678.50	

D. Background on Recommended Contractor

The recommended firm, Cummins Inc. (Cummins) is located in Irvine, CA has been in business for one hundred (100) years. Cummins has provided similar products for Metro and other agencies including Orange County Transit Authority, San Diego Metropolitan Transit System, and Santa Monica Big Blue Bus and numerous other transit proprietries that are available upon request. Cummins has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

SPARK PLUGS / MA69672000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this 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	2.00%
Total Commitment			2.00%

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 #: 2020-0498, File Type: Contract

Agenda Number: 18.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 17, 2020

SUBJECT: HERBICIDE APPLICATION SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 9 to Contract No. OP33673325 with Conejo Crest Landscape Maintenance, Inc., for herbicide application services to increase the contract authority by \$330,000 increasing the total contract value from \$2,026,594.55 to \$2,356,594.55 and extending the period of performance from December 1, 2020 to November 30, 2021.

ISSUE

The existing contract will expire on November 30, 2020. To continue providing the required regular herbicide application and vegetation control services, additional contract authority and time extension are necessary to ensure service continuity and avoid any interruption to Metro's operations.

BACKGROUND

On January 29, 2015, Metro Board of Directors authorized the Chief Executive Officer to award a firm fixed unit rate Contract No. OP33673325 to Conejo Crest Landscape Maintenance, Inc., the lowest responsive and responsible bidder, for herbicide application and vegetation control services effective March 1, 2015.

Under the existing contract, herbicide application services are performed throughout approximately 195 miles of active and inactive Metro owned ROWs. In February 2016 and thereafter, herbicide application services were expanded to include the additional service areas of Metro Bus Operating Division 13, Metro Foothill Extension and Expo Line Phase II.

DISCUSSION

This contract is integral in support of Metro's position to comply with California Public Utilities Commission (CPUC) regulations and local municipal codes to reduce fire hazards and mitigate complaints from adjacent property owners. Noxious weed growth, if not controlled, can propagate and invade neighboring properties. In addition, weed abatement on operational ROWs is necessary

to maintain drainage, allow for inspection, prevent wheel slippage or sliding, maintain visibility of wayside signs and signals, and facilitate track maintenance.

The Diversity and Economic Opportunity Department (DEOD) established a 5% RC DBE goal for this contract. Conejo Crest Landscape Maintenance, Inc. made a 15.5% DBE commitment. The project is 93% complete and Conejo Crest Landscape Maintenance, Inc. exceeded the goal by 10.5%, with 15.5% DBE participation.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity to provide on-going herbicide application and vegetation control services to support operations, facilitate critical track maintenance, improve Metro bus and rail facilities overall appearance and cleanliness and continue providing safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

Subject to Board approval of the FY21 Budget, funding of \$300,000 is to be allocated under cost center 8370 - Facilities Maintenance Contracts and Administration, account 50308, Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting all costs in future fiscal years.

Impact to Budget

The current source of funding for this action are State and Local sources including sales tax and fares. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Metro objectives for this contract are to increase efficiency, minimize costs, maintain infrastructure free of unwanted vegetation through the application of pre-emergent herbicides, contact herbicides and growth inhibitors and comply with all applicable Federal, State and Local laws.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This would require the hiring and training of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

NEXT STEPS

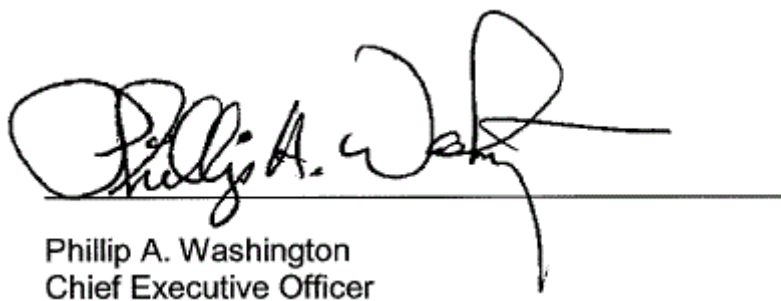
Upon approval by the Board, staff will execute Modification No. 9 to Contract No. OP33673325 with Conejo Crest Landscape Maintenance Inc. to increase the contract value and extend the contract period of performance, to provide Herbicide Application and Vegetation Control Services to Metro bus and rail ROWs, facilities and parcel properties system-wide, effective December 1, 2020.

ATTACHMENTS

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

Prepared by: Lena Babayan, DEO, Facilities Maintenance Contracts & Administration, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Maintenance Contracts & Administration, (213) 922-5932

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**HERBICIDE APPLICATION SERVICES FOR BUS
AND RAIL RIGHT-OF-WAYS (ROWS) AND FACILITIES**

1.	Contract Number: OP33673325		
2.	Contractor: Conejo Crest Landscape Maintenance, Inc.		
3.	Mod. Work Description: Increase contract value		
4.	Contract Work Description Provide regular herbicide application and vegetation control services for bus and rail Right-Of-Ways (ROWS), facilities and parcel properties.		
5.	The following data is current as of: 7/31/20		
6.	Contract Completion Status		Financial Status
	Contracts Awarded:	3/1/15	Contract Award Amount: \$1,915,506.05
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$111,088.50
	Original Complete Date:	2/28/20	Pending Modification (including this action): \$330,000.00
	Current Est. Complete Date:	11/30/20	Current Contract Value (with this action): \$2,356,594.55
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Manager: Dan Smith		Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve Modification No. 9 issued in support of Facilities Maintenance to provide regular herbicide application and vegetation control services for bus and rail right-of-ways (ROWS), facilities and parcel properties.

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

In January 2015, the Board approved a five-year contract, inclusive of two, one-year options, to Conejo Crest Landscape Maintenance, Inc., the lowest responsive and responsible bidder, to provide herbicide application and vegetation control services.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on rates that were evaluated as part of the competitive contract award in 2015. Rates remain unchanged and are subject to prevailing wage rates set by the State of California.

Proposed Amount	Metro ICE	Award Amount
\$330,000	\$330,000	\$330,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

**HERBICIDE APPLICATION SERVICES FOR BUS
AND RAIL RIGHT-OF-WAYS (ROWs) AND FACILITIES**

Mod. No.	Description	Date	Amount
1.	Increase contract authority for the 5-year contract term (inclusive of options years) to cover additional service locations	2/18/16	\$ 68,111.00
2.	Decrease contract authority due to the reduction in service levels	2/18/16	(\$ 737,673.09)
3.	Increase contract authority to cover the addition of Expo II facilities	5/20/16	\$ 42,977.50
4.	Increase contract authority due to increase in service frequencies.	11/1/2016	\$ 737,673.09
5	Exercise Option Year One	1/8/18	\$ 0.00
6	Exercise Option Year Two	12/31/18	\$ 0.00
7	Extend period of performance	12/12/19	\$ 0.00
8	Revise submittal and reporting requirements	6/30/20	\$ 0.00
9	Increase contract authority and extend period of performance	PENDING	\$ 330,000.00
	Modification Total:		\$ 441,088.50
	Original Contract:	1/29/15	\$ 1,915,506.05
	Total Contract Value:		\$ 2,356,594.55

DEOD SUMMARY

HERBICIDE APPLICATION SERVICES FOR BUS AND RAIL RIGHT-OF-WAYS (ROWs) AND FACILITIES CONTRACT / OP33673325

A. Small Business Participation

Conejo Crest Landscape Maintenance, Inc. made a 15.5% Disadvantaged Business Enterprise (DBE) commitment. The project is 93% complete and Conejo Crest Landscape Maintenance, Inc. is currently meeting its commitment with 15.5% DBE participation.

Small Business Commitment	15.5% DBE	Small Business Participation	15.5% DBE
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	DBE Subcontractor	Ethnicity	% Committed	Current Participation¹
1.	Far East Landscape & Maintenance, Inc.	Asian Pacific American	15.5%	15.5%
	Total		15.5%	15.5%

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2020-0499, File Type: Contract

Agenda Number: 21.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 17, 2020

SUBJECT: PEST AND BIRD CONTROL SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 4 to Contract No. OP852420003367 with Pestmaster Services Inc., for pest and bird control services to exercise the one, two-year option in the amount of \$2,727,946.08, increasing the total contract value from \$3,926,123.12 to \$6,654,069.20 and extending the period of performance from January 1, 2021 to December 31, 2022.

ISSUE

The existing contract three-year base period is due to expire December 31, 2020. To continue providing safe, quality, regularly scheduled and as-needed pest and bird control services throughout Metro facilities and vehicles, excluding buses covered under a separate maintenance contract, a contract modification is required effective January 1, 2021. This action is necessary to ensure service continuity and avoid any interruption to Metro's operations.

BACKGROUND

On October 26, 2017, Metro Board of Directors authorized the Chief Executive Officer to award a firm fixed unit rate Contract No. OP852420003367 to Pestmaster Services Inc., the lowest responsive and responsible bidder for pest and bird control services effective January 1, 2018.

DISCUSSION

Under the existing contract, pest and bird control services are performed throughout Metro facilities, rail cars, non-revenue vehicles, and service vehicles, excluding buses covered under a separate maintenance contract. Services include treatment of pest infestations, pest and bird waste clean-up, installation of pest and bird deterrent applications, animal trapping and dead animal removal.

This contract is critical to Metro's operations to mitigate pest and bird infestations and ensure providing safe and clean facilities and vehicles for Metro employees and patrons.

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal and a 3% Disadvantage Veteran Business Enterprise (DVBE) goal for this contract. Pestmaster Services, Inc. made a 12% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) commitment for this contract. The project is 65% complete and the current SBE participation is 10.67%, representing a 1.33% shortfall and the current DVBE participation is 3%.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure meeting Metro maintenance standards providing the necessary regularly scheduled and as-needed pest and bird control services to support operations, facilitate critical track maintenance, and improve Metro bus and rail facilities overall appearance and cleanliness and continue providing prompt response time to deliver safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

Subject to Board approval of the FY21 Budget, funding of \$1,160,732.00 is to be allocated under cost center 8370 - Facilities Maintenance Contract and Administration, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funding for this action will come from State and Local sources including Fares. Using these funding sources maximizes project fund use given designated provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Metro objectives for this contract are to increase efficiency, minimize costs, maintain infrastructure free of unwanted pest infestation, bird and pest waste clean-up, removal of dead animals, and installation of pest and bird deterrent measures/systems, and to comply with all applicable Federal, State and Local laws.

ALTERNATIVES CONSIDERED

Staff considered providing this service through in-house staff; however, this would require the hiring, training and certification of additional personnel, purchase of additional equipment, vehicles, and supplies to support the expanded responsibility. Staff's assessment indicates that this is not a cost-effective option for Metro.

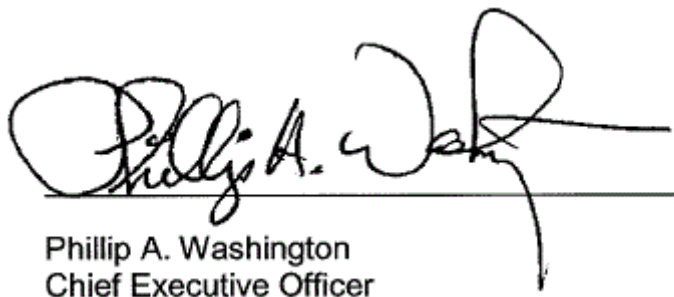
NEXT STEPS

Upon Board approval, staff will execute Modification No. 4 to Contract No. OP852420003367 with Pestmaster Services Inc. to continue providing the necessary pest and bird control services throughout Metro facilities, rail cars, non-revenue vehicles, and service vehicles, excluding buses covered under a separate maintenance contract, effective January 1, 2021.

ATTACHMENTS

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

Prepared by: Lena Babayan, DEO, Facilities Maintenance Contracts &
Administration, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Maintenance Contracts &
Administration, (213) 922-5932
Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PEST AND BIRD CONTROL SERVICES / OP852420003367

1.	Contract Number: OP852420003367		
2.	Contractor: Pestmaster Services, Inc.		
3.	Mod. Work Description: Exercise Two-Year Option Term		
4.	Contract Work Description To provide safe, quality, regularly scheduled and as-needed pest and bird control services throughout Metro facilities and vehicles.		
5.	The following data is current as of: 8/14/20		
6.	Contract Completion Status		Financial Status
	Contracts Awarded:	10/26/17	Contract Award Amount: \$ 3,906,123.12
	Notice to Proceed (NTP):	1/1/18	Total of Modification Approved: \$ 20,000.00
	Original Complete Date:	12/31/20	Pending Modification (including this action): \$ 2,727,946.08
	Current Est. Complete Date:	12/31/22	Current Contract Value (with this action): \$ 6,654,069.20
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Manager: Alberto Garcia		Telephone Number: (213) 922-6760

A. Procurement Background

This Board Action is to approve Modification No. 4 to Contract No. OP852420003367 with Pestmaster Services, Inc. to exercise the two-year option term to continue to provide safe, quality, regularly scheduled and as-needed pest and bird control services throughout Metro facilities and vehicles, excluding buses covered under a separate maintenance contract.

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

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on rates that were evaluated as part of the competitive contract award in 2017 and price analysis. Rates remain unchanged.

Proposed Amount	Metro ICE	Award Amount
\$2,727,946.08	\$2,727,946.08	\$2,727,946.08

CONTRACT MODIFICATION/CHANGE ORDER LOG
PEST AND BIRD CONTROL SERVICES/OP852420003367

Mod. No.	Description	Date	Amount
1.	Add Service Locations	8/20/18	\$ 0.00
2.	Add Service Locations	4/2/20	\$ 20,000.00
3.	Change Service Frequencies	5/14/20	\$ 0.00
4.	Exercise Two-Year Option Term	PENDING	\$2,727,946.08
	Modification Total:		\$2,747,946.08
	Original Contract:	10/26/17	\$3,906,123.12
	Total Contract Value:		\$6,654,069.20

DEOD SUMMARY

PEST AND BIRD CONTROL SERVICES / OP852420003367

A. Small Business Participation

Pestmaster Services, Inc. made a 12% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) commitment for this contract. The project is 65% complete and the current SBE participation is 10.67%, representing a 1.33% shortfall and the current DVBE participation is 3%.

Pestmaster Services, Inc. explained that their SBE/DVBE subcontractor, Willow Street Enterprises, experienced a staff reduction due to COVID-19 related concerns but has pledged to hire replacement staff by September of 2020. As such, Pestmaster Services Inc. remains committed to meeting its SBE/DVBE commitment on the contract.

Additionally, the Diversity & Economic Opportunity Department has requested that Pestmaster Services, Inc. submit a mitigation plan to address the SBE shortfall and to provide a forecast of projected utilization through the end of the contract until the commitment is met.

SMALL BUSINESS COMMITMENT	12% SBE 3% DVBE	SMALL BUSINESS PARTICIPATION	10.67% SBE 3% DVBE
----------------------------------	----------------------------	-------------------------------------	-------------------------------

	SBE Subcontractors	% Committed	% Participation
1.	Willow Street Enterprises (Scope 1)	12%	10.67%
Total SBE Commitment		12%	10.67%

	DVBE Subcontractors	% Committed	% Participation
1.	Willow Street Enterprises (Scope 2)	3%	3%
Total DVBE Commitment		3%	3%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$20.15 per hour (\$14.60 base + \$5.55 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living

Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0439, File Type: Plan

Agenda Number: 33.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2020

SUBJECT: MOVING BEYOND SUSTAINABILITY

ACTION: ADOPT PLAN

RECOMMENDATION

ADOPT Moving Beyond Sustainability as Metro's strategic plan for sustainability over the next ten years.

ISSUE

The 10-year sustainability strategic plan, *Moving Beyond Sustainability (MBS)*, is Metro's most comprehensive sustainability planning document to date and sets goals, targets, strategies and actions that align with and emanate from other key Metro guidance documents, including *Vision 2028 Plan*, *Long Range Transportation Plan*, *Equity Platform* and our *Resiliency Indicator Framework*. The MBS updates and consolidates the principles enshrined in the *Metro Sustainability Implementation Plan (MSIP)* and the *Countywide Sustainability Planning Policy (CSPP)* and provides a comprehensive framework for Metro's sustainability strategy for the next decade. See Attachment A for a copy of the *MBS Report*.

DISCUSSION

Sustainability is at the heart of the culture here at LA Metro. The Metro Board has adopted in 2008, our original strategic plan for sustainability, the *MSIP*. That plan defined how sustainability is planned, executed, and maintained throughout our agency. In 2012, Metro adopted the *CSPP* to serve as a guide to more fully integrate sustainability into Metro's planning activities. Throughout these years, sustainability efforts within Metro have also evolved from being simply a funded program through an annual budget allocation, to a revenue generating enterprise whose proceeds are reinvested into programs and infrastructure that continually improve the environmental, social, and economic footprint of LA Metro.

Our agency's sustainability program is regarded as a model program across the country with some of the following (examples of) firsts in the country or the transit industry:

- First transit agency in the nation to participate in a carbon credits trading program where revenues are reinvested back to value- and cost-savings projects. Over \$100M in revenues

generated since 2017. Our sustainability program is currently net zero cost since FY18;

- First rail maintenance facility for a transit agency to achieve ISO 14001:2004 certification, Metro Red Line Yard;
- First transit agency to achieve ISO 14001:2015 certification for Transit Operations;
- First transit agency to achieve ISO 14001: 2015 certification for Transit/Transportation Construction;
- Best Environmental Management System among transit facilities, based on Columbia University research;
- First entity (private or public) to achieve Envision-Platinum for any transit development, Expo Phase 2, 2016;
- First sustainability training program in the public sector to achieve a Model Program Award from the National Transit Institute;
- Largest *multi-sourced (i.e., landfill, wastewater treatment plant, and dairy)* renewable natural gas procurement and award for any transportation fleet in the US;
- Environmental Training Institute: Largest environmental and sustainability training program in the transit industry with approximately 100 unique courses (about 80 of these have been developed in house) simultaneously being delivered throughout LA Metro and LA County;
- First transit agency to achieve the American Public Transportation Association Sustainability Commitment Platinum Level. The next transit agency to achieve this designation was two years later;
- First transit agency in the nation to run an electric vehicle charging program focused on first and last mile, to and from park and ride stations;
- First transit agency to develop a series of construction and operations environmental and sustainability policies that impact the lives of more than 10 million Angelenos;
- First Green Construction Policy in the nation and cited by the USEPA as the best non-regulatory tool to reduce clean air in construction;
- First transit agency to develop a Climate Action and Adaptation Plan. This became the model document for the *APTA Recommended Practice Guidelines for Climate Action Planning*;
- First transit agency to develop a climate resiliency framework;
- First transit agency to incorporate sustainability and climate change into design criteria and specifications;
- First transit agency to develop a Water Action Plan and an Energy Resource and Conservation Plan;
- First Sustainable Acquisition Program in any industry that deals with both Operations and Construction; and
- First fully functional regional Sustainability Council in LA County that provides advise on the sustainable development of more than \$140B of infrastructure projects.

Approximately 150 sustainability and resiliency projects and initiatives are currently being implemented throughout our agency. These projects are creating value and potential revenue generation by monetizing environmental benefits and we're not stopping there.

With the recent appointment of our Chief Sustainability Officer and in response to the COVID-19 crisis, LA Metro's sustainability program needs to be even more visionary and adapted to the changed times. To do so requires close examination of our past achievements, develop improved strategies from lessons learned, and incorporate new data into our sustainability practice to ensure that benefits from our work continually to be enjoyed and derived throughout the life of those projects. Doing so will also allow new sustainability programs adapted to changed conditions in the least cost of implementation possible.

This process began in late 2018 when staff embarked on a comprehensive effort to consolidate the agency's sustainability functions into one sustainability strategic plan: the *Moving Beyond Sustainability (MBS)* plan. The plan's development has been a collaborative and inter-departmental effort led by the Environmental Compliance and Sustainability Department (ECSD) and the Countywide Planning & Development Department (Planning). This collaborative approach allowed us to identify and fill any gaps in our sustainability programs, unify streams of effort, and chart a holistic, long-term strategic direction for both of our sustainability initiatives in the agency as well as our activities across the region.

Throughout 2019 and early part of 2020, staff has reached out to hundreds of internal and external stakeholders to listen, develop strategies and actions, and understand points of collaboration to achieve common inter-department, inter-agency, and community goals.

In particular, staff conducted internal working sessions and several external workshops to shape the content of *MBS*. The draft *MBS* document was also released in Spring 2020 for a 66-day public input period that included engagement with Metro's Sustainability Council, informational booths at scheduled Metro NextGen Bus Plan workshops, meetings with local government and community groups, meetings with several Council of Government representatives, and an online survey (see Attachment B for the Public Comment Matrix).

The process led to the updated agency's vision, commitment, and guiding principles for sustainability. *MBS* clearly sets ambitious goals, targets, strategies, and actions in the following categories:

- Water Quality and Conservation;
- Solid Waste;
- Materials, Construction and Operations;
- Energy Resource Management;
- Emissions and Pollution Control;
- Resilience and Climate Adaptation; and
- Economic and Workforce Development.

Metrics identified in the plan allows our agency to measure our level of success and engagement. These metrics provide full accountability while maintaining fiscal responsibility during implementation. Metro has annually reported sustainability and environmental performance since 2010. Recently,

ECSD staff had also developed an online dashboard (<https://www.metro.net/projects/sustainability/reporting/>) to ensure transparency and accessibility to our data. Staff and stakeholders can use this interactive platform to develop new programs, understand trends, chart continual improvement, and celebrate successes. Our environmental and sustainability activities are supported through our Environmental Management System (EMS). Per the Board adopted Environmental Policy, the EMS is our agency's tool to consolidate, track, and manage environmental and sustainability programs.

MBS further addresses how sustainability at Metro will be guided and strengthened by the agency's commitment to equity and inclusion, environmental compliance, and livable neighborhoods. *MBS* envisions a future where transportation and mobility drive long-term environmental stewardship, social change, and economic prosperity across our agency and countywide.

MBS envisions a sustainable LA Metro operating at least as close to cost neutral as possible by setting goals to generate revenue, reduce costs, and identify alternative financing and funding opportunities. *MBS* is aligned with the City and County of Los Angeles' respective Sustainability Master Plans as well as those of the sustainability and resiliency plans of our region's sister agencies. The strategies here include those of the Climate Action and Adaptation Plan as adopted by the Board in the Summer 2019.

Finally, *MBS* aligns with the new financial parameters resulting from the impacts brought about by the COVID-19 pandemic and considers the goals of the *Long-Range Transportation Plan*, *Goods Movement Strategic Plan*, and other relevant plans that will also go to the Board for approval.

DETERMINATION OF SAFETY IMPACT

This Board action will enhance the safety standards for Metro. The implementation of the actions outlined in *MBS* will also contribute to improvements to Metro's system resilience, the comfort and safety of passengers, and the region's air quality and environment which will have a positive impact on the health and safety of our staff, riders, and surrounding communities. Staff is also developing a framework on the synergy of the sustainability program with that of Metro security guidelines.

FINANCIAL IMPACT

Adoption of this plan establishes the sustainability strategies and actions to be implemented to reduce Metro's environmental impact (like criteria air pollutants and greenhouse gas emissions) while reducing operational costs. The program plans, capital projects, and related activities are designed to monetize environmental benefits where proceeds are re-invested back into the program.

Such monetized value has been previously leveraged to produce agency revenue in the form of carbon credits, advanced mitigation credits, renewable energy credits and similar instruments. Any proceeds have been directed to the Board adopted Green Fund which the Board intended to be exclusively used for Metro's sustainability programs.

Where appropriate, management of the monetized benefits, Green Fund and costs associated with this plan will be overseen by the Chief Sustainability Officer.

Impact to Budget

There is no net impact to Bus and Rail Operating Budgets as well as capital programs. The source of funds for the implementation of *MBS* will be included in ECSD's budget under Project Numbers 450001 - Energy Conservation Initiatives, 450002 - Sustainability Design Guide, 450003 - Sustainability Environment, and 450004 - Carbon Emissions Greenhouse Gases in Cost Center 8420 Environmental Compliance and Services, Account 50316 Professional and Technical Services. Capital project life of project (LOP) budgets will be established for capital work associated with *MBS* implementation. LOP funding will be a mix of eligible and available local funds such as Proposition A 35%, Measure R, Measure M, Green Fund, or other funds appropriate for sustainability related capital projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This sustainability strategic plan supports Strategic Goals 2, 3, and 4 by optimizing the delivery and performance of Metro's transportation system through incorporation of sustainability, equity, livable neighborhoods, environmental compliance, and other sustainable principles and practices throughout Metro's organization and the transportation system.

ALTERNATIVES CONSIDERED

The Metro Board of Directors could decide not to adopt *MBS*. Staff does not recommend this alternative.

The current Metro Sustainability Implementation Plan was adopted by the Board in 2008. Over a decade of new climate data, technologies, lessons learned, and changed financial and funding landscape has made the MSIP's relevance and effectiveness moot. Our agency's continuing commitment to sustainability and resiliency include:

- Appointment of our Metro Chief Sustainability Officer in 2019;
- Investments in emerging technologies and programs through an annual allocation of funding for a sustainability capital programs;
- Development and implementation of a Green Bonds Initiative with cumulative proceeds of potentially over \$2B;
- Financial analysis and implementation of revenue generating programs totaling over \$100M in the last three years; and
- Continued exploration, invention, and implementation of innovative ideas at the frontline to reduce operational costs, increase cost-effectiveness, and promote agency efficiency in all that we do in procurement, planning, design, construction, and operations and maintenance

require a more robust, timely, relevant, and even more visionary plan than what is currently available to us.

The *MBS* facilitates the most holistic approach in the governance and implementation of our sustainability efforts across the agency and allows the optimization of limited resources at the highest level of financial value added and fiscal responsibility.

NEXT STEPS

Upon Board adoption, the Chief Sustainability Officer and his staff are committed to working across internal departments and with external partners and stakeholders to implement the *MBS* strategies and actions to achieve our sustainability and resiliency goals. The CSO will report annually on the progress using the sustainability metrics identified in the plan.

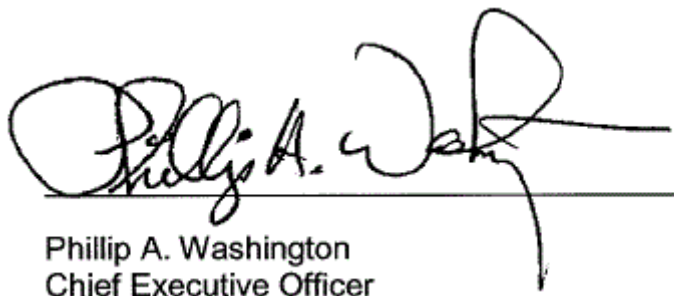
ATTACHMENTS

Attachment A. Moving Beyond Sustainability

Attachment B. Public Comment Matrix

Prepared by: Cris B. Liban, Chief Sustainability Officer, (213) 922-2471

Reviewed by: James De La Loza, Chief Planning Officer, (213) 922-2920
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

WE ARE MOVING BEYOND SUSTAINABILITY.

Sustainability Strategic Plan 2020



Metro[®]





**WE HAVE A
PLAN FOR
A BETTER LA,
WHERE EVERYONE
CAN THRIVE,
AND WHERE
LESS OF US
DRIVE ALONE.**





IT'S A PLAN to stop bumper-to-bumper idling, moving instead towards a resilient future for ourselves and the planet.

THUR







Metro is a lifeline to millions of people in the most populous county in the United States, including first responders, hospital staffs and other essential workers. As we address this rapidly evolving landscape, our vision for a sustainable transportation system remains clear.

Metro is leading a bold movement to reimagine LA County: one that expands mobility, increases access to opportunity and advances environmental stewardship, while also focusing on equity. We are thoughtfully and strategically moving forward to combat climate change and reduce LA County's carbon footprint. In addition to our role in reducing single-occupancy vehicle emissions, Metro is on track to reduce our total greenhouse gas emissions by 79% from 2017 levels through fleet electrification and system retrofits by 2030.

To achieve those goals, we are investing in our communities and empowering tomorrow's leaders. Metro is developing the county's premiere transportation infrastructure school, the SEED School of Los Angeles County, to prepare future generations of Angelenos to address emergent systemwide and regional challenges.

Through innovation, we are reimagining LA County – transforming the region into a more resilient, sustainable and vibrant place to live, work and play for everyone.

Phillip A. Washington
Chief Executive Officer





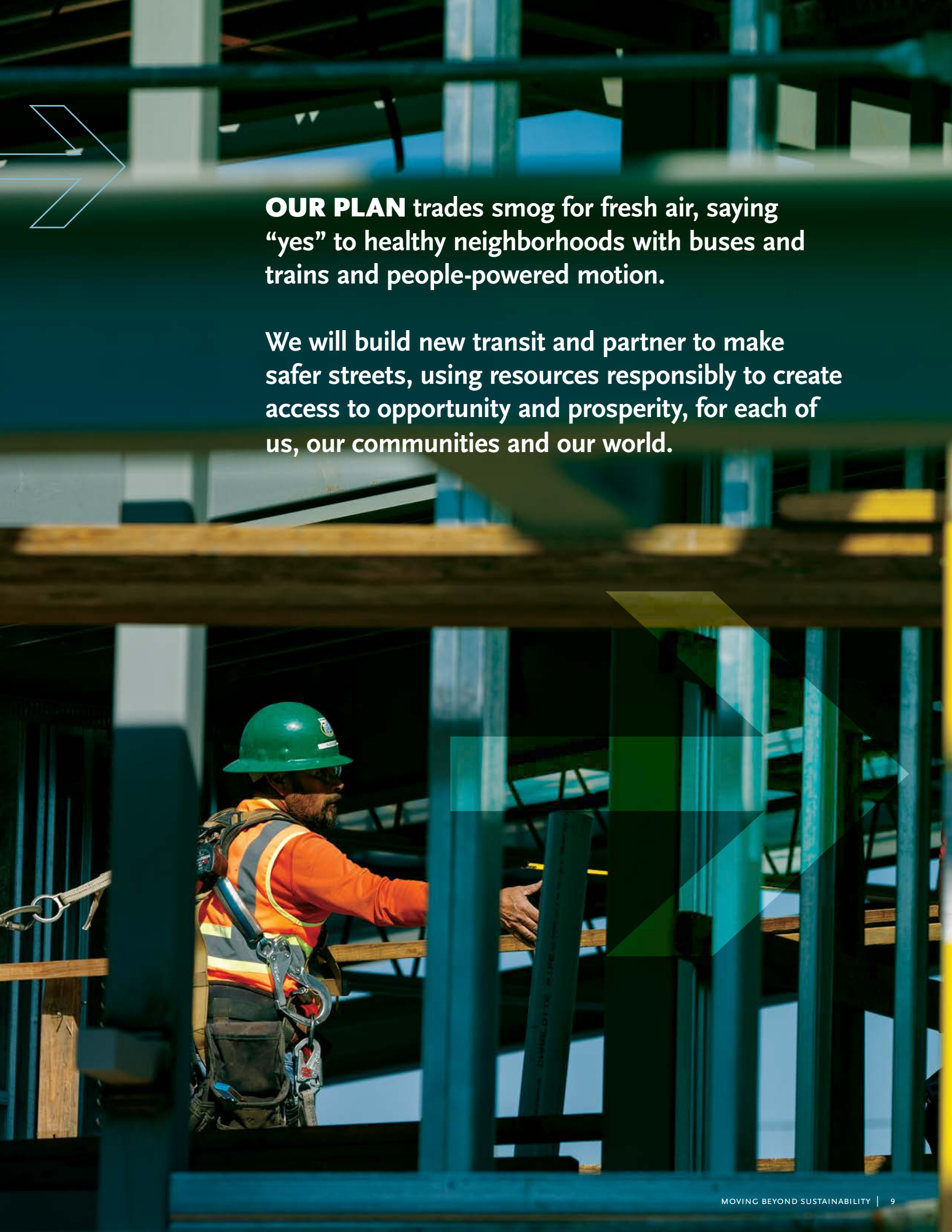
The 2020s will be defined as the decade of climate action. Now, more than ever, bold and ambitious policies are needed to tackle the challenges of climate change here in LA County. Acknowledging that passenger vehicles are the region’s single greatest source of greenhouse gas emissions is central to that challenge and Metro is already working to overcome it.

By 2030, we will transition to a 100% electric bus fleet and triple our on-site renewable energy generation, and we will continue to plan and build transformative transit projects that reduce emissions, improve air quality and benefit public health across the region.

Along with implementation of the City of Los Angeles’s *Green New Deal*, these efforts will be crucial to not only combat climate change, but also reimagine a more prosperous, healthy and equitable future for LA County. I am excited to work with Metro as we lead the way both nationally and globally toward reaching our sustainability goals and raise the bar ever higher in galvanizing the movement to achieve sustainable mobility.

A handwritten signature in black ink, appearing to read 'E. Garcetti' with a stylized flourish at the end.

Mayor Eric Garcetti
Board Chair

A construction worker wearing a green hard hat, safety glasses, and an orange high-visibility vest is working on a steel structure. The worker is positioned on a wooden platform, and the background shows a complex network of blue steel beams and supports. The lighting is bright, suggesting an outdoor or well-lit indoor construction site.

OUR PLAN trades smog for fresh air, saying “yes” to healthy neighborhoods with buses and trains and people-powered motion.

We will build new transit and partner to make safer streets, using resources responsibly to create access to opportunity and prosperity, for each of us, our communities and our world.



BECAUSE WE SEE A BETTER LA for everybody.
With every trip, every project, every choice, we find
our way to making a positive difference.

Our plan seeks to move past normal—a congested
and unsustainable LA County—and take the bold
steps necessary to move us forward.





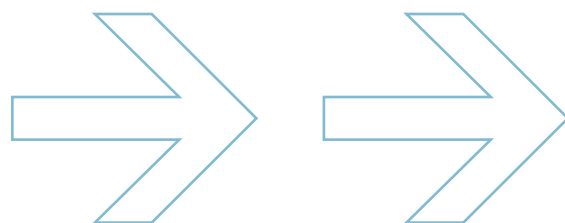
When Metro first undertook the development of this plan, the world was a different place. Amidst the challenges presented by COVID-19, our commitment to sustainability does not waver. The role of this plan remains paramount as we advance toward recovery and a more resilient future.

Sustainability is more relevant than ever and continues to be a core value at Metro. It is a steadfast pillar of our transportation system and woven into the fabric of everything we build and do. In addition to offering LA more sustainable transportation choices, Metro has made substantial operational improvements over the last seven years. We have cut water consumption by 34% and increased our landfill diversion rate to 39%. Sustainability is now the expectation, and this moment demands that we proceed with bolder endeavors. We refuse to stop moving.

Moving Beyond Sustainability is our call to action. We are creating sustainable transportation solutions in LA County to advance regional prosperity and equity. This plan does more than set ambitious goals – we are extending our hand to all Angelenos to help us transcend the conventional and the expected. Together, we will do more than what is merely sustainable – we will leverage the transportation system so we can be more innovative, sustainable and increase access to opportunity for everyone.

We hope you will join the movement to make this vision a reality.

Cris B. Liban
Chief Sustainability Officer





Metro Division
Operations and Maintenance Facility

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WHAT LIES “BEYOND”

1.1 Sustainability at Metro

The Los Angeles County Metropolitan Transportation Authority’s (Metro) mission is to provide a world-class transportation system that enhances the quality of life for all who live, work and play within Los Angeles (LA) County. To fulfill that mission, Metro must be sustainable. Our definition of sustainability is holistic – accounting for environmental, social and economic considerations in our decision making and operations, while also prioritizing community resilience and equity. Our day-to-day operations and upcoming service lines inherently advance sustainability as we take cars off the road and get Angelenos onto transit, but we are not stopping there. Our system accelerates environmental benefits in the region by reducing far more greenhouse gas (GHG) emissions than we generate, consistent with our 2019 *Climate Action and Adaptation Plan (CAAP)* goals of becoming carbon neutral and displacing over 780,000 MTCO₂e by 2050. Our work moves beyond transportation as we increase access to opportunity, reduce disparities, foster vibrant communities, improve public health, drive economic development and improve the quality of life for all.

Moving Beyond Sustainability (MBS) is the manifestation of this commitment and builds on over a decade of sustainability policies, plans, initiatives and reporting by Metro leadership and staff, including the foundational 2008 *Metro Sustainability Implementation Plan (MSIP)*. *MBS* outlines a comprehensive sustainability strategy for the next 10 years – and beyond. The plan combines the concerted efforts of our Environmental Compliance & Sustainability Department (ECSD) and Countywide Planning & Development Department (Planning) and integrates input and guidance from internal and external stakeholders. To prepare the plan, we facilitated workshops involving community members, subject matter experts and Metro’s Sustainability Council. We also gathered insight from Metro staff across several departments to discuss how current programs and goals could be integrated into our strategies.

MBS is Metro’s most comprehensive sustainability planning document to date and sets goals, targets, strategies and actions that align with and emanate from other key Metro guidance documents, including: *Vision 2028*, *Long Range Transportation Plan (LRTP)*, *Equity Platform Framework* and our *Climate Action and Adaptation Plan*. It is also designed to align with and support parallel efforts and plans underway at the City of Los Angeles and LA County, including *LA’s Green New Deal* and *Our County*.

As outlined in the *Vision 2028 Strategic Plan*, Metro’s visionary outcome is to double the share of transportation modes other than solo driving. The plan details five goals:

- 1 Provide high-quality mobility options that enable people to spend less time traveling
- 2 Deliver outstanding trip experiences for all users of the transportation system
- 3 Enhance communities and lives through mobility and access to opportunity
- 4 Transform LA County through regional collaboration and national leadership
- 5 Provide responsive, accountable, and trustworthy governance within the Metro organization

MBS supports the achievement of these goals and performance outcomes that are core to Metro’s mission by outlining a comprehensive sustainability strategy for the next decade. *MBS* supports achieving a customer-focused transformative future of mobility through comprehensive sustainability strategies.

Metro’s *LRTP* outlines how Metro’s planned investments will deliver the Strategic Plan vision of increasing transit and other mode shares over the next 30 years by focusing on the following priority areas:

- > Better Transit
- > Less Congestion
- > Complete Streets
- > Access to Opportunity

The *LRTP* addresses how commitment to these priorities will help LA County meet its current and future challenges, including: Regional Growth; Changing Mobility Needs and Preferences; Technological Change; Inequitable Access; and Adapting to a Changing Environment

Through these plans and policies, Metro is addressing its priorities and challenges as a compelling opportunity to create a more sustainable and more equitable future. *MBS* supports the *LRTP* through the cross-cutting theme of equity and inclusion and lays out specific strategies and actions for resilience and climate adaptation.

We're guided by our *Strategic Plan* goals.

 *Vision 2028 Strategic Plan*

We're creating

- 1** *Faster Travel Options* **2** *Better Trips* **3** *Thriving Communities*

Better Transit

Providing more transit options with improved quality and service

Transit Projects

Bus Improvements

New Mobility Options

Less Congestion

Managing the transportation system to reduce the amount of time people spend in traffic

Roadway Improvements

Congestion Management

Goods Movement

Complete Streets

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods

Bike and Pedestrian Projects

Local Street Improvements

Station and Stop Access Enhancements

Access to Opportunity

Investing in communities to expand access to jobs, housing and mobility options

Workforce Initiatives

Support for Local Businesses





Transit Oriented Communities

 *Long Range Transportation Plan*

We're committed to

- 4** *Leadership* **5** *Accountability*

 Collaboration  Continual Improvement

 Customer Focus  Innovation  Inspired and Inclusive Workforce  Safety

 *Customer Experience Plan*  *COVID-19 Recovery Plan*

We're intentionally focused on *eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.*

 Equity  Sustainability

 *Equity Plan*  *Moving Beyond Sustainability Plan*

REDEFINING SUSTAINABILITY

VISION

Create an organizational culture and workforce that continually integrates the principles of sustainability into all aspects of decision-making and execution to enhance communities and lives through mobility and access to opportunity.

1.2 Sustainability Commitment

Moving Beyond Sustainability serves both as a reaffirmation of our more than a decade-long commitment to sustainability and as a redefinition of what sustainability means at Metro. We remain aligned with the Brundtland Commission's definition of sustainable development; as we plan, design, build, operate and maintain transportation infrastructure, our charge is to

meet present needs without compromising the ability of future generations to meet their own needs. Our approach is holistic: it looks beyond core transit, planning, construction and operations. We have amended our Sustainability Vision Statement and our Guiding Principles in ways that redefine and reaffirm our commitment to sustainability.

Guiding Principles

- 1** Implement sustainable practices and initiatives that advance and enhance the goals of Metro's *Vision 2028 Strategic Plan*.
- 2** Align sustainability projects and initiatives to support Metro's *Long Range Transportation Plan*.
- 3** Monitor key performance metrics to track and report the success of our sustainability strategies and actions.
- 4** Achieve our sustainability goals through transparent and authentic engagement with our stakeholders and community members.
- 5** Foster a culture of sustainability at Metro through staff education, workforce development and increased capacity.
- 6** Encourage innovation in strategic planning and sustainable practice through adaptation and resilience.
- 7** Strengthen sustainability efforts through leadership and collaboration with regional partners and agencies.



1.3 Equity and Inclusion

To move beyond sustainability, equity must be part of the foundation of Metro’s decision-making, planning and operations. Metro is committed to eliminating areas of inequity, discrimination or implicit bias within our policies, procedures and practices.

Metro recognizes that issues related to equity and inclusion must be addressed both internally and externally, in how we authentically engage with our riders and the communities we serve. In February 2018, Metro adopted the *Equity Platform Framework* which is comprised of four pillars:

- > Define and Measure: define equity and develop performance metrics that allow us to determine whether equity, as defined, is being meaningfully achieved as part of Metro’s actions.
- > Listen and Learn: establish the crucial connection and communication between Metro and the larger LA County community in carrying out and determining Metro’s actions.
- > Focus and Deliver: implement actions and programs that achieve measurable, equitable outcomes and carry out *Equity Platform Framework* objectives and principles.
- > Train and Grow: recognize that significant commitments will be needed from within the Metro organization to understand, embrace and maximize equity advancements.

The importance of equity and inclusion in sustainability planning for transit agencies is also reinforced by the 2018 American Public Transportation Association (APTA) guidance document *Social and Economic Sustainability for Transit Agencies (APTA SUDS-CC-RP-005-18)*, which augments earlier APTA guidance on sustainability.

Metro understands equity to be both an outcome and a process to address racial, socio-economic and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities. It is achieved when one’s outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic or social identities. It requires community informed and

needs-based provision, implementation and impact of services, programs and policies that reduce and ultimately prevent disparities.

Some equity issues, primarily those related to structural and procedural concerns, are agency-wide and systemic. Metro recognizes that an enterprise-wide focus on these issues is critical. Within Metro’s sphere of influence, we are actively pursuing equity in both processes and outcomes, exemplified by the hiring of Metro’s first Executive Officer of Equity and Race. Metro’s multifaceted approach to advancing equity internally and in the community is evidenced through many of our commitments, such as the Women & Girls Governing Council, which looks to find opportunities to remove barriers to success and expand opportunities for women at, within, and on Metro, and the On the Move Riders Program which helps show older adults how to get around on the Metro system. Internally, we continue efforts to create career development pathways for all employees.

The distribution of equity is often influenced by geographical factors, which we are addressing through the Equity Focus Communities (EFCs) Screening Tool. EFCs are those communities most heavily impacted by gaps in inequity throughout the County. The transportation performance of EFCs can be evaluated by setting a threshold of census tracts in the County, including:

- > More than 40% of the census tracts having low-income households over the County average; and
- > Either more than 80% of the census tracts having non-white populations over the County average; or
- > More than 10% of the census tracts having zero-car households over the County average.¹

In developing this plan, equity is understood to be an inherently crosscutting topic that touches on many aspects of the agency’s sustainability activities. Strategies and actions related to equity are infused into *MBS* and it’s addressed specifically when most relevant or appropriate. The chapters of this plan that have the strongest relationship to equity and inclusion are Resilience and Climate Adaptation, Livable Neighborhoods and Economic and Workforce Development.

1. For more information on how Metro defines Equity Focus Communities, see the Board report regarding the *L RTP* update. <https://boardagendas.metro.net/board-report/2018-0819/>

1.4 Environmental Compliance

As stated in its 2009 Environmental Policy, Metro is committed to planning and constructing projects, operating and maintaining facilities and vehicles, and procuring products and services consistent with State and federal laws and regulations and in a manner that protects human health and the environment but not neglecting the efficient delivery of quality public transit services within our financial ability. Environmental compliance is a critical foundation of sustainability at Metro.

In coordination with internal and external stakeholders, ECSD oversees the agency's environmental compliance responsibilities and conformance to environmental laws, regulations and standards for operations and the capital construction program.

ECSD works across departments to ensure Metro meets its regulatory requirements for environmental compliance as we plan and construct projects, operate and maintain facilities and vehicles and procure products and services. The environmental compliance areas include, but are not limited to:

- > Water pollution control
- > Hazardous materials

- > Noise and vibration control
- > Air quality
- > CEQA/NEPA
- > Archeological, paleontological and tribal cultural resources
- > Waste management
- > Biological resources
- > Hydrology/water quality

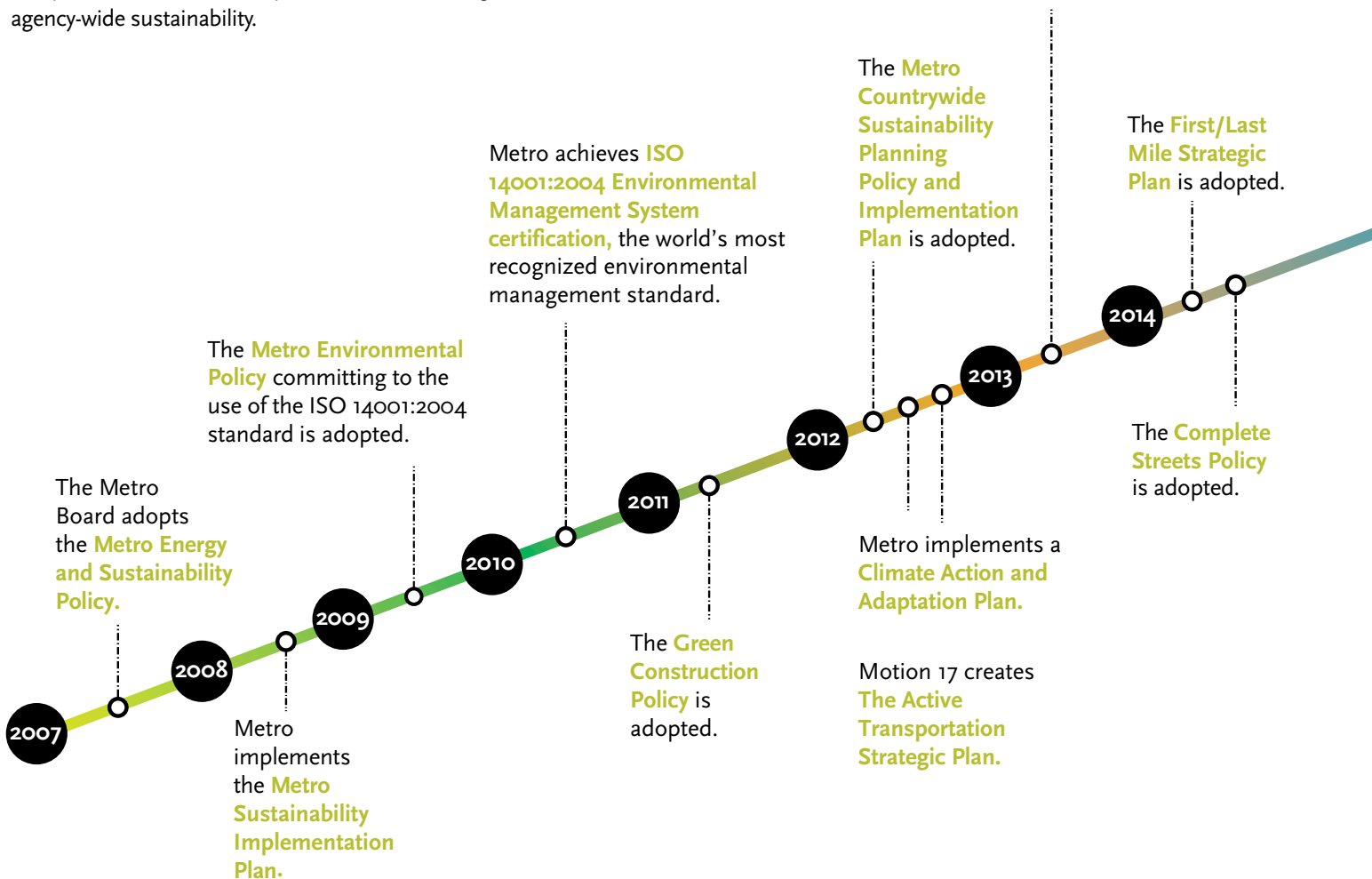
Metro's environmental compliance program is advanced through the implementation and continual improvement of the Environmental Management System (EMS) at our operating facilities and construction projects. The EMS creates a framework for implementing best practices that help ensure compliance with federal, state and local environmental regulations, pollution prevention and sustainability goals and maintaining the International Organization for Standardization (ISO) 14001:2015 certification by conducting both internal and external third-party audits. Using the ISO 14001:2015 framework of Plan-Do-Check-Act, the EMS is the primary tool in applying sustainable principles and practices in planning, construction, operations and procurement and facilitates continual improvement of Metro's environmental performance.

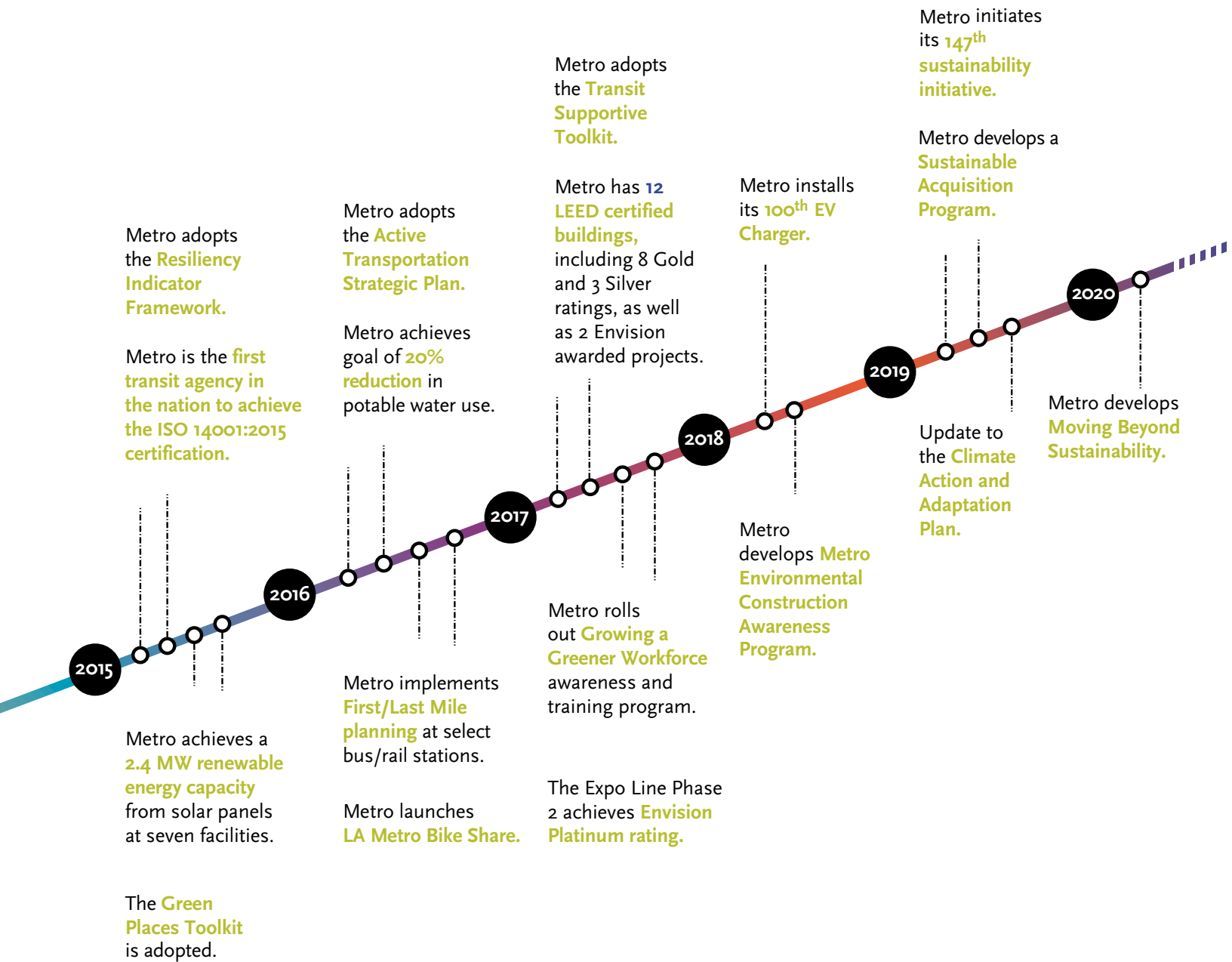


1.5 Key Accomplishments and Milestones

For over a decade, Metro has developed plans and established initiatives to integrate sustainability principles and practices into agency operations. There are three major milestones that led to several substantive initiatives and accomplishments over Metro's sustainability program development. In 2007, Metro adopted the *Energy and Sustainability Policy* to control energy consumption through energy efficiency and conservation measures. This was followed by Metro's *Sustainability Implementation Plan*, the agency's first sustainability strategic plan. In 2012, Metro published the *Countywide Sustainability Planning Policy and Implementation Plan* that complemented Metro's efforts to improve air quality, increase transportation choices and facilitate greater coordination and collaboration across transportation modes, planning disciplines and government agencies. These policies and plans laid the foundation of sustainability at Metro. With MBS, we are aligning over a decade of initiatives, efforts and policies into a cohesive plan, further advancing our vision for agency-wide sustainability.

Metro is the first transit agency in the nation to install and operate **electric vehicle (EV) chargers**.





1.6 Board Motions and Guidance Documents

The following documents provide key guidance on the overall structure and role of *MBS* within the agency:

Metro’s *Vision 2028 Strategic Plan* outlines an innovative approach for transforming mobility in LA County over the next decade. This vision influences *MBS* by highlighting the importance and urgency Metro places on shaping a sustainable future for all Angelenos.

Metro’s *Long Range Transportation Plan* outlines what the agency is doing currently and must do to lead the transportation system improvements necessary to bring about the economic, mobility, safety, environmental and quality of life benefits needed in LA County. These current challenges present great opportunities for Metro to take bold action and help achieve our vision for sustainability in the region.

Metro’s *Equity Platform Framework* and Board Motion 18: Defining EFCs is a recognition that there exists vast disparity among neighborhoods and individuals in LA County in their ability to see and seize opportunity – be it jobs, housing, education, health, safety or other essential facets of thriving in vibrant, diverse communities. The multi-faceted equity platform provides a basis for Metro to actively lead and partner in addressing and overcoming those disparities. Board Motion 18 directs Metro to adopt EFCs as a working definition, evaluate EFC scenarios in planning efforts and continue to refine the definition and applicability of EFCs.

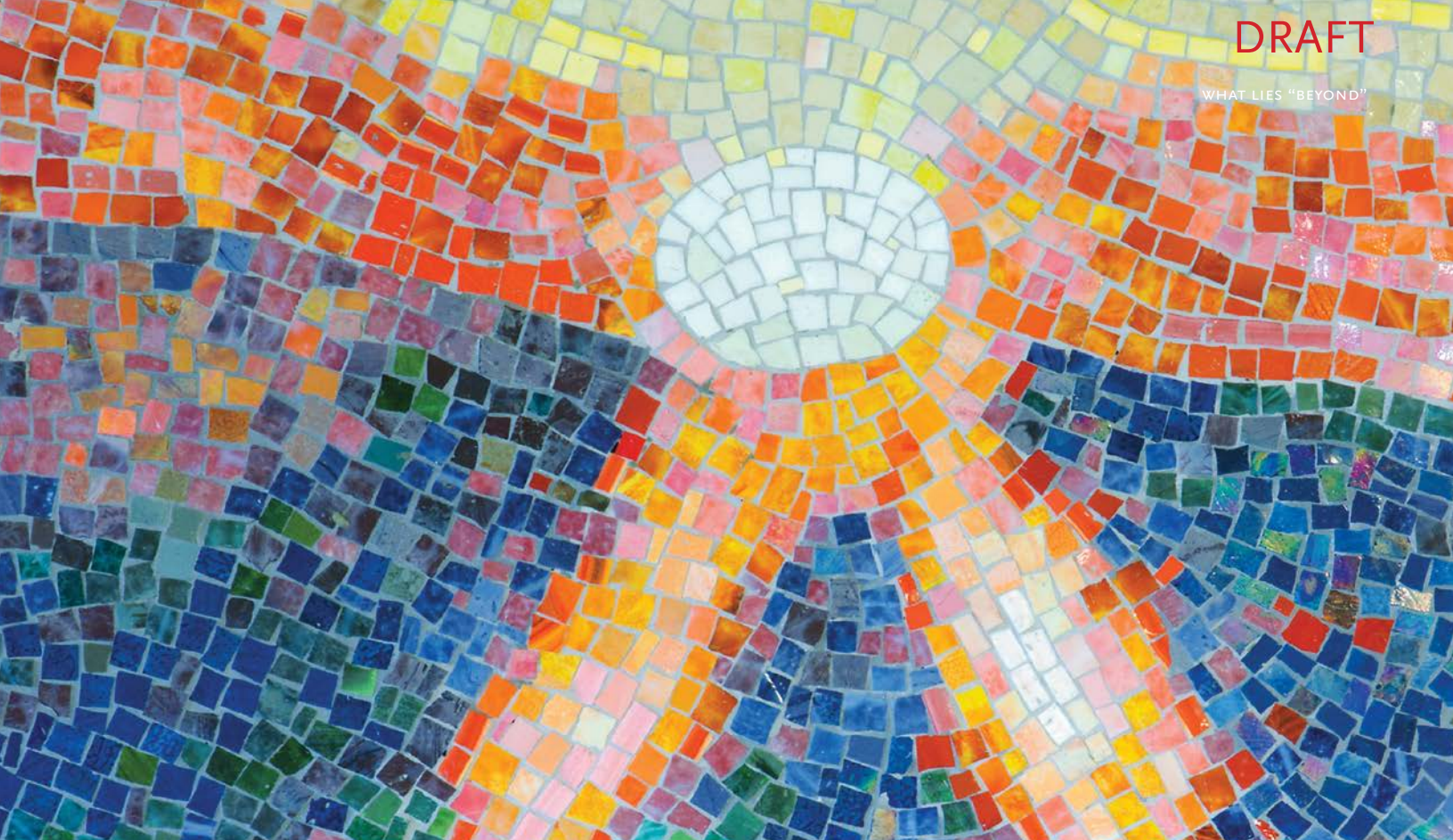
Board Motion 57, passed in 2016, directs the Chief Executive Officer (CEO) to update the Board on Metro’s environmental and sustainability efforts and undertake a range of projects. Responding to Motion 57 enabled Metro to strengthen and expand our sustainability policies, plans and implementation efforts, as well as to increase coordination with peer agencies trying to address sustainability mandates. *MBS* addresses all the previous environmental and sustainability Board Motions and completes the full response to Motion 57.

Green bonds are financial instruments used by an issuer where the proceeds will be applied towards climate change impact reduction and/or environmental sustainability purposes. The issuer is expected to report on the actual use of proceeds to assure investors that these purposes have been met. To help support growth in the green bonds market, the Climate Bonds Initiative was created to increase transparency in this market and provide a form of calibration for securities labeled as

“green bonds.” Metro has implemented a program to issue green bonds, to help support the development of a municipal green bonds capital marketplace, where investors who share in valuing sustainability can reward such efforts with their investment, eventually resulting in a reduced cost of capital for such projects.

Metro’s Sustainability Program and initiatives are shaped and guided by California state regulatory requirements. Some of the more notable legislations include:

- > AB 32: California Global Warming Solutions Act (2006)
- > SB 375: The Sustainable Communities and Climate Protection Act (2008)
- > SB 32: Greenhouse Gas Emission Reduction Target for 2030 (2016)
- > AB 2800: California’s Climate Safe Infrastructure Working Group (2016)
- > Governor’s Executive Order B-55-18
- > SB 100: California Renewables Portfolio Standard Program (2018)
- > AB 802: California Energy (Benchmarking) Disclosure Law (2018)
- > SB 743: Transportation Impacts (2013)
- > SB 375: Transportation Planning: Travel Demand Models: Sustainable Communities Strategy (2008)



Awards

- 2020 Municipal Green Building Conference & Expo: **Award of Recognition – Envision Platinum Westside Subway Extension, Section 1**
- 2020 Municipal Green Building Conference & Expo: **Award of Recognition – LEED Gold C1078 Building 61S**
- 2020 Municipal Green Building Conference & Expo: **Award of Recognition – LEED Silver Division 16**
- 2019 ASCE: **Outstanding Sustainability Engineering Project: Division 4 Permeable Concrete Pilot Project**
- 2019 LA Sanitation One Water LA: **Partner of the Year**
- 2019 U.S. Green Building Council – Los Angeles: **Partner Award for Growing a Greener Workforce**
- 2018 APA Sustainable Communities Division (SCD): **Excellence in Sustainability Award, Leadership in Sustainability Award**
- 2018 APA Sustainable Communities Division (SCD): **Excellence in Sustainability Award, Sustainable Transportation Project: Metro Expo Line Phase 2**
- 2018 Breathe CA: **Community Impact Award**
- 2018 CA Sustainability Coalition/County of LA Department of Public Works: **Outstanding Sustainability Award**
- 2018 LADWP One Water Award: **Development of One Water LA 2040 Plan and Collaborating to advance more efficient, cost-effective and sustainable water management**
- 2018 LA Conservancy: **Preservation Award – Lankershim Depot**
- 2017 Municipal Green Building Conference & Expo: **Award of Recognition – LEED Gold Division 13**
- 2017 U.S. Green Building Council – Los Angeles: **Sustainable Innovation Award – Division 14**
- 2016 LADWP Sustainability Award: **2nd Place – Demand Curtailment**
- 2016 Municipal Green Building Conference & Expo: **Award of Recognition – LEED Silver Division 7**
- 2016 U.S. Green Building Council – Los Angeles: **Sustainable Innovation Award Water Efficiency Honor – Division 13**
- 2015 AQMD: **Clean Air Award – Model Community Achievement**
- 2015 California Energy Efficiency Industry Council: **Energy Champion Award for Advancing Energy Efficiency**
- 2015 Municipal Green Building Conference & Expo: **Award of Recognition – LEED Silver Division 10**
- 2015 National APA Best Practice Winner: **First/Last Mile Strategic Plan**
- 2015 National Complete Streets Coalition Recognition: **Metro Complete Streets Policy**
- 2014 National Complete Streets Coalition: **Best Complete Streets Policy**
- 2013 Municipal Green Building Conference & Expo: **Award of Recognition**

COMMITTED TO SUSTAINABILITY

2.1 Sustainability Leadership at Metro

At Metro, we believe that sustainability is about people – and ultimately through our efforts we strive to create positive impacts and benefits for the people we serve. This principle is reflected in Metro’s sustainability governance, which is shared across internal departments and supported by external stakeholders and riders. Programs are driven and goals are achieved through consistent management efforts and reported to Metro’s Board of Directors. The recent hiring of the Chief Sustainability Officer (CSO) reflects Metro’s commitment to sustainability in the new decade. The CSO develops, executes and maintains the activities of Metro sustainability initiatives and plans.

Metro ensures its commitment to meeting and monitoring sustainability and environmental compliance through the utilization of its EMS ISO 14001 framework adopted by Metro’s Board in 2009 as part of the *Environmental Policy*. The ISO framework ensures that Metro leadership is driving continual environmental improvement through planning, support and operation, performance evaluation and improvement plans.

2.2 Internal Shared Governance

Sustainability is everyone’s responsibility at the agency. While individual employees or select departments may be tasked with developing, implementing and sustaining programs, all efforts are built on an evolved understanding of sustainability principles and a cohesive, forward-thinking approach that involves all stakeholders.

Sustainability planning and implementation are primarily led by two departments at Metro: ECSD and Planning. These two departments have largely shared the responsibility of integrating sustainability into agency-wide operations and culture, whether it be through developing new specifications for forthcoming projects or by empowering employees through workforce development and environmental education.

MBS closely aligns the planning, reporting and program implementation efforts of ECSD and Planning. Using this Plan as a roadmap, the CSO will help synchronize ECSD’s environmental compliance and impact mitigation efforts with Planning’s work to incorporate sustainability into Metro’s planning functions.

This alignment and coordination will help implement the plan’s holistic vision for sustainability at Metro and across LA County.

Environmental Compliance & Sustainability Department

ECSD spearheads Metro’s sustainability program and is responsible for the agency’s sustainability initiatives. The department is responsible for reducing the environmental, social and financial impacts resulting from Metro’s transportation system and services. ECSD takes an innovative approach to fulfilling these core responsibilities. The department has effectively integrated energy conservation, resource management, alternative financing, climate change mitigation and adaptation, and overarching sustainability into Metro’s construction and operational practices. ECSD will continue to act as the lead on climate action and sustainability initiatives at Metro.

Countywide Planning & Development Department

Countywide Planning & Development plans and programs (funds) countywide transportation projects designed to improve mobility in significant ways. As part of that, Planning is responsible for integrating sustainability activities into the agency’s planning functions and coordinating with other public agencies and external stakeholders. The work includes a broad range of coordinating activities that align common goals, such as environmental stewardship, improving the quality of life in communities and increasing mobility options for the sake of sustainability. Planning strives to foster collaboration and to create more sustainable communities throughout the region.

2.3 External Stakeholders

Recognizing the importance of engaging external stakeholders in our planning and implementation processes, Metro has developed formal structures to communicate with external groups whose input informs the activities of the CSO and internal sustainability governance.

Policy Advisory Council

The Metro Policy Advisory Council was established in early 2017 to review, comment and provide input on the draft Measure M Master Guidelines, the *LRTP* and other work plans and policy areas that the Metro Board may request. The council is made up of transportation consumers, transportation providers and representatives from the various communities served by Metro.

SUSTAINABILITY ROLES AND RESPONSIBILITIES THROUGHOUT METRO

POSITION	SUSTAINABILITY FOCUS AREA
Metro Board	Approve policies and directives to support sustainability at Metro.
Chief Executive Officer	Implements Board directives, provides leadership and holds departments accountable for meeting Sustainability Plan targets.
Chief Sustainability Officer	Oversees the agency's sustainability and environmental compliance efforts, including tracking metrics, updating the plan and participating in regional sustainability, climate and resilience efforts.
Other Chiefs and Department Heads	Implements sustainability actions in areas of their control and takes responsibility to identify areas of continual improvement.
Environmental Compliance & Sustainability Department	Oversees environmental compliance and reduction of environmental liabilities during planning, design, procurement, construction, operation and maintenance of the agency's facilities, services and products. Responsible for implementing sustainable operations throughout Metro.
Countywide Planning & Development Department	Responsible for incorporating sustainability activities into Metro's planning activities and coordinates and works with ECSD in external partner engagements.

Sustainability Council

In 2016, Metro formed the Sustainability Council in response to Motion 57.² The council is composed of up to 30 voting members representing a range of sectors and community stakeholder groups³ with expertise in sustainability and transportation. The Sustainability Council is an advisory body that provides Metro with input on direction and feasibility of policies, operations, construction and maintenance processes related to sustainability. The council is staffed and supported by ECSD, Planning, V/CM and Operations. Bi-monthly meetings cover updates on Metro sustainability activities and new regulations, discussion of opportunities for collaboration and actions on key agenda items. The public is welcome to all meetings.

Community-based Organizations (CBOs)

Metro is developing an approach to work more frequently and effectively with CBOs on stakeholder outreach and engagement. Additionally, ECSD is partnering with WIN-LA to pilot new language in select procurement contracts that recommend contractors work with CBOs to help employ

low-income and/or previously-homeless populations. CBOs are valuable partners in achieving our understanding of the lived experience of communities served by Metro. The insight from community-based outreach can inform future technical assistance or grant support efforts, as well as identify key opportunities in the design of new alignments and stations. CBO partnerships will be emphasized in areas considered to be EFCs.

2.4 Implementing *Moving Beyond Sustainability*

Under the leadership of the CSO, ECSD and Planning staff will establish the annual program and budget for implementing *Moving Beyond Sustainability*. Projects will be prioritized annually using the goals, targets, strategies and actions outlined in *MBS*. Justification for those projects will be submitted to the Office of Management & Budget (OMB). The CSO will work with OMB to allocate funding. See chapter four for information regarding the implementation of *MBS*.

2. Adopted by the Metro Board of directors, Motion 57: *Environmental & Sustainability Efforts to Further Metro's Goals to Reduce Emissions, Clean the Air & Improve Urban Areas* prioritizes sustainability reporting and efforts in four main areas: climate change and resiliency, energy, solid waste and recycling and water. http://libraryarchives.metro.net/DB_Attachments/181018_Motion_57.pdf

3. <https://www.metro.net/projects/sustainability-council/>

APPROACH, CATEGORIES AND COMMITMENTS

3.1 Methodology

Moving Beyond Sustainability is guided by the APTA guidelines for sustainability which are comprised of the following Recommended Practices:

- > *Transit Sustainability Guidelines (APTA SUDS-CC-RP-004-11)*
- > *Social and Economic Sustainability for Transit Agencies (APTA SUDS-CC-RP-005-18)*
- > *Quantifying Greenhouse Gas Emissions from Transit (APTA SUDS-CC-RP-001-09)*
- > *Quantifying and Reporting Transit Sustainability Metrics (APTA SUDS-CC-RP-03-12)*

Projections

Quantitative targets identified in *MBS* were created using a detailed, data-driven analysis of infrastructure growth and a

calculated 2030 Business as Usual (BAU) scenario. The 2030 BAU scenario was developed through a review of historical organizational practices, utility consumption, waste and emissions generation and planned agency growth. The BAU accounts for planned construction and improvements.

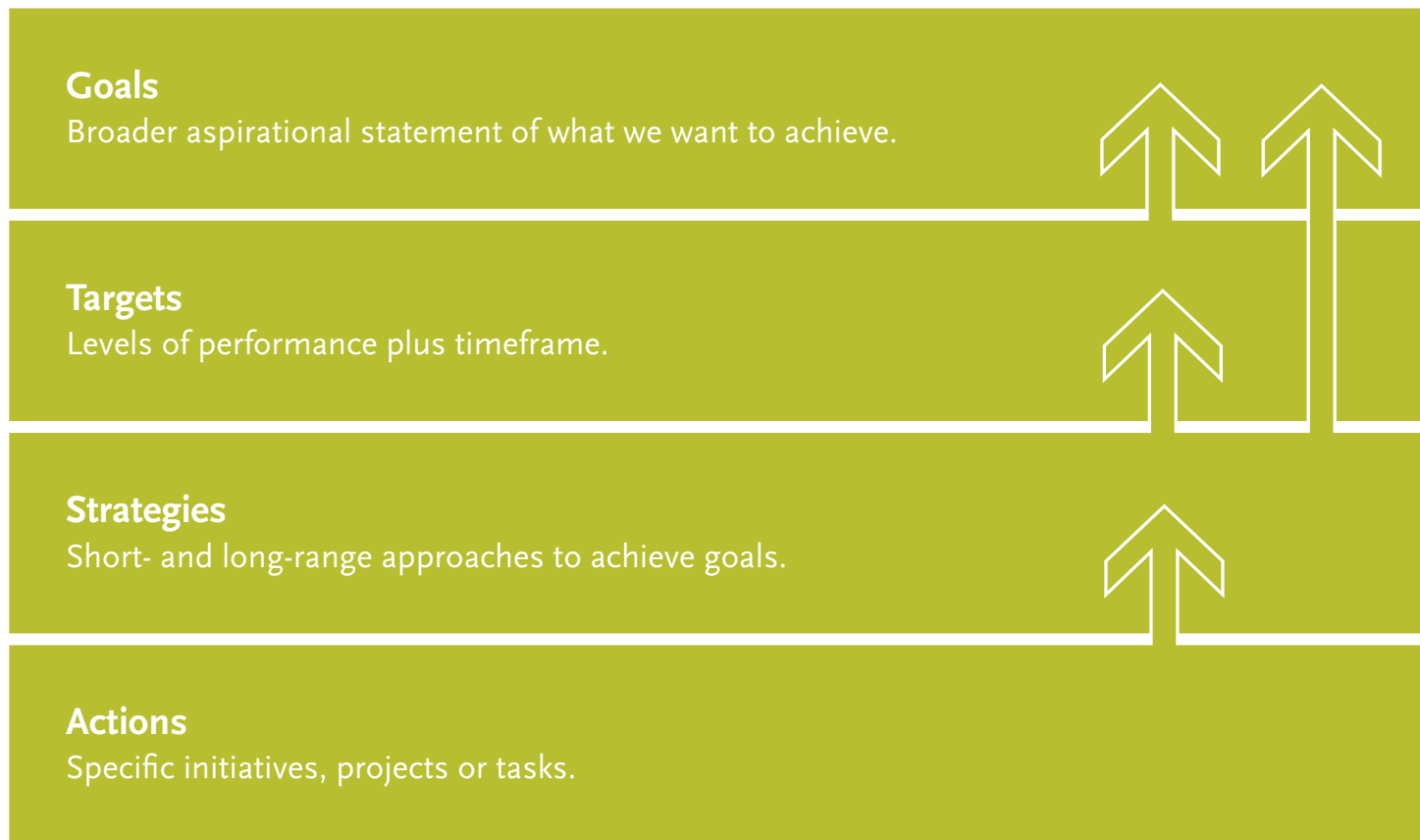
MBS will be updated every five years with formal progress reports every two years, and annual performance updates through Metro's Sustainability dashboard (sustainabilityreporting.metro.net).

3.2 How to Read the Plan

Moving Beyond Sustainability uses a hierarchical framework of goals, targets, strategies and actions to organize the measures, programs and projects necessary to advance Metro's mission and vision. As a note to the reader, abbreviations and acronyms are defined in the appendix.



HIERARCHICAL FRAMEWORK CHART



Goals

Broader aspirational statement of what we want to achieve.

Targets

Levels of performance plus timeframe.

Strategies

Short- and long-range approaches to achieve goals.

Actions

Specific initiatives, projects or tasks.

Goals

Goals are outcome statements that further articulate the vision statement. They define what Metro is trying to accomplish, both programmatically and organizationally.

Targets

Targets are precise, time-bound and quantifiable measures that provide benchmarks to measure progress toward the achievement of the goals. Targets are measurable, stated in terms of results and have a 10-year or earlier completion date.

Strategies and Actions






The third level of the plan’s hierarchy outlines the specific strategies and actions directly supporting the achievement of category targets. Strategies and corresponding actions represent planned initiatives or programs currently being implemented.

The plan is organized into the following seven (7) program categories (see next page).

The Category Tables are comprised of strategies, actions, a status indicator and designation of strategy responsibility: **Lead Department (Bold)** and Support Department.

The status indicators are designated as follows:

KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%

3.3 Category Targets

Water Quality and Conservation



- 1 Reduce potable water use by **22%** from the 2030 Business as Usual scenario.
- 2 Increase runoff infiltration and capture capacity for stormwater by **15%** from 2020 baseline levels.

Solid Waste



- 1 Reduce annual operational solid waste disposal **24%** from 2030 Business as Usual scenario.
- 2 Achieve **50%** landfill diversion rate for operational waste.
- 3 Achieve **85%** construction landfill diversion rate.

Emissions and Pollution Control



- 1 Displace **903,000 MTCO₂e** annually.
- 2 Reduce total GHG emissions by **79%** from 2017 baseline.⁴
- 3 Reduce total nitrogen oxides (NOx) emissions **54%** from 2018 baseline.
- 4 Reduce total particulate matter (PM) emissions **62%** from 2018 baseline.

Resilience and Climate Adaptation



- 1 Identify all acute shocks or stressors for critical and/or vulnerable areas at or near Metro infrastructure by 2025.
- 2 Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.
- 3 Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.

4. As published in its 2019 CAAP, Metro commits to reducing our greenhouse gas emissions by 79% relative to 2017 levels by 2030 and 100% (i.e., zero emissions) by 2050.

Materials, Construction and Operations



- 1 Achieve **LEED Silver** certification for all new facilities over 10,000 square feet, and achieve Envision certification where LEED is not applicable.
- 2 Design and build **100%** of capital projects to CALGreen Tier 2 standards.
- 3 Complete **Sustainable Acquisition Program training/implementation** and develop **2030 program targets** for annual sustainable acquisition spend by 2022.

Energy Resource Management



- 1 Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario.
- 2 Increase onsite renewable energy generation to **7.5 MW**.

Economic and Workforce Development



- 1 Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.
- 2 Recruit employees from diverse sources, including vocational schools, community colleges, groups supporting formerly incarcerated persons and organizations supporting persons with disabilities and older adults.
- 3 Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses.

Together we can build a transportation system that is innovative, sustainable and increases access to opportunity for everyone.

WE WILL USE OUR WATER WISELY.

In Southern California, water is a precious and limited resource. So Metro is planting California native and drought-tolerant landscaping and recycling the water used for everyday operations. And we'll continue to find new ways to conserve, doing our part to be water smart.



WATER QUALITY AND CONSERVATION

GOALS

- > Optimize and manage Metro's water use.
- > Manage wastewater and stormwater constructively.

TARGETS

- 1 Reduce potable water use by **22%** from the 2030 Business as Usual scenario.
- 2 Increase runoff infiltration and capture capacity for stormwater by **15%** from 2020 baseline levels.

3.4 Overview

The state of California faces urgent challenges related to the availability of potable water. Local sources, including aquifers, across the state have not recovered from years of drought, a problem exacerbated by the anticipated impacts of climate change. Continuing the import of water from elsewhere is unsustainable in the long term. The ramifications of these two challenges will be felt, especially in Southern California.

As of 2018, 97.4% of our water consumption is potable water. More than half of Metro's water use goes toward irrigation along rail and bus alignments (55.3%) and over another quarter of our consumption goes toward operational divisions (26.6%).

Metro is actively monitoring water use and finding new ways to increase conservation efforts. We have reduced potable water use by 34% since 2013 through conservation efforts, system enhancements and efficiency upgrades aligned with Metro's *2010 Water Action Plan*. These actions supported the City of LA's goal of reducing consumption by 20% over the same timeframe. Our efforts have included bus wash system retrofits, smart irrigation controller installations, turf removal, water-efficient landscaping upgrades and irrigation restrictions.

Water reclamation and reuse will be an equally critical component of our water use strategy through 2030. We will identify and evaluate opportunities to implement capture and reuse strategies, such as reusing water discharged from dewatering activities, and nature-based, low-impact development measures, such as stormwater runoff infiltration. We expect that this intentional, responsible water consumption and resource management will contribute to community-wide

resilience. Metro also recognizes the potential to create multi-benefit projects that may serve EFCs through participation in Measure W initiatives.

TARGET 1

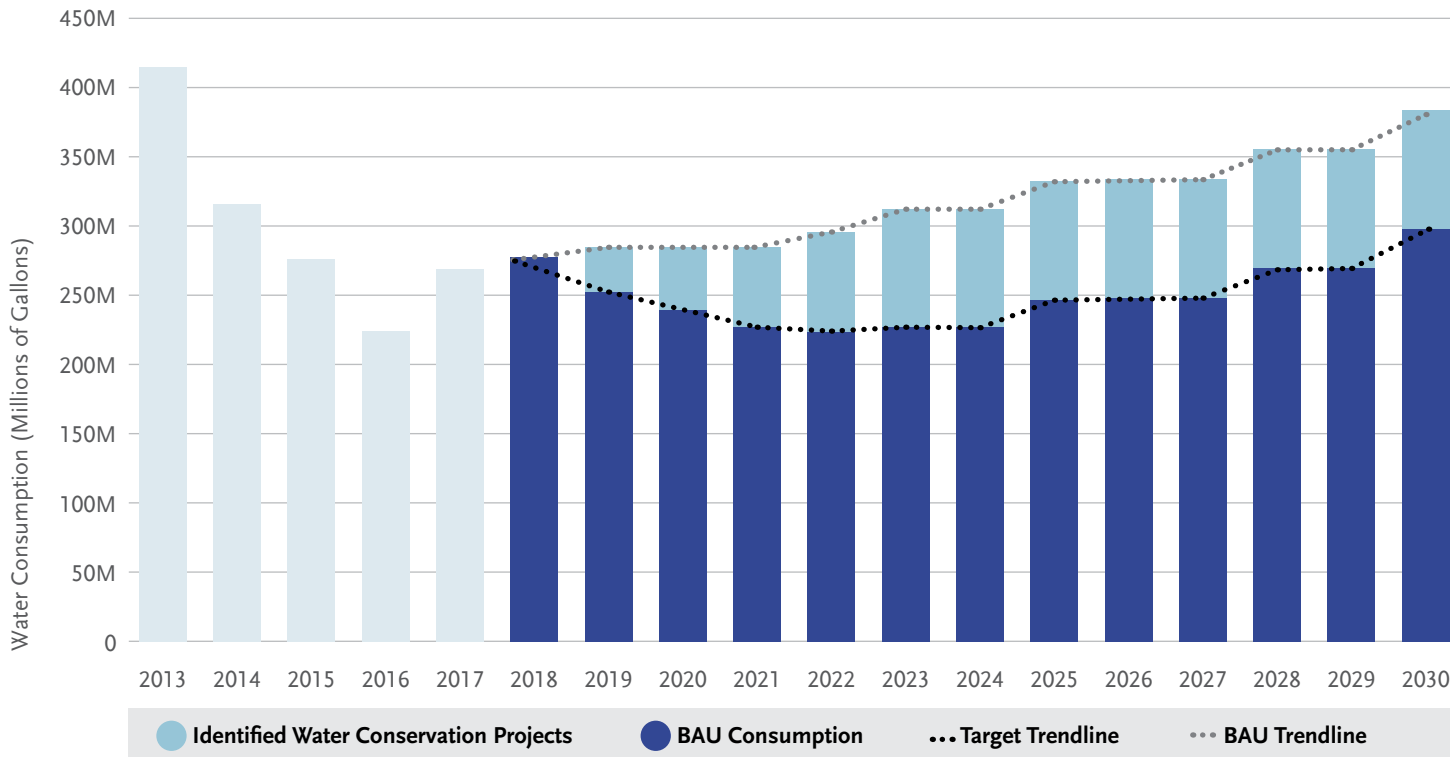
Reduce potable water use by 22% from the 2030 Business as Usual scenario.

Potable water consumption is expected to increase due to our Twenty-Eight by '28 initiative, featuring transit and facility expansion projects set to come online by 2028. In a BAU scenario, system growth is estimated to increase overall water use by 38.1% by 2030 (from 2018 levels).

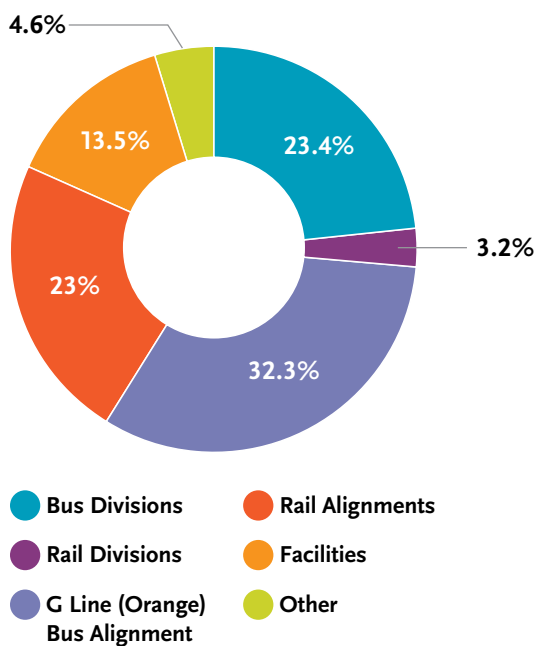
To mitigate anticipated increases in water consumption, we have identified, approved and are implementing several strategies to reduce potable water consumption, including: bus and rail car wash facility improvements, domestic fixture replacements and an upgrade to smart irrigation controllers along the G Line (Orange) alignment. Conservative estimates suggest these strategies will yield a 22% reduction in water consumption from levels in the 2030 BAU scenario.

As a responsible steward of water conservation, Metro continues to develop additional water use reduction strategies focused on technical improvements and behavioral change at Metro, while developing partnerships with key regional stakeholders to build a more resilient LA county.

WATER CONSUMPTION FORECAST (2013 – 2030)



2018 TOTAL WATER CONSUMPTION BY END USE



TARGET 2

Increase runoff infiltration and capture capacity for stormwater by 15% from 2020 baseline levels.

Metro is actively evaluating opportunities to increase runoff infiltration and capture capacity for stormwater. For example, permeable surface installations at divisions with large asphalt surface areas could reduce runoff, increasing infiltration capacity systemwide. Installations along rail alignments and highways or near current and forthcoming facilities, such as bioswales or other nature-based solutions, have the potential to increase stormwater infiltration and contribute to larger ecosystem health and restoration. Together, these efforts will produce long-term water savings as more water can safely infiltrate into soil and replenish groundwater sources and local aquifers. Such installations also have filtration features that capture and prevent pollutants from entering land and water ecosystems and harming wildlife.

What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

Low Flow Nozzle Pilot Installation for Bus Washes

Metro's pilot study at Division 15 evaluated the effect of a decreased flow rate (gallons per minute) on water use during bus washing. The nozzle modifications proved effective, reducing the average water consumption per wash cycle by 40% while maintaining bus cleanliness. Following this success, similar modifications will be made at other bus divisions, accompanied by monitoring practices to quantify water and cost savings. It is estimated that nozzle replacements systemwide will save over 20 million gallons of water per year.

G Line (Orange) Upgrades: Smart Irrigation, Recycled Water and Use Efficiency

In 2018, 32.3% of Metro's overall water consumption was used along the G Line (Orange) alignment or right-of-way. To reduce potable water consumption, multiple reduction measures were identified and implemented. Forty-one conventional irrigation controllers were replaced with smart controllers in 2018. Total water use along this alignment alone declined by 49 million gallons or by nearly 44% between 2018 and 2019. In addition, we completed installation of purple pipe recycled water between Vesper Avenue and Sepulveda Boulevard along the G Line (Orange) (which accounts for 2.6% of Metro's overall water use), with plans to install more in 2020 between Tujunga and Laurel Canyon boulevards.

Permeable Pavement and Bioretention Pilot Project

















In 2018, Metro replaced 40,000 square feet of asphalt at the Division 4 facility in Downey with permeable pavement and a landscaped bioretention area. This new installation can capture and filter more than 300,000 gallons of rainwater during a single rain event allowing this water to safely infiltrate into the ground to replenish local groundwater and aquifer systems.

Low-to-No Flow Sanitary Fixtures






Several low-flow and no-flow sanitary fixtures have been installed across Metro facilities over the last few years. Several other sanitary fixtures are set to be remodeled at various division locations through 2030, which are anticipated to save roughly 3.1 million gallons of water per year.















Intentional and responsible water consumption and resource management will contribute to community-wide resilience.

PLANNED STRATEGIES AND ACTIONS



STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Identify and implement operational water conservation and efficiency projects 	1.1 Implement all identified water conservation projects.		ECSD
	1.2 Update the <i>2010 Water Action Plan</i> to outline operational water conservation, efficiency and reuse strategies through 2030 to fulfill the goals of the <i>2019 CAAP</i> and <i>MBS</i> .		ECSD
	1.3 Prioritize the new Water Action Plan strategies for phased implementation.		ECSD Operations
	1.4 Conduct pilot studies on rail wash facilities to reduce potable water use and replace existing equipment with more efficient equipment based on the pilot results.		ECSD Operations
	1.5 Develop and conduct staff training on water conservation strategies.		ECSD
Increase the use of non-potable water sources to offset potable water use 	2.1 Identify opportunities to expand water capture for reuse.		ECSD Operations
	2.2 Transition to recycled water where purple pipe is available and coordinate with local water providers to expand purple pipe access near Metro facilities.		ECSD Operations
	2.3 Determine the feasibility of including graywater and other water reuse strategies in Metro's design specifications.		ECSD Engineering
	2.4 Evaluate grant opportunities to study and implement innovative reclaimed water strategies.		ECSD Planning
	2.5 Evaluate the use/reuse of water from system dewatering activities for operations and construction.		ECSD Operations
Implement water monitoring and reporting systems 	3.1 Install smart sub-meters to improve the collection of water usage data.		ECSD Operations
	3.2 Explore the feasibility of automated data communications and leak detection systems to provide real-time water consumption information and leak alerts to facility managers.		ECSD Operations
	3.3 Install and utilize an environmental management reporting system to issue reminders of upcoming compliance deadlines, monitor trends in consumption and costs and facilitate the recognition of emerging issues.		ECSD Operations
















KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Integrate water conservation and efficiency best practices into policies, standard operating procedures (SOPs) and specifications 	4.1 Further integrate and regularly update water conservation approaches into contractor requirements to better mitigate water use impacts from construction through operations.		ECSD
	4.2 Establish and implement specifications for water reuse during dewatering activities.		ECSD Operations
	4.3 Establish a policy requiring all new construction projects to achieve 75% or greater of the available points for the Water Efficiency category of Leadership in Energy and Environmental Design (LEED) or most applicable sustainable design or construction rating system.		ECSD Engineering
	4.4 Establish and implement specifications for high-efficiency water fixtures and systems for all new construction and renovations.		ECSD Operations, Planning Engineering
	4.5 Establish and implement specifications for native, climate appropriate landscaping for all new construction and renovations.		ECSD Operations, Engineering Facilities Management Systemwide Design
	4.6 Establish procedures requiring the regular review and update of SOPs for water use that reflect best water conservation and efficiency practices.		ECSD Operations
	4.7 Evaluate state of good repair of existing equipment and conduct maintenance activities to ensure existing equipment works as designed and in an efficient manner.		ECSD Operations
	4.8 Integrate a triple bottom line analysis into cost and value assessments of all planned water efficiency measures.		ECSD V/CM
Partner with other public agencies and community groups to advance regional water goals 	5.1 Establish ongoing evaluation of local partner policies, procedures, mandates, requirements and best practices to identify collaborative opportunities.		ECSD Engineering
	5.2 Collaborate with other Municipal Separate Storm Sewer System permittees for implementation of enhanced watershed management programs.		ECSD Engineering
	5.3 Work with regional partners, like the Metropolitan Water District, to maximize stormwater capture and recycled water use opportunities that support Measure W and other applicable requirements or regulations.		ECSD Operations
	5.4 Engage with external stakeholders to identify collaboration and funding opportunities that advance regional water goals.		ECSD

KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Develop strategic resources and collaborative relationships across the agency to advance the water program and drive behavior change 	6.1 Expand partnerships with operations staff across the agency to develop and implement water initiatives and projects.		ECSD Operations
	6.2 Use the Metro Intranet and other digital media tools to communicate water program goals, initiatives and achievements internally.		ECSD Marketing and Communications
	6.3 Develop and conduct trainings, workshops and other outreach events for staff to drive water conservation and behavior change in areas of greatest impact.		ECSD Marketing and Communications Talent Development
Implement best management practices to minimize stormwater runoff and keep stormwater clean 	7.1 Characterize stormwater quality at operating division discharge locations to identify opportunities for improvement.		ECSD Operations
	7.2 Identify stormwater management opportunities and constraints for underground, at grade and above grade rail/busway stations.		ECSD Operations Engineering
	7.3 Determine the feasibility of installing drywells, treatment trenches and other best management practices at operating divisions and discharge locations in alignment with applicable regulations.		ECSD Operations Engineering
Prioritize the infiltration, capture and/or use of stormwater 	8.1 Evaluate and prioritize opportunities to retrofit existing facilities using a whole systems approach, including life-cycle, maintenance needs and potential system impacts.		ECSD Operations
	8.2 Integrate green infrastructure principles into specifications.		ECSD Operations Engineering
	8.3 Support regional water initiatives through collaborative capture/reuse projects.		ECSD Operations Engineering
Reduce pollutants in industrial wastewater 	9.1 Develop a source control pollution prevention plan focused on decreasing the volume and increasing the quality of wastewater.		ECSD Operations
	9.2 Develop a screening process for new materials based on their potential to affect discharge.		ECSD V/CM

WE WILL GENERATE LESS WASTE.

Eliminating waste starts by evaluating our choices. Metro always looks for new ways to get the most out of materials. We're working to reduce, reuse, recycle and repair as we support the movement to zero waste and a sustainable circular economy.





SOLID WASTE

GOALS

- > Reduce Metro’s waste disposal.
- > Increase diversion from landfill.

TARGETS

- 1 Reduce annual operational solid waste disposal **24%** from 2030 Business as Usual scenario.
- 2 Achieve **50%** landfill diversion rate for operational waste.
- 3 Achieve **85%** construction landfill diversion rate.

3.5 Overview

As one of the largest transportation authorities in the U.S., Metro acquires, moves, uses and disposes of thousands of tons of material each year. Disposing of this material carries operational expenses, has land-use implications and generates regional GHG emissions. Our priorities for reducing the impact of our waste are two-fold: decrease the amount of waste that is generated and divert waste from landfills.

In alignment with the City of LA and LA County, Metro is actively applying the **Integrated Waste Management Hierarchy (IWMH)**⁵ to

our operational waste. Using this hierarchy, we are prioritizing waste reduction and sustainable procurement as the first and most important steps toward managing and reducing solid waste. The IWMH is also an integral component of multiple agency-wide policies and programs, including our *Solid Waste Management Plan*, Sustainable Acquisition Program and *Construction and Demolition Debris Policy*. These efforts help us support and comply with California state legislation and CalRecycle regulations.

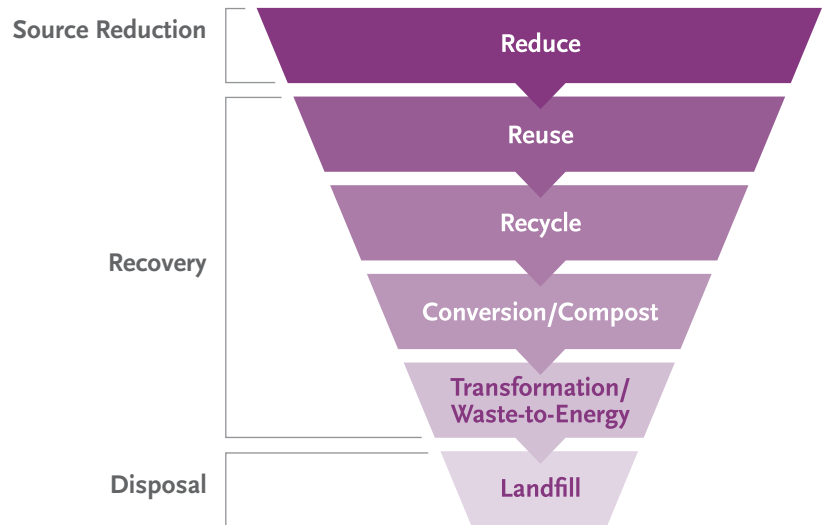
Waste reduction and diversion strategies through sustainable procurement and operational improvements will be critical to

INTEGRATED WASTE MANAGEMENT HIERARCHY

Traditional Approach:



New Approach:



5. U.S. Environmental Protection Agency. “Sustainable Materials Management: Non-Hazardous Materials and Waste Management Hierarchy.” <https://www.epa.gov/smm/sustainable-materials-management-non-hazardous-materials-and-waste-management-hierarchy>

meet our 2030 operational targets. We are building on waste characterization studies and our growing Sustainable Acquisition Program to identify strategies to change existing behavioral and purchasing practices as a means to minimize both the upstream and downstream impacts of procured material. To address construction waste, we are partnering with Metro’s contractors to further develop waste management strategies that focus on material reuse and landfill diversion.

Definitions

Generation: The amount of waste that is produced before it is recycled, diverted or sent to the landfill

Disposal: The amount of waste that is sent to the landfill or treated as “trash”

Diversion: The percentage of waste that is diverted from landfill through recycling, composting, reuse or source reduction

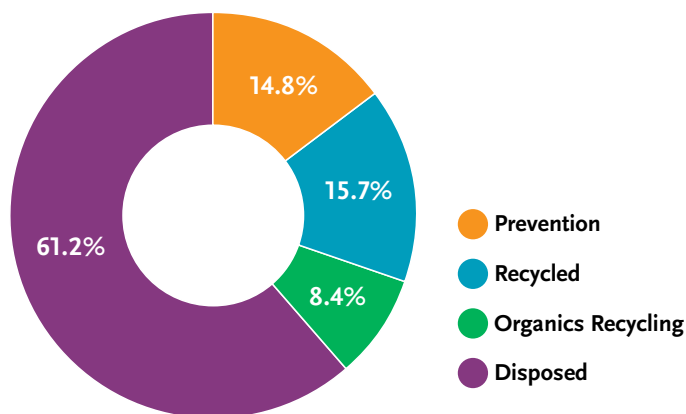
Prevention: Eliminating waste through source reduction (e.g., using paperless systems)

TARGET 1

Reduce annual operational solid waste disposal 24% from 2030 Business as Usual scenario.

In 2018, 61.2% of our solid waste was sent to landfills. While we have made substantial progress over the last five years to capture and divert waste from landfills, disposed waste has still increased steadily during that time period. In a BAU scenario, we anticipate a 21.6% increase in waste sent to landfills from 2018 levels due to system growth by 2030.

2018 OPERATIONAL SOLID WASTE COMPOSITION



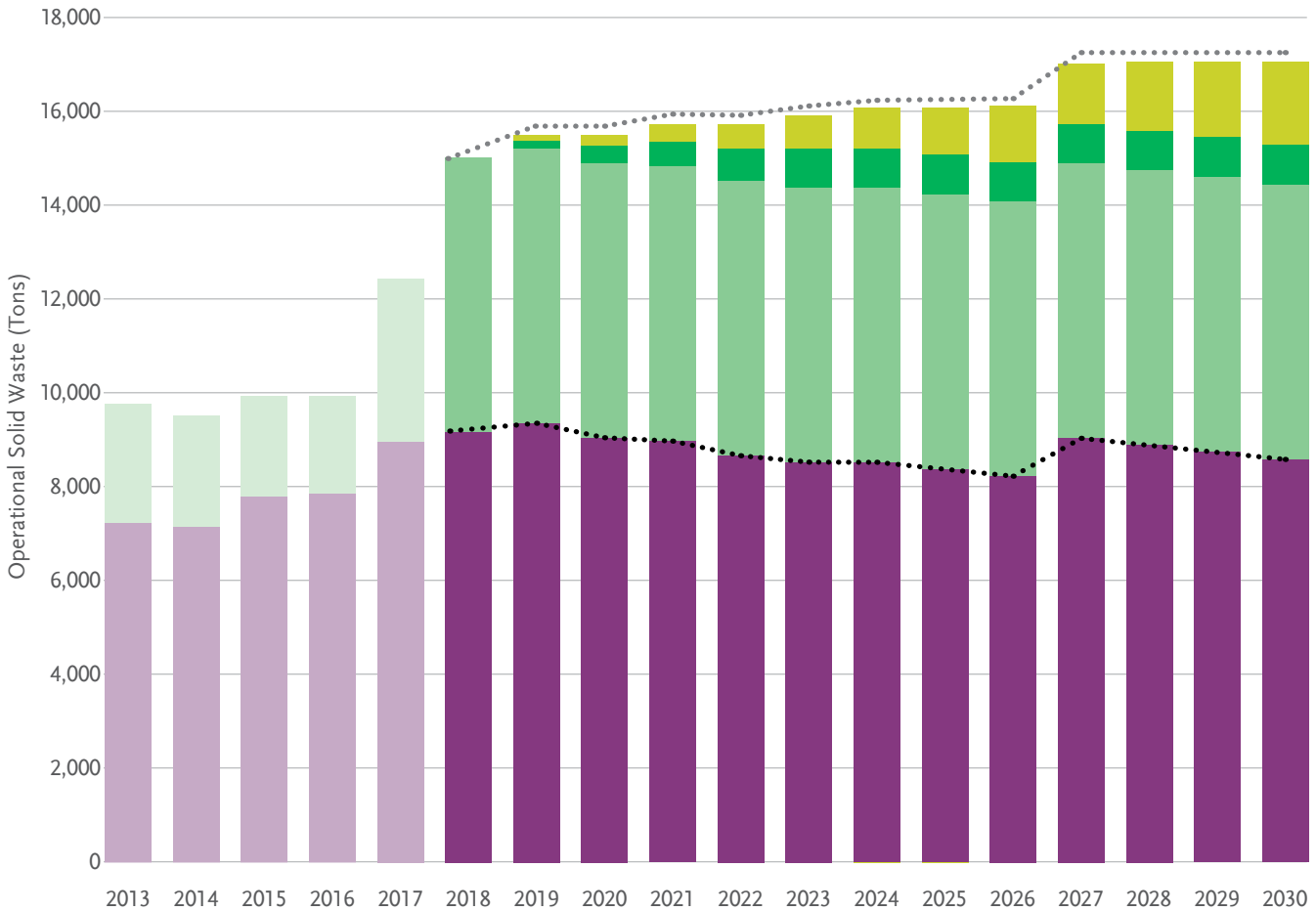
Planned waste prevention and diversion strategies are expected to minimize the impact of expected system growth on waste generation. The strategies, outlined under Target 2, will contribute toward reducing waste sent to landfills. By 2030, we expect to reduce landfill waste disposal from 2030 BAU levels by 24%.

TARGET 2

Achieve 50% landfill diversion rate for operational waste.

New diversion and prevention programs will assist with reducing waste sent to landfills. Not only will this reduce our overall landfill disposal tonnage, but it will also increase our overall diversion rate. Strategies to increase waste diversion at Metro include the launch of a food waste collection program at Metro headquarters and increased attention on sorting recyclables across all Metro facilities among other waste prevention strategies. It is also expected that the launch and growth of the Sustainable Acquisition Program will lead to increased opportunities for diversion. Using these and other strategies yet to be identified, we aim to achieve a 50% diversion rate by the year 2030.

OPERATIONAL SOLID WASTE FORECAST (2013 – 2030)



- Strategies in Development
- Identified Diversion Projects
- Diverted Waste (BAU)
- Disposed Waste (BAU)
- ... Target Trendline
- BAU Trendline

Note: This graph forecasts operational solid waste only as construction waste is variable and measured separately.

TARGET 3

Achieve 85% construction landfill diversion rate.

Materials generated during construction and demolition activities have the greatest potential to be diverted from typical landfills. CALGreen code currently requires 65% diversion of construction and demolition materials, yet we are committed to diverting at least 85% of our construction waste. To achieve this, we are updating our construction waste management

specifications and creating a central electronic repository to track and monitor all project construction and demolition waste prevention and landfill diversion rates. In addition, through the Sustainability Plan Program, we are developing tools and procedures to help contractors develop more comprehensive waste plans.

What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

Solid Waste Baseline and Characterization Studies

In 2017, we completed a solid waste baseline study and waste characterization studies to evaluate existing activities and performance at Metro headquarters and multiple bus and rail facilities. The baseline study evaluated operational practices and procedures and identified the material composition of the agency's waste streams. The results provided insight into our current reduction and recycling activities and quantified diversion activities that were not previously reported, including multiple organics, recycling and reuse programs. The studies provided compliance thresholds for regulated waste streams, giving us metrics to track compliance with AB 939 and AB 1826.

Solid Waste Management Plan
















Metro is developing a *Solid Waste Management Plan* that provides a roadmap to address climate change and reduce regional GHG emissions by managing solid waste sustainably and effectively. The plan prioritizes upstream solutions to prevent waste, which reflect the IWMH and consider the benefits of prevention, recycling, conversion and minimization of landfill disposal. This plan will help the agency set up the infrastructural framework for implementing disposal reduction programs that achieve regulatory compliance and progress toward meeting sustainability goals.

















Pallet Return Program

Metro's Central Maintenance Facility (CMF), which fulfills nearly 360,000 inventory requests per year, implemented a program to reduce waste output from pallets used for inventory storage and distribution. The program replaced standard wooden pallets with heavy-duty block wooden pallets, which are far more durable than conventional slatted pallets and survive an average of five times as many trips. In 2018, the program prevented approximately 2,100 tons of wood waste from going to landfills.






Waste reduction and diversion strategies through sustainable procurement and operational improvements will be critical to meet our 2030 targets.

PLANNED STRATEGIES AND ACTIONS

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Implement operational waste prevention and material reuse programs, which support a circular economy 	1.1 Add waste prevention and reuse specifications to major product/service contracts.		ECSD V/CM
	1.2 Develop contract language to support Extended Producer Responsibility requirements for bulky and non-recyclable items.		Facilities Maintenance ECSD
	1.3 Partner with regional stakeholders to develop and implement material reuse/exchange programs for surplus materials.		ECSD Operations General Services
	1.4 Implement paperless systems and paper reduction programs and systems (e.g., Safety Data Sheets).		ECSD Operations General Services
	1.5 Explore options to minimize single use consumable supplies and provide alternatives.		ECSD Operations General Services
	1.6 Evaluate the feasibility of implementing a reuse program for materials like furniture and other items that may be discarded in a remodel.		ECSD Operations General Services
	1.7 Identify opportunities for waste reduction by aligning with the Sustainable Acquisition Program and the principles of a circular economy.		ECSD Operations General Services
Implement operational recycling and organics diversion programs, including those that support compliance with AB 939, AB 341, AB 1826 and SB 1383 	2.1 Add recycling specifications to major product/service contracts.		ECSD V/CM
	2.2 Update agency-wide recycling programs to streamline collection bins and standardize signage.		ECSD Marketing and Communications
	2.3 Update specifications and contractor SOWs to require compliance with organics regulations.		ECSD Engineering
	2.4 Establish programs to divert organic waste from landfills, including edible food donation, anaerobic digestion and composting.		ECSD Operations General Services
	2.5 Evaluate and prioritize facilities for implementation of organics programs.		ECSD Operations
	2.6 Conduct a feasibility study on the costs and diversion potential of utilizing waste-to-energy for conversion of hard-to-divert materials such as bus blow-out trash.		ECSD

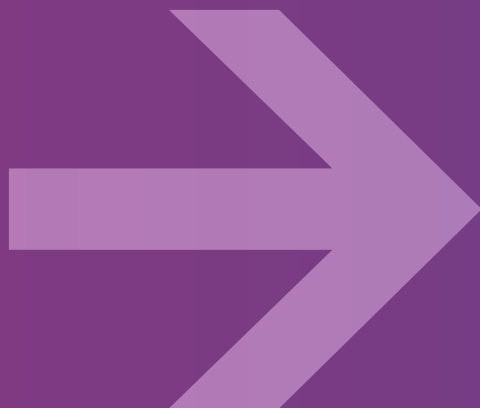
STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Establish and integrate best waste management practices into agency-wide operations 	3.1 Implement the Solid Waste Management Plan.		ECSD Operations
	3.2 Integrate waste management best practices into the SOPs and policy of strategic business units.		ECSD Operations
	3.3 Develop and deploy staff training on sustainable waste management principles and compliance obligations.		ECSD
	3.4 Integrate waste collection and diversion systems into the planning process in order to include space considerations for separating and storing waste.		Planning
Establish comprehensive monitoring and reporting practices to drive continual improvement 	4.1 Standardize solid waste/recycling monitoring protocols and incorporate into the EMS.		ECSD
	4.2 Develop mechanisms to track and report waste generation and diversion accomplishments.		ECSD Operations
	4.3 Partner with waste haulers to improve data accuracy by refining bin subscription levels and reporting protocols.		ECSD
Implement construction waste prevention and landfill diversion best practices 	5.1 Update Metro's Waste Management specification.		ECSD
	5.2 Update the <i>Construction and Demolition Debris Policy</i> .		ECSD Engineering
	5.3 Update vendor and construction specifications to support agency waste reduction and diversion targets.		ECSD V/CM
	5.4 Provide supporting tools and procedures to help contractors develop and implement more comprehensive waste plans.		ECSD
	5.5 Explore new technologies and cutting-edge practices that further construction waste prevention and diversion.		ECSD
	5.5 Create a central electronic repository to track and monitor all project construction and demolition waste prevention and landfill diversion rates.		ECSD

KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%

WE WILL CRAFT EVERY PROJECT SUSTAINABLY.

Innovative design and construction standards will increase Metro's use of low-carbon and responsibly produced materials. Smarter, more efficient operations will ensure the benefits of our green design strategies are realized.





MATERIALS, CONSTRUCTION AND OPERATIONS

GOALS

- > Demonstrate sustainable design and construction practices throughout all phases of capital improvement projects.
- > Optimize sustainable operations and maintenance of fleet, infrastructure and facilities.

TARGETS

- 1 Achieve LEED Silver certification or higher for all new facilities over 10,000 square feet, and achieve Envision certification where LEED is not applicable.
- 2 Design and build 100% of capital projects to CALGreen Tier 2 standards.
- 3 Complete Sustainable Acquisition Program training/implementation and develop 2030 program targets for annual sustainable acquisition spend by 2022.

3.6 Overview

Metro has embarked on an extensive capital construction program to expand our world-class transportation system. LA County voters approved two half-cent sales tax measures, Measure R in 2008 and Measure M in 2016, which have provided Metro with the resources to catalyze rapid growth in our system. The expansion includes construction and maintenance of new transit alignments and support infrastructure for rail lines, as well as rapid bus lines and bike paths. These improvements will advance regional mobility, but they require considerations for sustainable building and construction equipment and mindful consumption of water, fuels and materials.

Over and above the requirements of NEPA and CEQA, we have established programs to reduce the negative impacts of system growth. We established a *Green Construction Policy* (GCP) in 2011 to reduce emissions during construction, as well as the Sustainability Plan (SP) Program to assist contractors with meeting CALGreen obligations. Going forward, we are turning our attention to materials sourcing, for which we are actively identifying opportunities and funding for a more sustainable acquisition and services procurement.

Metro has established a sustainability engagement team who is responsible for developing interdepartmental partnerships across ECSD, Planning, Engineering & Operations, to ensure sustainability gets integrated into our construction projects at the earliest stages.

TARGET 1

Achieve LEED Silver certification or higher for all new facilities over 10,000 square feet, and achieve Envision certification where LEED is not applicable.

Metro has committed to constructing all new buildings over 10,000 square feet to LEED Silver standard or higher, per Board policy. To date, 12 buildings have been certified to LEED Silver or higher including Metro headquarters and several transportation and maintenance buildings. Additionally, we currently have four new facilities undergoing the certification process. We continue that commitment with additional efforts to incorporate applicable strategies from rating systems like Envision (<https://sustainableinfrastructure.org/envision/overview-of-envision/>) where LEED is not applicable.

TARGET 2

Design and build 100% of capital projects to CALGreen Tier 2 building standards.

Metro capital projects are designed and constructed based on approved design criteria, standards and specifications. In 2016, we developed and updated the Metro Rail Design Criteria (MRDC) section related to project environmental and sustainability requirements, specifically relating to energy conservation and efficiency, renewable energy, water conservation, biological and cultural resources and climate change and adaptation. The Metro systemwide

design team has developed a “kit of parts” to assist project teams in implementing sustainable infrastructure, such as LED lighting. In 2017, we developed a new Sustainability Technical Requirements specification (13 60 00) to augment our Sustainability Plan specification (01 35 63) requiring contractors to create a Sustainability Plan that integrates sustainable elements into design and construction of every project and ensure compliance to CALGreen Tier 2 requirements. More importantly, the specification requires contractors to comply with mandatory and voluntary (Tier 2) sustainability measures per the latest of the California Green Building Standards Code (Part 11) California Code of Regulations, Title 24 (CALGreen), as well as mandatory federal and local requirements.

Capital projects designed and built to Tier 2 building standards include both buildings and stations. Going forward, we will be applying relevant sections of the standard to other infrastructure improvements, including rights-of-way and alignments.

TARGET 3

Complete Sustainable Acquisition Program training/ implementation and develop 2030 program targets for annual sustainable acquisition spend by 2022.

Metro strives to integrate sustainability considerations into procurement decisions and evaluate the sustainability consequences of a product throughout its lifecycle. To this end, new products and technologies are evaluated for their ability to advance our environmental and social commitments, such as resource efficiency and small business engagement, while delivering the best financial value for Metro. Our Sustainable Acquisition Program will apply a more structured and comprehensive approach to considering the direct social and environmental impacts of products and services, as well as the operational practices of vendors along key points in the supply chain. As a result, the program will operationalize commitments in our environmental policy, advance our sustainability initiatives and continue Metro’s leadership regionally and among transportation agencies nationally.



What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

Metro Environmental Management System (ISO 14001)

Metro integrates sustainability and environmentally friendly practices into the lifecycle of its projects, including the planning, design, construction, operations and maintenance phases. One tool to achieve this is our robust EMS, which is certified to the ISO 14001:2015 standard and serves as a system for internal and external stakeholders to help us continually measure and improve our environmental and sustainability efforts. As of 2019, the Metro EMS covers 19 operational facilities (as defined by ISO 14001), bus and rail divisions and recently introduced construction (CEMS) as part of its scope. EMS seeks to continually improve sustainable building and construction processes through a rigorous process (Plan-Do-Check-Act) within an overall framework for managing the challenges of a project.

Sustainability Plan Program

In 2018, Metro's baseline specifications were updated to require the development and implementation of a project-specific sustainability plan regardless of the project size. These plans outline the environmental and sustainability commitments for each project. The commitments are consistent with statutory and regulatory requirements. Each project-specific sustainability plan meets or exceeds Metro's environmental and sustainability requirements, as well as the requirements of the California Green Building Code. The sustainability plan specification requires the contractor to also provide a project-specific sustainability coordinator to oversee all resiliency and long-term sustainability-related requirements for the project. Additionally, Metro is actively engaging project team members early through our Sustainability Engagement Teams, to integrate sustainability into the design and planning process.

Sustainable Infrastructure Engagement Process

CAPITAL PROJECT PHASE	KEY STAKEHOLDERS	SUSTAINABILITY ENGAGEMENT TEAM ACTIVITIES
Project Initiation (Planning)	Metro Countywide Planning & Development	Assign <i>Engagement Team</i> , start technical assessments, and catalog requirements.
Preliminary Design (Preliminary Engineering)	Metro Program Management & Design Contractor	Complete project specific assessments, analysis and studies; deliver <i>Sustainability/Environmental Requirements Package</i> , review contract specifications and ensure budget for next phase.
Design (Design Development)	Metro Program Management & Design Contractor	Track requirements, review design, develop commissioning protocols, review contract specifications and ensure budget for next phase.
Construction	Metro Program Management & Construction Contractor	Track project-specific <i>Sustainability Plan</i> progress submittals per design and specifications.
Transition to Operations and Maintenance	Operations and Maintenance & Contracts	Provide O&M training, develop manuals, and commissioning and maintenance protocols.

Metro Rail Design Criteria Update

The environmental considerations within the MRDC were updated in 2010 and 2018 to include sustainability requirements, multi-mobility hubs with various first/last mile strategies, climate change adaptation principles and green infrastructure.

Certification Report Card

The following Metro facilities have achieved LEED certification:

FACILITY	CERTIFICATION	LEVEL	YEAR / STATUS
Division 16 Southwestern Yard	Division 16 Southwest Yard	Silver	2019
Location 64	Location 64	Gold	2019
Division 14	Division 14	Gold	2017
Division 24	Division 24	Silver	2016
Division 7 Campus	Division 7 Campus	Silver	2015
Division 10 Campus	Division 10 Campus	Silver	2014
Division 3 Maintenance Annex	Division 3 Maintenance Annex	Gold	2010
Union Station Gateway	Union Station Gateway	Gold	2010
El Monte Station	El Monte Station	Gold	2009
Division 13	Division 13	Gold	2009
Division 3 Maintenance Building	Division 3 Maintenance Building	Certified	2008
Division 9 Transportation Building	Division 9 Transportation Building	Gold	2008
CMF Building 6	CMF Building 6	Gold	2007

As of this printing, the following projects are in the process of LEED certification:

FACILITY	CERTIFICATION	LEVEL	YEAR / STATUS
Emergency Security Operations Center	NC	TBD	In design
Airport Metro Connector 96th Street Station	NC	Silver	In design
Willowbrook/Rosa Parks Station – Security Hub	NC	TBD	2020 – under construction
Willowbrook/Rosa Parks Station – Bike Hub	NC	TBD	2020 – under construction

Envision Certification

With the focus on planning and process from design stage through operations and maintenance, there is much in the Envision rating system that helps Metro consider the best sustainability practices throughout the life of our projects. Both the Expo Line Phase 2 and the Purple (D Line) Extension – Section 1 achieved Platinum Envision certification. While Envision is an industry best practice and is used to guide the building of sustainable infrastructure, it is not a formally adopted Metro policy.

Metro's Environmental Construction Awareness (MECA)













Launched in 2017, MECA is an online platform that provides information and resources to contractors about environmental requirements to help them develop effective proposals. MECA reinforces the importance of environmental compliance and sustainability from project design through construction, upholding Metro's commitment to the environment.

Sustainable Acquisition Program






In June 2019, Metro's Board of Directors adopted the Sustainable Acquisition Program: Metro's first top-down and enterprise-wide program for sustainable purchasing. This program enhances the agency's acquisition practices, ensuring that environmental, human health, social, ethical and financial considerations consistently inform such decisions. The program supports an already robust supplier outreach program at Metro that incorporates social considerations into Metro's acquisition process, including Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE).












Metro is actively working to engage project team members early to integrate sustainability into the design and planning process through our Sustainability Engagement Teams.











PLANNED STRATEGIES AND ACTIONS

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Continually improve sustainability standards and requirements for project design and construction 	1.1 Adopt CALGreen Tier 2 building standards for all capital projects.		ECSD Engineering, Planning
	1.2 Ensure continual improvement in alignment with MRDC, Bus Rapid Transit, design criteria and language with current CALGreen codes and Board policies.		ECSD Engineering, Planning
	1.3 Increase early engagement with ECSD by identifying sustainability standards that are required during early project planning phases.		ECSD Planning
	1.4 Require design and construction projects to use sustainable building materials.		ECSD V/CM, Planning
	1.5 Require Environmental Product Declarations for construction materials.		V/CM ECSD, Planning
	1.6 Update requirements for urban greening actions on all applicable project specifications.		ECSD Planning
	1.7 Evaluate the opportunity to hold an annual supplier symposium where contractors can present green alternatives for products and services.		ECSD Planning
	1.8 Develop a green infrastructure decision-making framework.		Planning
Pursue green certification standards for buildings and infrastructure construction 	2.1 Assess and implement available environmental certifications for adoption as Metro’s policy.		ECSD
	2.3 Collaborate with designers to determine achievable green certification options for specific projects.		ECSD

KEY: COMPLETION OF STATUS

 in development	 started	 up to 25%	 up to 50%	 up to 75%
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STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Commission all projects to ensure optimal performance M3	3.1 Develop a commissioning policy and specifications identifying the size and frequency of buildings to undergo commissioning and retro-commissioning.		ECSD Program Management Engineering
	3.2 Provide oversight for project commissioning and retro-commissioning efforts.		ECSD Program Management Engineering
	3.3 Perform Metro enterprise-wide assessment of Building Management System (BMS) and update performance specifications with results of data.		ECSD Program Management Engineering
	3.4 Provide training on commissioning requirements to Metro engineers and project managers.		ECSD Talent Development
	3.5 Perform upgrades and improvements to the existing BMS and install BMS at those facilities that do not yet have one.		ECSD
	3.6 Install an Energy Management System (EMS) to monitor, control and remotely audit the BMS at each Metro facility.		ECSD
	3.7 Perform regular energy audits on the EMS to ensure it is running efficiently and effectively and that the BMS at each facility is connected and transmitting data to the EMS.		ECSD
Expand the Green Construction Policy and Sustainability Plan Programs M4	4.1 Evaluate the SP Program to identify opportunities to increase contractor compliance and project sustainability commitments.		ECSD Program Management
	4.2 Develop sustainability budget allowances or alternatives in project bid documents to fund sustainability elements for projects.		ECSD Program Management V/CM
	4.3 Develop a set of tools to assist contractors in meeting CALGreen and Metro sustainability requirements.		ECSD
	4.4 Investigate expanding the GCP to include or favor electric construction equipment.		ECSD

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
<p>Implement the <i>Sustainable Infrastructure Engagement Process</i> on all major capital projects</p> <p>M5</p>	<p>5.1 Integrate the <i>Sustainability Engagement Team</i> into all phases of major capital projects to shepherd project specific sustainability and environmental requirements.</p>		<p>ECSD V/CM, Engineering Planning</p>
	<p>5.2 Ensure proper budget allocation and contract language for sustainability and environmental requirements to eliminate change orders.</p>		<p>ECSD V/CM, Engineering Planning</p>
	<p>5.3 Conduct project specific research, sustainability technical assessments and studies, life-cycle cost analysis and other technical specification requirements to demonstrate value.</p>		<p>ECSD V/CM, Engineering Planning</p>
	<p>5.4 Update the Sustainability Plan specifications and guidance documents to provide clear direction to contractors on incorporation of sustainability and environmental requirements in all major capital projects.</p>		<p>ECSD V/CM, Engineering Planning</p>
<p>Develop and implement an agency-wide Sustainable Acquisition Program</p> <p>M6</p>	<p>6.1 Develop tools and procedures to guide implementation of the Sustainable Acquisition Program.</p>		<p>ECSD V/CM</p>
	<p>6.2 Conduct annual spend analyses to identify and prioritize product replacement and other high impact acquisition opportunities.</p>		<p>ECSD V/CM</p>
	<p>6.3 Assess environmental impacts of products and materials using life cycle cost analysis, including embodied carbon.</p>		<p>ECSD V/CM</p>
	<p>6.4 Engage the Metro vendor community to evaluate opportunities for supplier leadership.</p>		<p>ECSD V/CM</p>
	<p>6.5 Assess feasibility of electronic bid submission system for all procurements.</p>		<p>ECSD V/CM</p>
	<p>6.6 Include DBE as part of the Sustainable Acquisition Program.</p>		<p>V/CM ECSD</p>

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY	
<p>Integrate resource conservation, life cycle and efficiency considerations into Metro's operational policies, SOPs and specifications</p> <p>M7</p>	7.1 Evaluate implementing a hierarchical sustainability decision matrix as a tool for prioritizing procurement and overall programmatic decisions.		ECSD	
	<p>Develop and implement materials, construction and operations related training for Metro staff, partners and community to facilitate a culture of sustainability</p> <p>M8</p>	8.1 Develop a certification program within MECA to improve contractor and subcontractor knowledge of environmental and sustainability requirements.		ECSD DEOD
		8.2 Expand Growing a Greener Workforce (GGW) Program to include additional curriculum and partners to raise awareness about sustainable materials, construction and operations.		ECSD
		8.3 Implement Metro staff training on sustainable materials, construction and operations goals, targets and strategies.		ECSD Talent Development
	8.4 Provide sustainable design training to support the selection of sustainable design materials for Metro discretionary grant recipients and public agency partners.		Planning Talent Development	

KEY: COMPLETION OF STATUS

in development	started	up to 25%	up to 50%	up to 75%

WE WILL USE MORE RENEWABLE ENERGY.

Our energy choices have far-reaching impacts on air quality, community health and well-being. By improving the efficiency of our buildings and purchasing carbon-free electricity, Metro is flipping the switch to a renewable, resilient and reliable energy future.





ENERGY RESOURCE MANAGEMENT

GOAL

> Optimize and manage Metro's use of energy.

TARGETS

- 1 Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario.
- 2 Increase onsite renewable energy generation to **7.5 MW**.

3.7 Overview

Our transportation system is powered primarily by electricity and natural gas, provided by seven utility suppliers across the region. The use and sourcing of that energy has ongoing impacts and longstanding implications for the environmental, fiscal and infrastructural resilience of our system. That is why Metro is taking proactive measures to procure and generate more renewable energy and implement innovative energy conservation practices and technologies in buildings.

However, 80% of our energy footprint is vehicle fuel, including a mix of compressed natural gas (CNG), diesel and gasoline that powers vehicles across our fleet. Metro is making strides in electrifying its fleet through our *Zero Emissions Bus Master Plan* (2020) and *Electric Vehicle (EV) Implementation Plan* (2021), which will substantially reduce our GHG emissions (see the Emissions and Pollution Control section and the 2019 CAAP for more information).

We primarily use energy in three ways: powering our operational facilities, fueling our vehicles and powering our rail systems.

Facility Energy

Building operations support over 1.2 million weekday rail and bus transit patrons. Metro's building energy consumption alone accounts for just over 100 gigawatt-hours (GWh) of electricity consumption per year across our extensive inventory of facilities in LA County.

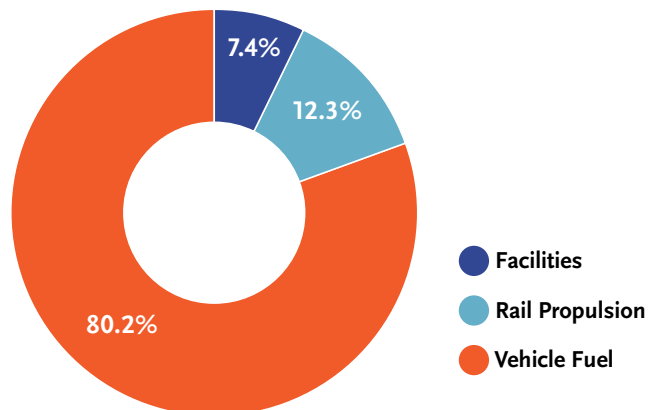
Vehicle Fleet Energy

Metro's vehicle fleet accounts for 80% of total energy consumption per year. Vehicle fuels power Metro's bus fleet, bus transit alignments, vanpool and all non-revenue vehicle fuels. Strategies to minimize Metro's fleet energy impact are more thoroughly discussed in the Emissions and Pollution Control section.

Rail Traction Power Energy

Rail propulsion power accounts for greater than 200 GWh of electricity use and accounts for 12% of the agency's energy consumption. Metro's coverage includes over 100 miles of light and heavy rail transit across LA County, with an expected 51 additional route miles by 2030. Metro purchases electricity from local utilities all of which are mandated to provide carbon free energy by 2045 (SB 100).

2018 ENERGY CONSUMPTION BY END USE



A Growing Future, A Growing Responsibility

Metro’s total energy consumption is expected to increase as a result of aggressive expansion of the rail system and commitment to increasing our electrified bus assets. In November 2016, Measure M was passed to help ease traffic and improve transportation. Within the *Measure M Program Management Plan*, the Twenty-Eight by '28 Initiative highlights the highest priority developments to complete prior to the 2028 Olympic Games. Key developments include the Purple (D Line) Extension Project Sections 1-3, the Airport Metro Connector and the Metro Rail Foothill Extension Project.

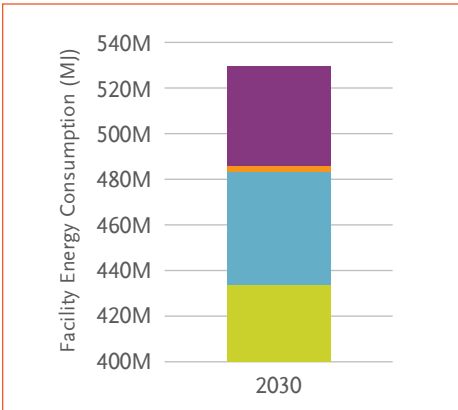
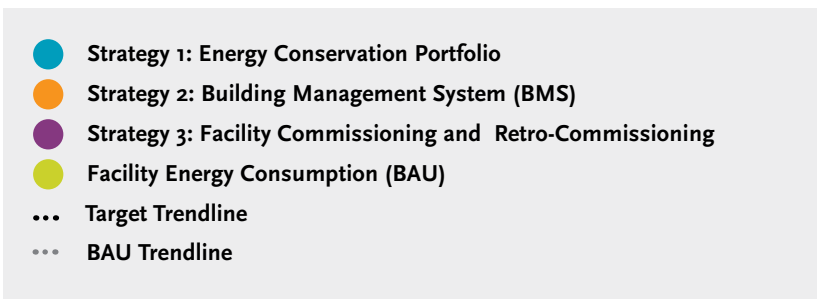
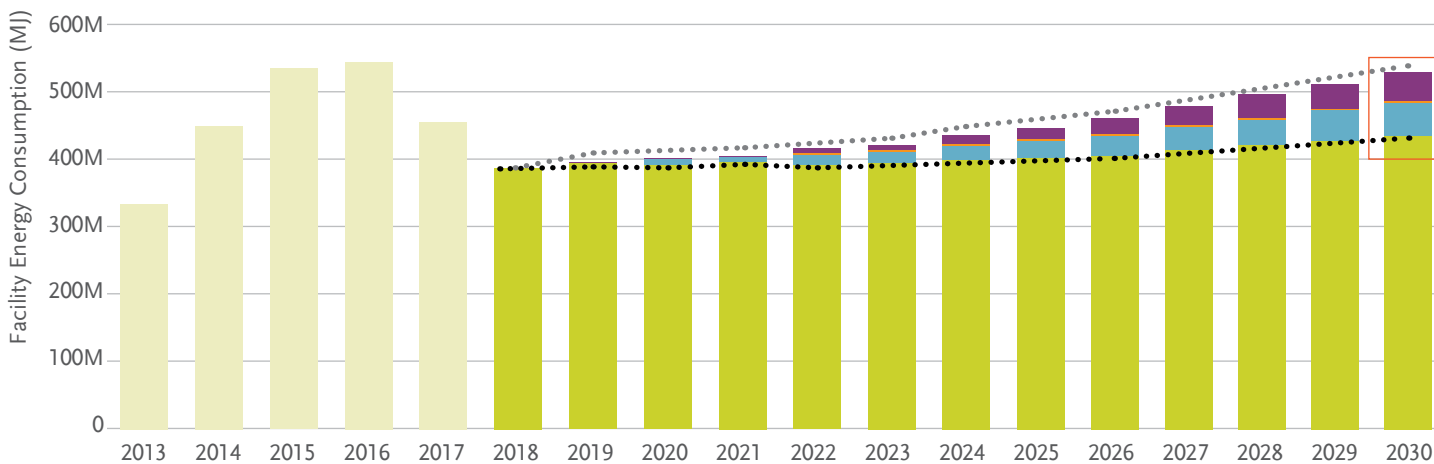
TARGET 1

Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario.

Despite system growth and increasing demand, we are committed to reducing our energy consumption. We have identified multiple opportunities to achieve a 17% reduction from the 2030 BAU scenario. These include implementing already identified energy projects, instituting an enterprise-level BMS and adopting a formal facility commissioning and retro-commissioning policy.

The chart below shows how Metro will reduce its energy consumption from the BAU scenario, highlighting the specific contributions of each of the strategies that we will implement between now and 2030.

TOTAL FACILITY ENERGY CONSUMPTION FORECAST



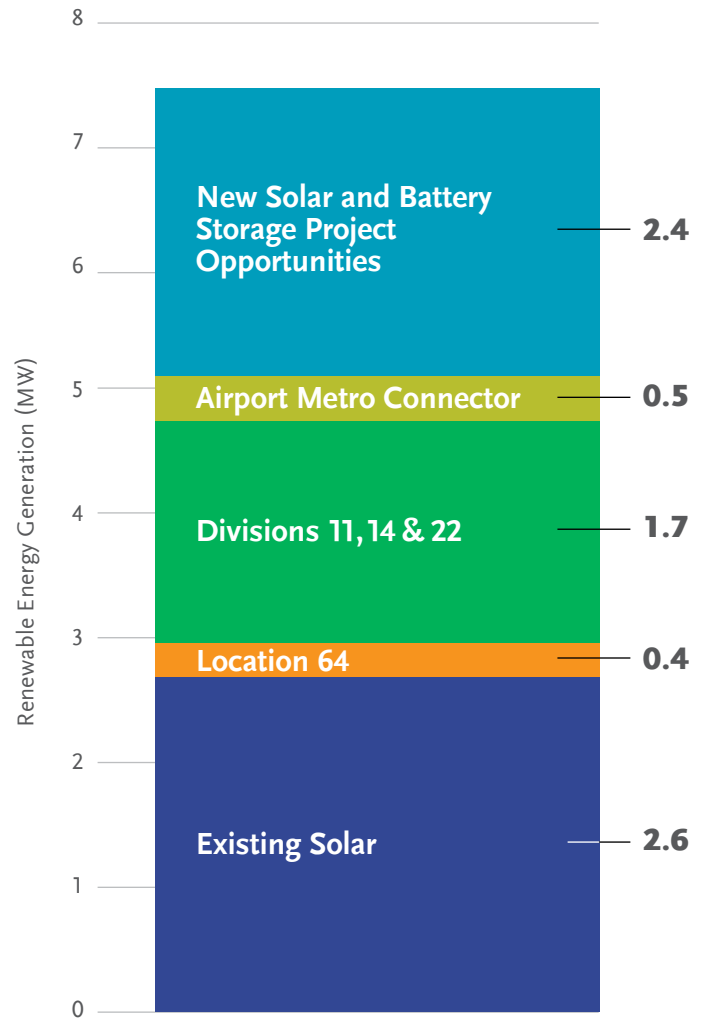
TARGET 2

Increase Renewable Energy Generation to 7.5 MW.

Solar photovoltaic (PV) technology is a critical component of our renewable energy strategy. We currently own and operate 2.6 megawatts (MW) of solar PV across eight facilities. These onsite installations accounted for 2.65 megawatt-hours of consumption in 2019. However, we are working aggressively to increase renewable energy generation capacity through installations at multiple operating divisions, the newly constructed Location 64 and the Airport Metro Connector by 2023. Together, these projects will help us achieve our 2030 goal of 7.5 MW of renewable energy generation – tripling current generation levels.



2030 ONSITE RENEWABLE ENERGY GENERATION TARGET



New projects will help us achieve an increase to our target of 7.5 MW of renewable energy generation by 2030.

What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

Union Station Gateway Parking Garage Lighting Retrofit

We are currently retrofitting the parking garage at Union Station Gateway with new light-emitting diode (LED) lamps to replace existing lighting fixtures. This project is estimated to reduce energy consumption by 866,000 kWh each year. After the installation, we will measure and verify consumption and cost reductions on an ongoing basis to support similar projects at other facilities.

Parking Structure Lighting Upgrades

Our Parking Management department completed a lighting retrofit at four parking structures in 2018. Upgrades to light fixtures produced annual savings of 1.2 million kWh.

PV Preventative Maintenance Program

To support our renewable energy investments, we launched the PV Operations and Maintenance Program in 2014 to provide technical training and resources to Metro maintenance personnel at facilities with PV systems. The program teaches Metro staff to benchmark energy generation and troubleshoot issues. Since launch, the program has provided over 700 hours of training to 120 personnel, resulting in faster response times and increased system uptime year over year. As a result, we embarked on a significant maintenance program in 2019, reducing annual output. Even so, the program avoided approximately \$220,000 in utility costs this year with a promise of even greater savings moving forward.

















Energy Conservation Portfolio











We have created a portfolio of energy conservation measures for implementation across maintenance facilities, terminals and administrative buildings. Planned portfolio projects include:

- > LED lighting, air compressor upgrades at Location 30
- > Installation of retrofit LED lighting at Divisions 7, 9, 10, 11, 15 and 22
- > Installation of electrical sub-meters at all Metro Bus and Rail Maintenance Facilities
- > Energy efficient dust collection system installation at Metro's CMF, Building 5 Paint Shop
- > Planned Heating, Ventilation and Air Conditioning (HVAC) system retrofits at Divisions 5, 11 and 22


We primarily use energy in three ways: powering our operational facilities, fueling our vehicles and powering our rail systems.

PLANNED STRATEGIES AND ACTIONS

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Implement projects identified in the energy conservation project portfolio 	1.1 Complete Gateway LED Lighting Project.		ECSD Engineering, Facilities Maintenance
	1.2 Complete ECSD's Phase 1 Energy Project portfolio.		ECSD Engineering, Facilities Maintenance
	1.3 Identify additional energy conservation measures for implementation.		ECSD Engineering, Facilities Maintenance
	1.4 Consolidate existing energy studies into a comprehensive Energy Efficiency Study.		ECSD Engineering, Facilities Maintenance
	1.5 Consolidate energy data and develop formal management and analysis plan for quality-controlled agency reporting.		ECSD Engineering, Facilities Maintenance
Optimize BMS at all divisions and Gateway facility 	2.1 Perform an enterprise-level BMS assessment.		ECSD Maintenance and Engineering Facilities Maintenance, ITS
	2.2 Implement recommended repairs identified by BMS assessment.		ECSD Maintenance and Engineering Facilities Maintenance, ITS
	2.3 Install BMS controls at divisions without preexisting system to streamline operations and maintenance.		ECSD Maintenance and Engineering Facilities Maintenance, ITS
	2.4 Incorporate BMS into brand-agnostic and uniform user interface for improved quality assurance.		ECSD Maintenance and Engineering Facilities Maintenance, ITS
	2.5 Develop BMS maintenance and training program.		ECSD Maintenance and Engineering Facilities Maintenance, ITS
Implement an agency-wide facility commissioning and retro-commissioning program 	3.1 Develop commissioning standards, guidelines and commissioning specifications.		ECSD Engineering, Facilities Maintenance Planning
	3.2 Onboard an in-house Commissioning Team.		ECSD Engineering, Facilities Maintenance
	3.3 Develop a five-year rolling cycle of energy auditing and retro-commissioning for all major facilities.		ECSD Engineering, Facilities Maintenance

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Expand the onsite renewable energy portfolio 	4.1 Complete installation of identified solar PV projects.		ECSD Engineering, Facilities Maintenance
	4.2 Expand PV Operations and Maintenance Program.		ECSD Engineering, Facilities Maintenance
	4.3 Update renewable energy inventory and include distributed energy resources.		ECSD Engineering, Facilities Maintenance
	4.4 Develop and refine solar design guidelines for all Metro projects, including considerations for scalability.		ECSD Engineering, Facilities Maintenance, Planning
	4.5 Identify additional onsite renewable energy generation and energy storage projects.		ECSD Engineering, Facilities Maintenance
Develop supporting infrastructure for electric transportation 	5.1 Secure favorable utility billing rates for electrified rail and bus charging.		ECSD Rail Vehicle Acquisition, Government Relations
	5.2 Analyze opportunities to reduce peak loads from propulsion power.		ECSD Rail Vehicle Acquisition, Government Relations
	5.3 Partner with regional utilities to implement EV charging infrastructure.		ECSD Rail Vehicle Acquisition, Government Relations

KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%

WE WILL REDUCE EMISSIONS.

Clean air is among the building blocks of healthy living. Metro's investments in zero-emissions vehicles and advanced energy sources are helping LA County improve air quality. And each trip you make on a bus, train or bike helps, too.





EMISSIONS AND POLLUTION CONTROL

GOALS

- > Reduce regional GHG emissions.
- > Reduce Metro's GHG and criteria air pollutant emissions.⁶

TARGETS

- 1 Displace 903,000 MTCO₂e annually.
- 2 Reduce total GHG emissions by **79%** from 2017 baseline.⁷
- 3 Reduce total nitrogen oxides (NOx) emissions **54%** from 2018 baseline.
- 4 Reduce total particulate matter (PM) emissions **62%** from 2018 baseline.

3.8 Overview

Transportation is a major contributor to reducing regional GHG emissions. By providing more convenient, efficient and appealing transportation options, we can move more people, while reducing GHG emissions for each trip taken – reducing the negative impact that transportation has on the environment and public health.

We have an obligation to recognize and mitigate the negative environmental impacts of operating our system. We understand the urgency posed by climate change projections, which are expected to present risks affecting our riders and employees, as well as our infrastructure and services. The Intergovernmental Panel on Climate Change's *Special Report on Global Warming of 1.5-degrees Celsius* provides clear information about these risks and the consequences of inaction.

In addition, California has passed ambitious climate and renewable energy legislation and regulations, including Assembly Bill 32 (AB 32) in 2006 and Senate Bill 100 (SB 100) in 2018. Accordingly, Metro updated our 2019 CAAP, where we commit to building climate change resilience within our transportation system and across the region, and commit to zero GHG emissions by 2050. Thus far, we have completed several energy assessments and implemented large-scale projects, including LED lighting retrofits, a transition to RNG for our bus fleet, a bus electrification plan and various system upgrades at rail and bus maintenance divisions. Each action is a step toward achieving

regional and statewide emissions goals, and ultimately achieving a zero emission transportation system.

The impacts of our transportation system and its operations extend beyond GHG emissions. We operate within the South Coast Air Basin, the most polluted air basin in the United States. Criteria air pollutants of particular concern include low level ozone, oxides of nitrogen and particulate matter. Metro's fuel consumption and use of chemicals contribute to present air quality issues. We recognize that our commitments to mitigate emissions must include strategies that reduce the formation of smog and other air pollution, which will be critical to protecting regional public health.

TARGET 1

Displace 903,000 MTCO₂e annually.

Metro consistently displaces more GHG emissions than we produce, meaning that by virtue of providing an alternative mode of transit we are preventing GHG emissions. A fifth of Metro's displaced emissions come from individuals selecting to ride Metro over driving their own vehicles, and the rest are displaced through land use patterns based on our transit services. Without Metro, LA County's GHG emissions in 2017 would have been 3.7% higher.

6. **Criteria air pollutants** are pollutants for which the U.S. EPA has set National Ambient Air Quality Standards. Metro tracks emissions for three common criteria air pollutants: Nitrogen Oxides (NOx), Particulate Matter (PM), and Hydrocarbons (HC).

7. This baseline was set in the 2019 CAAP and incorporated new APTA guidelines for calculating displaced emissions from land use.

It is important to quantify and track Metro’s regional GHG impact in order to ensure we are meeting the intent of regional and state climate goals. In 2019 alone, we displaced or prevented 900,000 metric tons of carbon dioxide equivalent (MTCO₂e) from being emitted. By 2030, we anticipate this figure will slightly increase to 903,000 MTCO₂e, since we anticipate that passenger miles traveled will increase by 21% by 2030 (from 2017), preventing additional emissions via mode shift and changes to land use. However, increased fuel efficiency standards for private vehicles are expected to reduce displaced emissions over time (12% by 2030, 15% by 2050). Despite that, we anticipate that net GHG benefits (emissions displaced minus direct emissions) will increase over time, but increasing ridership through improved access, quality and affordability will yield additional benefits.

Increasing ridership through improved access, quality and affordability will harness additional benefits.

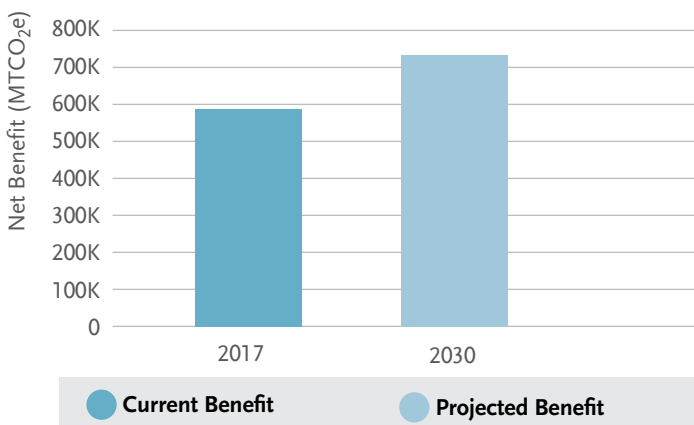
TARGET 2

Reduce total GHG emissions by 79% from 2017 baseline.

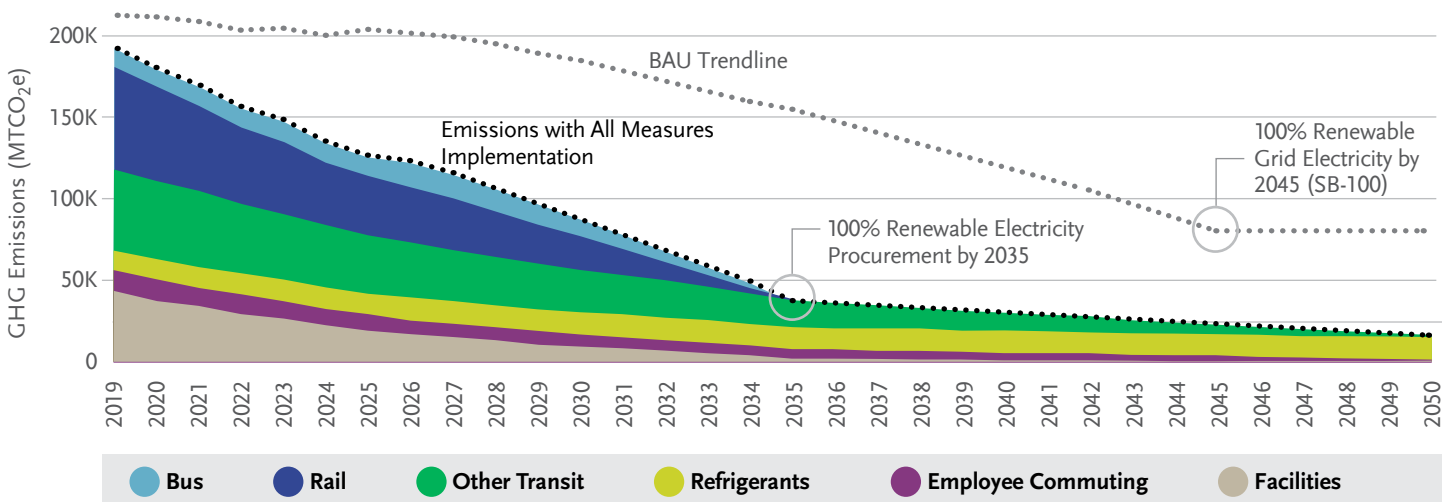
The single largest contributor to Metro emissions is our directly operated bus fleet (57%). From operational activities alone, we emitted over 432,000 MTCO₂e in 2017 (or one year’s worth of GHG emissions from 88,000 passenger vehicles), 81% of which are attributable to transit.

Metro estimates that our emissions will decrease 57% from the 2017 baseline by 2030 in a BAU scenario (See the 2019 CAAP). Reductions are largely anticipated based on expected shifts in fuel sourcing from CNG to RNG through 2020. However, in the CAAP, we identified 13 measures to expedite the reduction of GHG emissions at Metro. These include electrifying our vehicle fleet, increasing renewable energy sourcing and storage and improving electricity, water and other facility fixtures. Metro is coordinating with regional utilities including The Clean Power Alliance to reduce emissions from electrical sourcing and support the utilities in achieving the SB100 requirement of carbon free energy by 2045. By implementing the CAAP, Metro expects to achieve a 79% reduction in emissions from 2017 levels by 2030.

PROJECTED NET GHG EMISSION BENEFIT



GHG EMISSIONS FORECAST BY END-USE CATEGORY



Note: Other transit includes CNG compression, contracted buses, vanpool and non-revenue vehicles.

TARGET 3

Reduce total nitrogen oxides (NOx) emissions 54% from 2018 baseline.

Reducing criteria air pollutant emissions is critical to protecting public health and reducing air pollution. Metro is expediting the transition of our directly operated bus fleet engines to near-zero emissions engines, already yielding substantial reductions in NOx emissions. We have committed to completely electrify our bus fleet by 2030, as well as to ramp up electrification across our contracted bus, non-revenue and vanpool fleets.

We are in the process of developing our *EV Implementation Plan* (2021), which will commit Metro to increasing support for bus and non-revenue fleet electrification, as well as increase EV charging access for community members and employees. As of now, we anticipate that 70% of our non-revenue light duty vehicles will be battery electric by 2030.

These shifts in fleet composition will lower overall NOx emissions by just over 54% by 2030 (from 2018 levels). We will continue to evaluate additional opportunities to expand and expedite vehicle electrification.

We recognize that our commitments to mitigate emissions must include strategies that reduce the formation of smog and other air pollution.

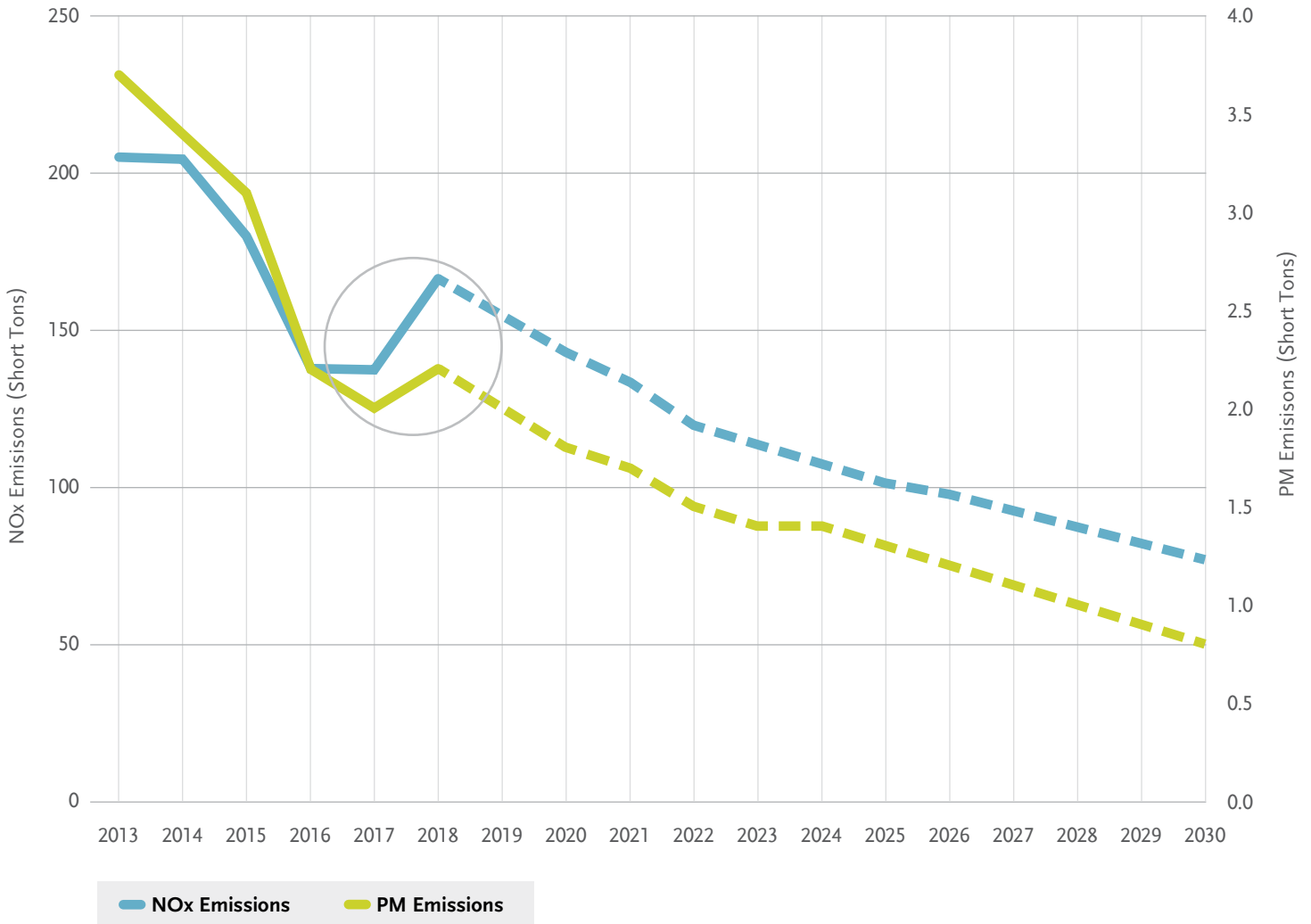
TARGET 4

Reduce total particulate matter (PM) emissions 62% from 2018 baseline.

Metro is committed to reducing PM emissions by replacing older engines with near-zero emissions engines, as well as transitioning to battery electric buses and vehicles. These efforts are expected to yield substantial reductions in PM emissions, amounting to a 62% reduction by 2030 from the 2018 baseline.



CRITERIA AIR POLLUTANT EMISSIONS FORECAST (2018–2030)



Note: Non-revenue fleet criteria air pollutant emissions measurements were not recorded until 2017. Vanpool fleet criteria measurements were not recorded until 2018. The circle notes the addition of the non-revenue fleet and vanpool fleet criteria air pollutant emissions measurements to Metro's total measurements.

What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

2019 Climate Action and Adaptation Plan (CAAP)

The 2012 CAAP was updated in 2019, describing Metro's commitment to mitigate the impacts of climate change and build climate resilience. The 2019 CAAP identifies 13 measures to reduce GHG emissions by 79% by 2030 and 100% by 2050 (from 2017 levels). It lays out our commitment to make climate resilience an organizational priority, as well as approaches to adapt. The CAAP working group was formed, including key members from ECSD, Planning, Vehicle Technology/Non-Revenue Vehicles, Engineering, Asset Management and other key departments. The cross-sectional working group analyzed strategies that reduce emissions from regional transportation, support vehicle technology with emissions calculations and reviewed estimates, plans and programs related to biomethane, bus electrification and other fleet improvements. The working group also assessed existing legislation and guidance from local, regional, state and federal entities and completed an inventory of all new and/or existing emission-reducing projects.

Transition from Compressed Natural Gas to Renewable Natural Gas

As of 2018, 85% of Metro's GHG emissions came from vehicle fuels. Metro turned to RNG as a cost-effective, low-carbon alternative to CNG. Derived from waste sources such as landfills, RNG has proven effective in reducing emissions and fuel costs. Our 2017 pilot realized a 3.5% reduction in fleet emissions and a 19% cut to fuel costs. The directly operated bus fleet completed its full transition to RNG fuel sourcing in mid-2020.

Green Construction Policy

The GCP was updated in 2018, requiring contractors to use renewable diesel for all diesel engines and thus reducing the negative health impacts from diesel exhaust. For the Crenshaw/LAX project, the reduction in emissions for 2017 was equivalent to removing over 15,000 cars from the road. This effort reaffirms Metro's commitment to protect the communities we serve, especially those disproportionately affected by air pollution.

Near-Zero Emission Engines and Bus Electrification

Metro has already replaced over 220 aging bus engines with near-zero emission engines and plans to continue, replacing at a rate of 140-180 engines per year. This initiative not only increases the operating life of existing buses, but more importantly it reduces NOx and PM emissions from our bus fleet. We have additionally adopted a comprehensive plan to transition to a 100% zero emission electric bus fleet by 2030. Our first electric buses hit the road in summer 2020, running on the G Line (Orange).

710 Clean Truck Program

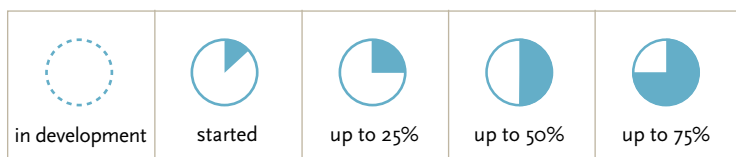
At the April 2020 Board Meeting, the Board approved programming \$50 million in Metro-controlled funds for the 710 Clean Truck Program, aimed at easing congestion and reducing pollution on the southern part of the 710 between the ports and rail yards. The idea is to help develop and incentivize zero or near-zero emission truck technology and recharging equipment to be used by private industry.










We have an obligation to recognize and mitigate the negative environmental impacts of operating our system.

PLANNED STRATEGIES AND ACTIONS






STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Transition Metro's fleet to zero emissions technology 	1.1 Adopt and implement Metro's <i>Zero Emission Bus Master Plan</i> .		Operations ECSD
	1.2 Develop, adopt and implement an EV Implementation Plan to expand use of EVs and access to EV charging infrastructure.		ECSD Operations
	1.3 Pursue transition of non-revenue medium-to-heavy duty vehicles and vanpool fleet to electric vehicles.		ECSD Non-Revenue
Decarbonize Metro's energy and fuel supply 	2.1 Complete fleet transition to RNG fuel.		Operations ECSD, Program Management
	2.2 Apply renewable diesel requirements for contractors and identify opportunities to decarbonize fuel sources at construction sites.		ECSD
	2.3 Adopt an Energy Supply Plan to establish a clear pathway to 100% renewable energy supply.		ECSD
Improve methodology for monitoring and measuring emissions 	3.1 Develop a GHG Inventory Plan to improve GHG accounting practices, including additional Scope 3 emissions sources and alignment with the ISO 14064 standard.		ECSD
	3.2 Enhance accounting practices for air quality to include both operations and construction activities.		ECSD Corporate Safety
	3.3 Inventory and phase out refrigerants with high global warming potential for both mobile and stationary sources.		ECSD Corporate Safety
	3.4 Update CAAP every five years.		ECSD
	3.5 Develop associated performance metrics in Metro's <i>LRTP</i> .		Planning

KEY: COMPLETION OF STATUS



STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Implement a scheduled maintenance program for stationary and mobile emissions sources in order to reduce emissions EP4	4.1 Inventory all portable engines to ensure portable equipment registration program compliance.		ECSD
	4.2 Implement a tracking system for off-road vehicles and engines to monitor maintenance, fuel type and engine hours.		ECSD
Coordinate and partner on regional efforts to achieve state GHG emissions reduction goals EP5	5.1 Adopt and support an LA County Goods Movement Strategic Plan.		Planning
	5.2 Support the state of California's Zero Emissions Vehicle Action Plan by using zero emission freight service equipment.		Operations
	5.3 Prioritize use of zero emission vehicles in the Green Construction Program by requiring use of electric medium and heavy-duty equipment during construction.		ECSD
	5.4 Explore further measures to reduce employee commuting emissions.		ECSD Facilities Maintenance Human Capital & Development
	5.5 Continue to participate in the Transportation Electrification Partnership formed by LACI.		Operations ECSD Planning
	5.6 Evaluate the concept of a regional VMT exchange/bank as a method to reduce VMT through the funding of Metro demand management programs.		Planning
	5.7 Work with SCAG and CARB to assess the utility of regular measuring and monitoring of VMT and/or GHG emissions attributable to light-duty vehicles at the county level to support state climate goals.		Planning ECSD

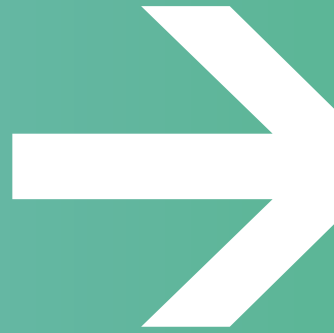
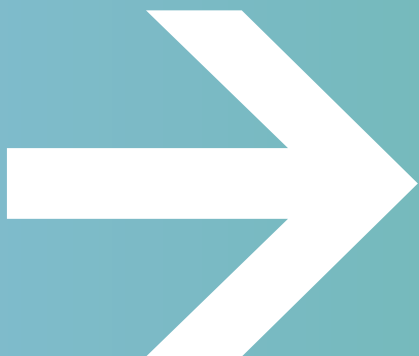
KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%



WE WILL BE STRONG IN THE FACE OF CHANGE.

Climate change and other crises need a thoughtful and proactive response. Metro is improving the resilience of our system and is committed to being a partner in regional efforts to safeguard our community.





Exit to

- 1 **A** 7th St/Metro Center 11 min
- 2 **A** Downtown Long Bea... 17 min

COVID-19 Info Prevention

Maintain a distance of 6 feet (2 meters) between yourself and others.

cdph.ca.gov

Maps



Arrivals



Alerts



Intersection



RESILIENCE AND CLIMATE ADAPTATION

GOALS

- > Increase responsiveness to shocks or stressors that impact Metro services to maintain a safe, reliable, equitable and comfortable experience for our customers, even as the climate changes over time.
- > Expand Metro's leadership as a key partner in establishing a regional resilience network.

TARGETS

- 1 Identify all acute shocks or stressors for critical and/or vulnerable areas at or near Metro infrastructure by 2025.
- 2 Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.
- 3 Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.

3.9 Overview

Metro understands that planning for uncertainty is challenging but essential. Projections for changes in climate, population, land use, technology and other factors can influence how the Metro system is planned, used and operated. It is therefore important to develop solutions that can be implemented gradually and modified as new information becomes available, thus minimizing cost and disruptions to service, while providing safe and comfortable transit for a growing population.

Metro's service and continuity have the potential to affect several million people directly or indirectly. As the climate changes, it will be critical to not only maintain reliable and consistent service but also increase passenger comfort and safety. To reduce the potential of service disruption, we have been assessing the resiliency of our systems against the anticipated changes to climate since 2012 and are developing an *All-Hazards Mitigation Plan* that comprehensively assesses natural hazards. This plan will develop strategies to mitigate hazards, maintain system reliability and build regional resilience in the communities we serve.

Metro, along with a growing number of other agencies and jurisdictions, is pursuing an approach known as *flexible adaptation pathways*, a conceptual framework that can guide decisions about where, when and how to select climate adaptation actions, while providing the flexibility needed for the future. Using this approach, we will identify and set thresholds for action, as well as metrics to evaluate system resilience.

In using the flexible adaptation pathways concept, we recognize that resilience is best achieved through multiple strategies that are evaluated and implemented in stages over time, as background conditions, risks, exposure and technology change. Using the pathways approach has several advantages. It reduces the risk of being under or over prepared at unnecessary cost. It encourages proactive, rigorous and transparent monitoring to ensure that action is taken at the appropriate time, while safeguarding against unexpected climate events. A flexible pathways approach enables us to identify a range of potential paths forward and to recognize the pros and cons associated with each approach. This allows us to enhance system resilience, providing a safe and reliable service for our riders.



TARGET 1

Identify all acute shocks or stressors for critical and/or vulnerable areas at or near Metro infrastructure by 2025.

The services Metro provides are a crucial part of LA County infrastructure and disruptions to service have the potential to impact millions of people. In addition to addressing climate concerns, we are committed to reducing the risk of impacts to the system from natural and human-induced hazards. We will identify potential acute or chronic hazards to critical and/or vulnerable assets through assessments like the Triennial Threat and Vulnerability Assessment Program, all hazard mitigation planning efforts and climate vulnerability assessments.

TARGET 2

Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.

The flexible pathways approach creates a structure for thoughtful, incremental integration of clear adaptation strategies into Metro business units by identifying alternatives and establishing triggers for action. This process will be supported

by a monitoring program that evolves over time as data and information become available. Integrating this approach into Metro's state-of-the-art asset management, project planning processes and maintenance practices will minimize risk to business continuity.

TARGET 3

Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.

Metro understands that resilience-related investments need to be carefully evaluated and planned to provide the greatest benefit and reduction in risk to its users. Resilience investments will address physical assets and social vulnerability, so that we can make informed and strategic decisions about where and when to invest in measures that increase local and systemwide resilience. We will develop and prioritize improvements to critical infrastructure and in EFCs. Improvements to reduce risks may include increasing redundancy of communication systems, installing back-up power, coordinating regional multi-agency resilience programs or preparing to provide resources to meet employee and patron needs post-disaster.

What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

Resiliency Indicator Framework

In 2015, Metro released the *Resiliency Indicator Framework* that established a mechanism to measure and evaluate climate adaptation priorities to ensure infrastructure resilience and maintain a good state of repair. These indicators could have a broad multi-hazard application across Metro since they facilitate continual improvement and allow us to track the effectiveness of our planning, construction and operations to increase agency-wide resilience.

All-Hazards Mitigation Plan

The *All-Hazards Mitigation Plan* is an interdepartmental effort to improve Metro's resiliency to natural hazards. The plan identifies all assets, their threats and vulnerabilities and ways to reduce and/or mitigate potential hazards—or limit the negative effects of such natural hazards—to Metro's operations. The goal is to identify actions that will minimize or eliminate threats from major hazards impacting Metro properties and to secure eligibility to pursue additional federal funding.

Transportation Mutual Assistance Compact (TransMAC)

The TransMAC is a mutual aid compact of more than 20 Southern California transit agencies designed to streamline the transit mutual aid process to respond to planned and unplanned emergencies and events. Currently, a resource guide based on a Metro-developed template is being compiled to identify the types of resources owned by transit entities (i.e., vehicles, fuel, equipment, personnel) and associated costs to ensure requestor and provider parties are aligned during emergencies.

Earthquake Early Warning System







Metro's Emergency Management and Information Technology Services (ITS) departments are working together to expand the current U.S. Geological Survey (USGS) ShakeAlert earthquake early warning system. Phase One went live in 2018 to alert Metro Rail Operations Control Center of pending ground shaking to minimize train derailments and injuries on the system. Phase Two is underway and expands access of the warning system to all employee-occupied facilities, including all bus and rail divisions, locations and Gateway headquarters. Phase Three is planned to expand the system to all buses.

Enterprise Geographic Information System (GIS) Platform for Spatial Data Management






As of July 2019, ITS is leading the initiative to consolidate disparate GIS systems across the agency, in collaboration with teams from Planning, Maintenance-of-Way, Industrial Hygiene, ECSD, Real Estate, Security, Engineering and the Enterprise Asset Management System (EAMS) project. This initiative is especially critical for the EAMS and Real Estate Management System (REMS) projects in order to standardize and manage spatial data in a connected environment. This platform will enhance the evaluation and mitigation of risks to Metro's assets and resources, using better analytical and visual tools to see the big picture for resilience. It will also support connectivity to Metro's strategic partners and an improved decision-making framework within the region.






This plan will develop strategies to mitigate hazards, maintain system reliability and build regional resiliency in the communities we serve.

PLANNED STRATEGIES AND ACTIONS

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Conduct and maintain a multi-hazard risk assessment to understand vulnerabilities of the transportation system R1	1.1 Regularly perform detailed natural and anthropogenic risk assessments for all critical Metro properties, assets and operations.		Emergency Management
	1.2 Assess climate change hazards to the transportation system, with an emphasis on EFCs, utilizing best available data from recognized sources like CalAdapt, FEMA, USGS and other research institutions.		ECSD Planning
	1.3 Develop an Energy Resiliency Policy.		ECSD
	1.4 Identify data gaps for all-hazards at Metro properties, assets and operations to improve vulnerability and risk assessment.		ECSD Emergency Management Planning
	1.5 Create and integrate climate hazard data into a geodatabase enterprise for use by relevant departments.		ITS
	1.6 Deploy and manage an enterprise GIS platform with appropriate infrastructure and applications to enable better data sharing.		ITS

KEY: COMPLETION OF STATUS






				
in development	started	up to 25%	up to 50%	up to 75%

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
<p>Incorporate considerations for all-hazards into Metro decision-making about capital planning, procurement, asset management and operations</p> <p>R2</p>	<p>2.1 Develop prioritization criteria for the implementation of all-hazards mitigation actions across the transportation system, leveraging existing decision-making support tools such as the Transit Asset Management/State of Good Repair Program and focusing efforts by utilizing evaluation criteria like EFCs.</p>		<p>ECSD, Emergency Management, Planning, Enterprise Transit Asset Management, Engineering</p>
	<p>2.2 Develop and implement a climate adaptation decision support framework (flexible adaptation pathways) that defines triggers for adaptation actions.</p>		<p>ECSD</p>
	<p>2.3 Develop a monitoring system allowing Metro to adjust the adaptation approach over time as climate science data improves.</p>		<p>ECSD</p>
<p>Regularly update resilience and climate adaptation plans and policies to address changing hazards and risks to system service</p> <p>R3</p>	<p>3.1 Regularly update Metro Continuity of Operations, <i>All-Hazards Mitigation Plan</i> and related reports, incorporating new data and information about the type and duration of hazards and make corresponding updates to the mitigation strategies.</p>		<p>Emergency Management</p>
	<p>3.2 Integrate and apply the <i>Resiliency Indicator Framework</i> into the EMS process.</p>		<p>ECSD Emergency Management, Operations</p>






STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
<p>Implement hazard mitigation and climate adaptation strategies to increase transportation system resilience and passenger safety</p> <p>R4</p>	4.1 Adjust existing bus and rail operations to minimize the impacts of hazards to revenue service.		Operations ECSD, Emergency Management
	4.2 Include climate resilience of materials in the Sustainable Acquisition Program (e.g., heat, water-, fire-resilient materials).		V/CM
	4.3 Institute a Reliability-Entered Maintenance Program for critical systems to track persistent maintenance and repair issues.		Asset Management Engineering, Planning, Operations
	4.4 Pilot and implement earthquake early warning systems for train vehicles and facilities, including Metro shake alert mobile application.		Emergency Management ITS, Operations
	4.5 Deploy emergency supply kits and communication devices at key locations and facilities.		Emergency Management
	4.6 Protect and harden Metro infrastructure to better withstand hazards.		ECSD, Engineering, Planning, Emergency Management, Operations
	4.7 Identify opportunities to relocate or re-site Metro infrastructure and services to avoid hazards.		Planning Operations, ECSD
	4.8 Increase passenger comfort and safety through shading and cooling features at transit stations, ensuring HVAC equipment functionality on Metro buses, and identifying and partnering with local municipalities with jurisdiction over sensitive bus stops.		Emergency Management Planning, Operations
	4.9 Implement the Safety Review Standard Policy for activities that may contain HAZMAT or HAZCON.		Corporate Safety



KEY: COMPLETION OF STATUS

in development	started	up to 25%	up to 50%	up to 75%

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
<p>Develop and implement all-hazards-related trainings for Metro staff and partners to further advance a culture of sustainability</p> <p>R5</p>	<p>5.1 Develop and update trainings for Metro staff regarding hazard identification and mitigation, increasing resilience and emergency procedures.</p>		<p>Emergency Management Talent Development</p>
	<p>5.2 Regularly update the Employee Personal Preparedness Guide.</p>		<p>Emergency Management</p>
	<p>5.3 Identify key internal staff with a role in all-hazards mitigation and convene regularly to track key vulnerabilities and opportunities.</p>		<p>Emergency Management ECSD</p>
	<p>5.4 Provide climate adaptation and resilience training to contractors and engineers.</p>		<p>ECSD</p>
	<p>5.5 Identify, train and state certify additional licensed professionals (engineers, architects, building inspectors, etc.) to expand Metro’s Safety Assessment Program Teams for evaluations of Metro’s structures in the aftermath of a disaster; provide refresher trainings as needed, along with drills to maintain resilient and responsive Safety and Damage Assessment Teams.</p>		<p>Emergency Management</p>

KEY: COMPLETION OF STATUS

 <p>in development</p>	 <p>started</p>	 <p>up to 25%</p>	 <p>up to 50%</p>	 <p>up to 75%</p>
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STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Build a greater LA resilience network 	6.1 Maintain the TransMAC and other information sharing mechanisms with relevant agencies.		Emergency Management
	6.2 In conjunction with health care providers, first responders and other emergency managers, develop redundant transportation service plans in EFCs to be deployed after a disaster.		Emergency Management Operations, Corporate Safety
	6.3 Maintain a coordinated, multilingual public awareness campaign to educate and engage the public about hazard risks, preparedness and safety on or around Metro’s system.		Marketing and Communications Safety, Emergency Management ECSD
	6.4 Establish real-time communication protocols and tools for use during hazard events (e.g., Metro’s earthquake early warning system).		Emergency Management Operations, ITS, Marketing and Communications
	6.5 Partner with regional leaders to provide real-time information on resources available for short term shocks, such as extreme heat or poor air quality warning days.		Emergency Management Operations, Marketing and Communications
	6.6 Improve digital infrastructure to communicate emergency and service disruption information to riders.		Marketing and Communications Operations, Emergency Management
	6.7 Coordinate with regional agencies and local partners involved in resilience planning, such as LA County, City of LA, SCAG, LADWP, Caltrans, the Councils of Governments, and other cities and municipalities to collaborate and partner to leverage resources.		ECSD Planning OEI
	6.8 Coordinate with local jurisdictions and licensed and certified Safety Assessment Program members to evaluate structural integrity of retrofit systems and buildings to withstand seismic activity, including collapse threats from other non-Metro structures to Metro structures, transit-ways and support facilities.		Emergency Management Planning Engineering
	6.9 Develop program guidelines and pilot an urban greening competitive grant program.		Planning ECSD

WE WILL TRAIN TODAY FOR THE WORK OF TOMORROW.

Because innovation and continual improvement are cornerstones of a robust economy, Metro is preparing our employees to reach for new kinds of work, setting the stage for a vibrant future.





ECONOMIC AND WORKFORCE DEVELOPMENT

GOALS

- > Provide opportunities for continual career growth within the agency.
- > Prepare for the talent needs of the future.
- > Utilize Metro investments to support the regional economy and increase opportunity for LA County residents.

TARGETS

- 1 Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.
- 2 Recruit employees from diverse sources, including vocational schools, community colleges, groups supporting formerly incarcerated persons, and organizations supporting persons with disabilities and older adults.
- 3 Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses.

3.10 Overview

The economic impact of transit on the economy includes job creation, resource procurement, economic output and the ability to catalyze investment and development. Metro's investments in new infrastructure and ongoing expenditures related to operating our existing transportation system can generate high-quality employment, new career pathways and business opportunities for a wide array of residents and businesses. Measure M is projected to generate more than 778,000 new job opportunities in the transportation industry over the next 40 years.

Metro is investing in the future of the LA region, which starts with investing in our greatest asset— people. We must expand our highly skilled and diverse workforce to meet this expected workforce demand, recognizing that as of today 46% of Metro's workforce will be eligible for retirement over the next five years. Succession planning is crucial to maintaining business continuity and Metro needs qualified professionals to deliver our aggressive infrastructure program over the coming decades. To meet the ongoing need for talent and expertise, we are creating clear pathways for existing employees to advance their careers while we expand our recruitment efforts and create proactive pipelines and equitable access to opportunity for the next generation of employees to follow.

TARGET 1

Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.

Job classifications will be reviewed regularly to ensure that minimum requirements related to education, expertise, experience and capacity are appropriate and align with industry standards. Descriptions will ensure that potentially qualified applicants are not dissuaded from applying or unintentionally screened out of consideration for positions.

TARGET 2

Recruit employees from diverse sources, including vocational schools, community colleges, groups supporting formerly incarcerated persons and organizations supporting persons with disabilities and older adults.

In this era of expansion, we must attract, develop and retain expertise to further the agency's innovative work. Recruitment efforts should be multi-faceted and engage those groups and communities that Metro has traditionally had difficulty reaching. We recognize the need for a well-trained workforce to build, run and maintain our growing transportation system. We are investing in preparing local residents, often from underrepresented populations, for positions with Metro and in the transportation industry as a whole.

TARGET 3

Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses.

Metro will increase efforts to provide access to opportunity for local businesses, SBE, women-owned businesses, DBE and/or DVBE at Metro. We know from experience that the ingenuity, innovation and expertise of such businesses are the forefront of our region's economic development. Metro needs to harness this workforce in order to build, operate and maintain our fast-growing transportation system. Agency-wide, Metro's SBE goal is 30%, DBE goal is 27% and DVBE goal is 3%.



What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

Environmental Training Institute (ETI)

ETI offers environmental and sustainability-focused trainings and certifications designed to build support for sustainability initiatives, ensure regulatory compliance and foster an agency-wide culture of sustainability. ETI not only ensures the success of Metro's sustainability program over time, but also helps develop a regional workforce equipped for the expanding green economy. ETI includes the MECA online training for contractors, environmental compliance training for employees and the GGW Program. The GGW program offers courses in environmental concepts for employees and the public, and environmental compliance training for employees. Through ETI, Metro is driving a cultural revolution and transforming Metro employees and community members alike into agents of change.

Workforce Initiative Now (WIN-LA)

WIN-LA launched in 2018 to attract, hire and grow a world-class transportation workforce locally from the communities of LA County. WIN-LA creates career pathways in construction and non-construction operations and maintenance, administration and professional services within Metro and throughout the transportation industry. The program provides support in areas including life skills development, skill set enhancement and educational attainment services. WIN-LA increases resources needed for training and placement focused on traditionally hard-to-fill positions in our industry.

Metro leverages the successful outcomes of our Project Labor Agreement and Construction Careers Policy (PLA/CCP) to deliver construction career opportunities and a collaborative model of trainers, service providers and partners to identify, assess, train and employ WIN-LA participants for career pathways in construction and non-construction.

E3 (Expose – Educate – Employ) Initiative and Transportation School

The mission of E3 is to prepare LA County youth for career and college pathways in the global transportation infrastructure industry by teaching them transferrable STEAM (Science, Technology, Engineering, Arts and Math) based industry skills. The centerpiece of the E3 Initiative is Metro's Transportation School, designed to prepare students for STEAM careers with a specialized focus on the transportation and infrastructure industries. This program also includes paid externships for teachers and supports BridgeBuilders, a program for high school students in South LA. To maximize its potential

impact on LA County youth, Metro also plans to offer a range of supplemental E3 programs that complement the school program, providing students direct exposure, education and real-world work experience.

Transportation Career Academy Program (TCAP)








TCAP provides paid summer internships to junior and senior high school students who are transit dependent, reside in LA County, live near a Metro rail station and whose school is located near Metro's rail expansion efforts. TCAP offers students an opportunity to learn about careers in transportation and apply classroom theories and concepts to real work situations. Interns establish professional relationships with mentors who provide on-the-job guidance and help students explore their interests in the industry.

Project Labor Agreement/Construction Careers Policy






Metro adopted the Construction Careers Policy in conjunction with the Project Labor Agreement to encourage construction employment and training opportunities to those who reside in economically disadvantaged areas on Metro construction projects. The agreement applies to certain local and federally funded construction projects with a construction value greater than \$2.5 million.




Measure M is projected to generate more than 778,000 new job opportunities in the transportation industry over the next 40 years.

PLANNED STRATEGIES AND ACTIONS




STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
Eliminate barriers to career pathways and advancement 	1.1 Review hiring and advancement criteria for relevance to current tasks.		Talent Development Civil Rights & EEO, Talent Acquisition
	1.2 Identify and eliminate barriers or bias in current job descriptions.		Talent Development Civil Rights & EEO, Talent Acquisition
	1.3 Review and update policies, procedures and practices to eliminate barriers or bias.		Talent Development Civil Rights & EEO, Talent Acquisition
Reach out to traditionally underrepresented communities about hiring opportunities 	2.1 Create effective, targeted communication to communities typically unresponsive or under-represented in hiring practices.		Talent Development Civil Rights & EEO, DEOD, PEDM, Talent Acquisition
	2.2 Retain employees from targeted communities through authentic engagement.		Talent Development Civil Rights & EEO
	2.3 Establish a Board policy based on the tenets of WIN-LA.		DEOD PEDM
Offer quality training on skills needed for Metro's future workforce 	3.1 Evaluate efficacy and expand the E3 and Transportation School initiatives.		Talent Development
	3.2 Raise awareness about Metro as a future employer with local junior colleges and universities.		Talent Development
	3.3 Offer vocational opportunities that combine classroom learning with field experience.		Talent Development
	3.4 Develop training that will be needed by future employees.		Talent Development
	3.5 Leverage GGW and MECA with WIN-LA and other programs to increase sustainability-based skills across LA County.		Talent Development DEOD, PEDM
	3.6 Offer sustainability and environmental stewardship curriculum as part of E3 and Transportation School programs.		Talent Development

KEY: COMPLETION OF STATUS

				
in development	started	up to 25%	up to 50%	up to 75%

STRATEGIES	ACTIONS	STATUS	RESPONSIBILITY
<p>Increase awareness of Metro opportunities among SBE, DBE and DVBE firms</p> <p>EW4</p>	4.1 Provide assistance in navigating the Metro business registration and procurement process.		DEOD
	4.2 Reach targeted businesses through workshops, various forms of media and trade organizations.		DEOD
<p>Increase the region's economic viability and growth</p> <p>EW5</p>	5.1 Complete the Goods Movement Strategic Plan.		Planning

KEY: COMPLETION OF STATUS

 in development	 started	 up to 25%	 up to 50%	 up to 75%
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WE WILL FOSTER CONNECTED COMMUNITIES.

The choice to use public transportation requires a safe, convenient and enjoyable trip. We're committed to helping communities plan and build dynamic, transit-supportive places where riding together is integral to our daily lives.





Photo: Scott Oshirna



CONNECTING TRANSIT AND COMMUNITY

3.11 Overview

In order to create a more sustainable LA County, Metro must leverage its role as a transportation planner to support our vibrant communities and promote healthy, equitable and livable neighborhoods. In livable neighborhoods, multimodal transportation networks are effectively combined with community development and land use patterns that include a range of housing options (including affordable housing), neighborhood amenities, recreation and social services, economic centers and cultural centers.

The effective integration of public transportation and land-use planning promotes local land use and urban design patterns that meet community needs and make it easier for people to drive less and access transit more, thereby improving sustainability outcomes.

The design and location of public transportation routes, stops and stations have an impact on patterns of growth and development, and should be informed by current and anticipated future factors. Creating convenient connections between transportation modes, including bicycling, walking and efficient transfers, promotes transit as a viable alternative to driving. In addition, physical activity associated with accessing transit can enhance public health, both physical and mental. Partnerships with local agencies and governments are critical to realizing these benefits.

To create more livable neighborhoods, transit and other mobility investments must be integrated with broader strategies to create compact, complete and connected neighborhoods; preserve and create affordable housing; provide local services and jobs and ensure that transit facilities can be accessed in a safe and convenient manner. When combined with land use and design decisions that recognize the value of transit, these strategies can produce livable places that promote health and opportunity.

In 2018, the Metro Board of Directors adopted the Transit Oriented Communities (TOC) Policy as an affirmation of the importance of incorporating considerations of equity, community development and land use in how Metro plans the transit system. The TOC Policy outlines Metro's definition of a TOC, defines areas where Metro leads and where the agency supports others in realizing TOCs and TOC activities that are eligible for local return. Local Return funds are a portion of the transportation funds derived from sales taxes that are re-allocated to the county's local governments.

Metro has been working with stakeholders in developing the TOC Implementation Plan, establishing how Metro will partner with others to create equitable TOCs in LA County. Release of the TOC Implementation Plan is anticipated in fall of 2020. The plan is organized under the four following initiative areas:

1. Creating TOC Corridor Baseline Assessments For All Measure M Transit Corridors

Metro proposes to create TOC Corridor Baseline Assessments (Baselines) for every Measure M Transit Corridor, in partnership with local jurisdictions and with stakeholder engagement throughout the entire process.

The Baselines will focus on the communities surrounding transit corridors and provide a snapshot of existing demographic characteristics, an inventory and assessment of existing jurisdiction TOC-related policies, and a series of recommended strategies that jurisdictions can pursue, with Metro support.

2. Continually Improving Metro TOC Programmatic Areas

Metro's TOC Programmatic Areas include Joint Development, First/Last Mile, Systemwide Design and TOC Strategic Initiatives. Through the TOC Implementation Plan, Metro seeks to continuously improve these programmatic areas and align them with the TOC Policy goals.

3. Improving Metro's Internal Coordination

Our work in this area identifies a series of internal collaboration opportunities that Metro can undertake to create equitable TOCs in areas within Metro's functional jurisdiction, i.e. identifying joint development sites and incorporating TOC goals and tasks in the Measure M corridor delivery process.

4. Strengthening Coordination and Collaboration with Metro Partners

Many of the community development policies and programs that are integral to creating TOCs are outside of Metro's functional jurisdiction. Metro will use a series of strategies to strengthen coordination and collaboration with partners, such as municipalities, in order to create equitable TOCs.

What We've Done

ACHIEVEMENTS AND ONGOING INITIATIVES

First/Last Mile Planning

Since 2016, Metro has been preparing groundbreaking first/last mile solutions based on the award-winning First/Last Mile Strategic Plan. The plan outlines a range of strategies to improve primary access to transit. Improvements such as pedestrian and bicycle safety and seamless interfaces between the Metro system and other modes of travel can now be experienced in our first-of-its-kind New Blue Improvements Project, completed in 2020. This 22-station project was planned in partnership with community-based organizations.

NextGen Bus Study

In 2018, Metro launched the NextGen Bus Study, aiming to re-imagine and restructure the agency's bus system to better meet the needs of current and future riders. This project is the first major overhaul of the bus network in 25 years and includes extensive community engagement. The outcome of NextGen will be a bus network that is more relevant, reflective of and attractive to LA County residents. Updates to the system are scheduled to be implemented by the end of 2020.

Bike Share

The Metro Bike Share Program launched in the summer of 2016 and provides impactful first/last mile solutions for Angelenos across the county. This program offers convenient round-the-clock access to a fleet of over 1,000 bicycles at 90 different stations that are available for riders 365 days a year. Riders can unlock bicycles using the same regional TAP card that provides them access to the Metro bus and rail system and over 20 other TAP-enabled systems in LA County. Additionally, the fleet of smart Metro Bikes and e-bikes can be unlocked using the official Metro Bike Share mobile app. The rapidly expanding program currently serves Downtown LA, the San Fernando Valley, the Port of LA and the Westside with more locations to come. To date, over 1,000,000 trips have been made with Metro Bike Share in LA County. Since the program launch, riders have collectively pedaled over 2.4 million miles and reduced over 2.3 million pounds of CO₂ emissions from the air.⁸

Transit to Parks Strategic Plan

In 2019, Metro adopted the *Transit to Parks Strategic Plan* providing a systematic vision for increasing access to parks and open spaces across LA County. The purpose of the plan is to find targeted, holistic ways to increase access to these spaces,

especially for communities with demonstrated need. The plan showcases Metro's mobility-based definition of park access need and analyzes this need by focusing on countywide issues and opportunities. It evaluates prior programs, pinpoints best practices that can be applied locally and recommends cost effective strategies for both Metro and partner agencies.

In 2018, the Metro Board of Directors adopted the Transit Oriented Communities (TOC) Policy as an affirmation of the importance of incorporating considerations of equity, community development and land use in how Metro plans the transit system.

8. <https://bikeshare.metro.net/about/data/>



WE WILL RAISE THE BAR.

Moving Beyond Sustainability establishes a new perspective for Metro. It's a path of increasing leadership and greater collaboration within our organization, in concert with our partners and—most of all—with our community.





HOW WE'LL GET THERE

Metro has built a robust sustainability program since its inception over a decade ago. In order to move beyond sustainability, we are adopting ambitious goals and timelines. We will need to be nimble and adaptable as we move forward during these unprecedented times. To achieve our sustainability goals, Metro is committed to working internally and with external partners and stakeholders to implement *Moving Beyond Sustainability* strategies and actions. ECSD and Planning have already started implementing some of the actions and strategies outlined, as evidenced by completion status indicators within this document, while others will go through an annual implementation planning process. This process includes an estimation of capital costs and staff resources and the development of key milestones for projects and programs. The CSO will ultimately work with ECSD and Planning to prepare an *MBS Implementation Plan (MBS-IP)* and assemble resources to do so, and will directly oversee the implementation process each year.

TENTATIVE FISCAL YEAR MILESTONES

QUARTER	TENTATIVE FY MILESTONES
Q1	Identify capital projects for the next FY. Workbooks will be developed for each capital project and submitted to the CSO for review and approval. The CSO will submit approved workbooks to OMB for inclusion in the FY Capital Program.
Q3	Identify potential Task Orders (TO) and their estimated cost (ROM) for the next FY; some of these potential TOs will support new capital projects identified in Q1 and others may be continuing capital projects. The proposed TOs will be submitted to the CSO for approval/incorporation into the annual budget.
Q3	Recap and analyze the capital projects and TOs developed in Q1 and Q3; review and update <i>MBS</i> ; identify potential sustainability projects for the next FY Sustainability Capital Funds (out of cycle).
Q4	Prepare Statements of Work (SOW) for the TOs identified in Q3 and submit to the CSO for review and approval. Approved SOWs are sent to the appropriate consultant team for development of Cost and Schedule Proposals (CSP) and to Metro's Cost Estimator for preparation of an Independent Cost Estimate (ICE).
Q4	Receive CSPs from the consultant teams and ICEs from the cost estimator and conduct fact finding (if needed). Sustainability staff prepares TO worksheet and other procurement documents and submits them to the CSO for review and approval. Approved CSPs/TO packets are sent to Metro's Contract Administration and Project Controls for processing.
Q1 (New FY)	Check the cumulative value of new TOs against the amount budgeted in the various Sustainability project numbers to ensure sufficient funds are available for all new TOs (if there are insufficient funds, then some of the new TOs will be delayed to the next FY). The new TOs are executed and sustainability staff prepares requisitions for the amount to be expended in the current FY.

4.1 How This Plan Will Be Used

MBS Implementation Plan

The strategies and actions identified in *MBS* offer a set of initiatives Metro will implement to advance sustainability. A review of these initiatives will be performed annually to identify ongoing and new *MBS* initiatives to be pursued in the coming fiscal year (FY). These initiatives will be prioritized using our guiding principles defined in chapter one.

Metro will review best practices and innovations when prioritizing actions for the coming fiscal year and make adjustments and course corrections as necessary. The selected *MBS* initiatives will be compiled into an annual *MBS-IP*, which will serve as a project development, implementation and monitoring tool.

Implementation Program Costs

The selected actions and projects will be analyzed and evaluated in order to identify resource and staffing requirements, budgetary needs and other factors influencing the associated

projects and program costs. This information will be used by Metro to develop its sustainability capital project and operating budget requests for the coming FY. Additionally, we will secure state and federal grants, utility incentive programs and mutually beneficial financial partnerships to augment the annual budget.

MBS-IP Procedure and Milestones

Projects and actions aligned with this strategic plan will be reviewed annually to determine those to pursue each fiscal year. See the Tentative Fiscal Year Milestones Table for the annual review process guidelines.

4.2 How to Measure Success

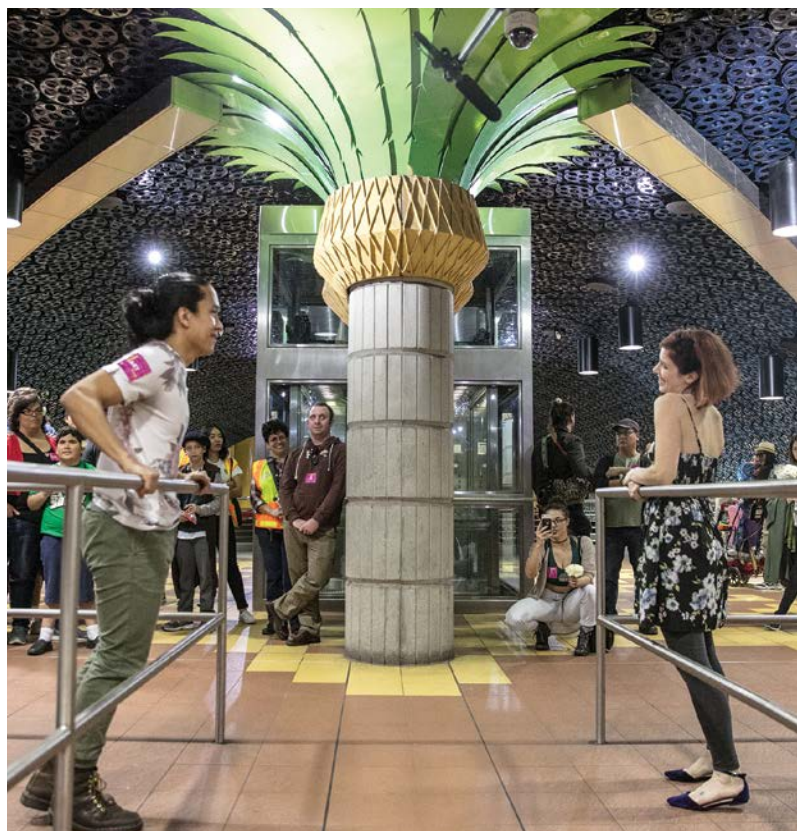
Performance Reporting

The strategies and actions in this plan are tied to measurable performance metrics and time-bound targets. Progress on the metrics and the targets will be reported annually through Metro's online Sustainability Dashboard, and formally reported every two years in Metro's *Sustainability Performance Report*. Producing formal reports every two years enables Metro to better understand and communicate the impact of sustainability initiatives on our performance over time.

As part of the reporting process, Metro will revisit the targets set in the *MBS* and develop revised or more metrics as new technologies and frameworks emerge to better monitor and communicate our progress. In addition, Metro will adopt and implement a decision matrix, drawing from the flexible adaptation pathways concept to help prioritize the mitigation of different environmental impacts (i.e., GHG emissions, energy consumption, water consumption, etc.) and determine if performance metrics and targets must be revised. Any such revisions to performance metrics and targets will be addressed and communicated via the biennial *Sustainability Performance Reports*.

4.3 Outreach and Communication

Public outreach, engagement and communication are essential to ensuring that the successes we achieve are in line with the expectations of the wider public. In drafting *MBS*, we engaged with partners and valued stakeholders along the way from various community-based organizations, city and county



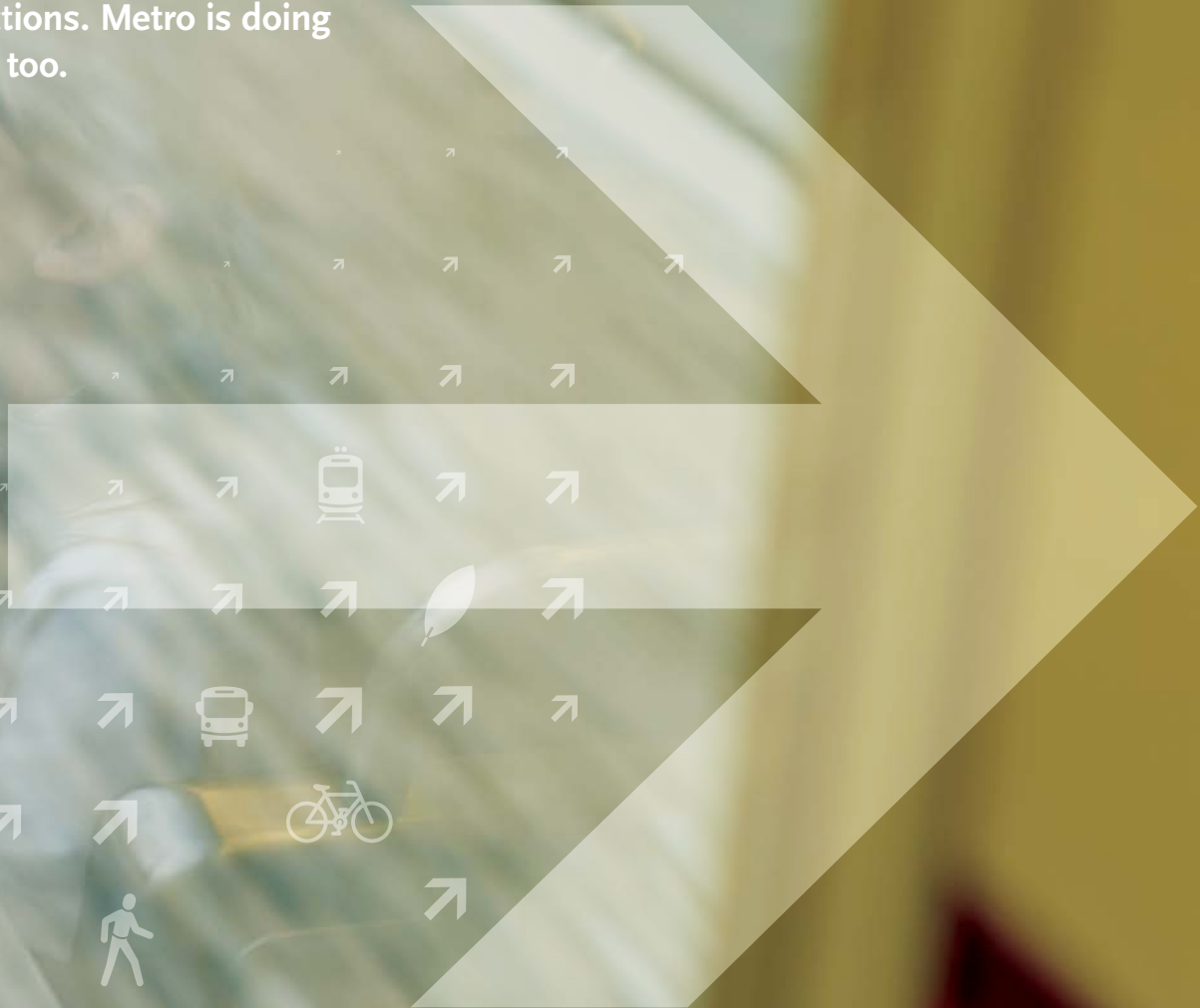
sustainability staff and local government organizations. We are looking forward to maintaining those partnerships as we move forward in implementing our plan. These efforts will be informed by the Equity Platform in order to authentically engage with our riders and the communities we serve.

Metro's commitment to serving LA County extends beyond transportation infrastructure. Metro is dedicated to engaging with the community in transformative ways and providing resources that advance connectivity, equity and economic opportunity to improve quality of life.



WE WILL GET THERE, TOGETHER.

Each of us has a part to play in creating a better LA County. It starts with the choice to walk, bike, carpool or take transit, and flows easily into other everyday actions. Metro is doing our part. You can too.



A PRECEDENT-SETTING UNDERTAKING

Moving Beyond Sustainability is an ambitious, aspirational and precedent-setting undertaking. It reflects Metro's commitment to continual improvement. Fulfilling this commitment will require reviewing and updating internal standards and procedures, providing staff with education and training, capturing opportunities across all plans and projects, and working as a collaborative partner with the residents of LA County. As Metro assembles the expertise, partnerships and funding to implement this plan, it will be essential to both celebrate incremental success and acknowledge that the long-term work is never complete.

The thoughtful procurement and management of energy, water and materials remains at the core of our sustainability programs. *MBS* builds on this foundation establishing a unified approach to sustainability that integrates emerging topics, such as equity, economic opportunity and resilience. *MBS* also emphasizes the need for collaboration so that the transportation system can become the backbone of efforts to create low-carbon, equitable and healthy communities; enable access to opportunity; and support ridership on Metro's growing system. This expanded understanding of sustainability is integral to our role as an innovative agency in Southern California and the nation.

MBS charts the path for sustainability over the next decade by outlining clear goals, strategies and actions. Whenever possible, quantifiable targets are provided. In some instances, where sufficient background data is not available or the ability to implement the actions is dependent on other entities or agencies, qualitative or process-based targets are provided. As more data or definition about these parts of the plan become available, quantitative targets can be developed.

MBS is a precedent-setting undertaking, and in light of COVID-19 and other external pressures, Metro will need to rely heavily on adaptive design principles to meet its goals in a financially sustainable way. To date, ECSD and the sustainability program have prioritized cost neutrality, cost-effectiveness, revenue generation and value creation. Accordingly, the program has generated over \$100 million in revenue since 2015 and has been cost neutral since 2017. Metro has achieved this success by adopting low carbon technologies, monetizing green benefits and reinvesting savings from energy and water use reductions.

Staff developed a financial model to forecast the magnitude of net financial benefits from our sustainability and resiliency activities. Using this model, an analysis of the 2019 *Climate*

Action and Adaptation Plan strategies identified a potential net positive financial benefit of at least \$155M by 2030. To realize these benefits, the *CAAP* measures need to be executed, including a combination of operational, financial and delivery model modifications. This approach balances urgent priorities and opportunities that are influenced by the impacts of the COVID-19 pandemic with fiscal challenges from decreased revenue since March 2020.

The analysis we employed on the *CAAP* strategies will be applied to those outlined in *MBS*. This is a necessary step to ensure continued success and address short- and long-term solutions on a scale proportional to the challenges and goals in front of us. Self-generated funding will allow us to make strategic decisions to deploy the sustainable infrastructure necessary to achieve the goals outlined in this plan. Furthermore, we will be able to make investments that offer the greatest benefits to our communities and our ridership, create additional benefits for those beyond our service area and ultimately set a strong example for other transit agencies and industries striving to do the same or similar work.

Emerging Issues

Through *MBS*, Metro also recognizes that policies, priorities, rider needs, trends and technology are constantly evolving. We are aware of these and other emerging issues, and intend to track and report out on our progress on how these issues are addressed and integrated into our plan. These include but are not limited to:

- > Addressing COVID-19 and Recovery Task Force recommendations
- > Achieving our goals amidst and in response to an ongoing fiscal and economic crisis
- > Developments with highway infrastructure and active transportation funds
- > Managing retired diesel and CNG bus fleets and potential community impacts
- > New opportunities and developments in technology, funding and financing
- > Revisiting and incorporating learned lessons through our flexible adaptive pathways approach
- > Forthcoming plans and newly developed social and economic sustainability metrics



We will continue to improve our actions and strategies to achieve our goals based on new information. The goals indicate our long-term direction, while the strategies and actions to achieve them may shift in emphasis, timing or magnitude of application over the life of the plan.

Through diligence, smart decisions and innovation, Metro can achieve the goals laid out in this plan and, along the way, make major contributions to the sustainability, equity, health and resilience of LA County.

This expanded understanding of sustainability is integral to our role as an innovative agency in Southern California and the nation.

Acronyms/Abbreviations

APTA	American Public Transportation	ISO	International Organization for Standardization
AQMD	Air Quality Management District	ITS	Information Technology Services
BAU	Business as usual	IWMH	Integrated Waste Management Hierarchy
BMS	Building Management System	kWh	Kilowatt Hour
CAAP	Climate Action and Adaptation Plan	LADWP	Los Angeles Department of Water and Power
CARB	California Air Resources Board	LEED	Leadership in Energy and Environmental Design
CBOs	Community Based Organizations	L RTP	Long Range Transportation Plan
CEQA	California Environmental Quality Act	MBS	Moving Beyond Sustainability
CMF	Central Maintenance Facility	MBS-IP	Moving Beyond Sustainability Implementation Plan
CNG	Compressed Natural Gas	MECA	Metro Environmental Construction Awareness
CO₂	Carbon Dioxide	MRDC	Metro Rail Design Criteria
COVID-19	Corona Virus of 2019	MTCO_{2e}	Metric Tons of Carbon Dioxide Equivalent
CSO	Chief Sustainability Officer	MW	Megawatts
CSP	Cost and Schedule Proposal	NEPA	National Environmental Policy Act
DBE	Disadvantaged Business Enterprise	NOx	Nitrogen Oxides
DEOD	Diversity & Economic Opportunity Department	OEI	Office of Extraordinary Innovation
DVBE	Disabled Veteran Business Enterprise	OMB	Office of Management and Budget
E3	Expose – Educate – Employ	PEDM	Project Economic Development Management
EAMS	Enterprise Asset Management System	PM	Particulate Matter
ECSD	Environmental Compliance & Sustainability Department	PV	Photovoltaic
EEO	Equal Employment Opportunity Program	RNG	Renewable Natural Gas
EFCs	Equity Focus Communities	ROM	Rough Order of Magnitude
EMS	Environmental Management System	SBE	Small Business Enterprise
ETI	Environmental Training Institute	SCAG	Southern California Association of Governments
EV	Electric Vehicle	SOP	Standard Operating Procedure
FEMA	Federal Emergency Management Agency	SP	Sustainability Plan
FY	Fiscal Year	STEAM	Science, Technology, Engineering Arts and Math
GCP	Green Construction Policy	TCAP	Transportation Career Academy Program
GGW	Growing a Greener Workforce	TO	Task Order
GHG	Greenhouse Gas	TOC	Transit Oriented Communities
GIS	Geographic Information Systems	TransMAC	Transportation Mutual Assistance Compact
GWh	Gigawatt-hours	USGS	U.S. Geological Survey
HAZCON	Hazardous Condition	V/CM	Vendor Contract Management
HAZMAT	Hazardous Materials	VMT	Vehicle Miles Traveled
HVAC	Heating, Ventilation and Air Conditioning	WIN-LA	Workforce Initiative Now
ICE	Independent Cost Estimate		

Categories at a Glance

CATEGORY	GOALS	TARGETS	STRATEGIES	
WATER QUALITY AND CONSERVATION	Optimize and manage Metro's water use.	1. Reduce potable water use by 22% from the 2030 Business as Usual scenario.	W1	Identify and implement operational water conservation and efficiency projects.
			W2	Increase the use of non-potable water sources to offset potable water use.
			W3	Implement water monitoring and reporting systems.
			W4	Integrate water conservation and efficiency best practices into policies, Standard Operating Procedures (SOPs) and specifications.
			W5	Partner with other public agencies and community groups to advance regional water goals.
			W6	Develop strategic resources and collaborative relationships across the agency to advance the water program and drive behavior change.
	Manage wastewater and stormwater constructively.	2. Increase runoff infiltration and capture capacity for stormwater by 15% from 2020 levels.	W7	Implement best management practices to minimize stormwater runoff and keep stormwater clean.
			W8	Prioritize the infiltration, capture and/or use of stormwater.
			W9	Reduce pollutants in industrial wastewater.

CATEGORY	GOALS	TARGETS	STRATEGIES	
SOLID WASTE	Reduce Metro's waste disposal.	1.Reduce annual operational solid waste disposal 24% from 2030 Business as Usual scenario. 2. Achieve 50% landfill diversion rate for operational waste. 3. Achieve 85% construction landfill diversion rate.	S1	Implement operational waste prevention and material reuse programs, which support a circular economy.
			S2	Implement operational recycling and organics diversion programs, including those that support compliance with AB 939, AB 341, AB 1826 and SB 1383.
	S3		Establish and integrate best waste management practices into agency-wide operations.	
	S4		Establish comprehensive monitoring and reporting practices to drive continual improvement.	
	S5		Implement construction waste prevention and landfill diversion best practices.	
MATERIALS, CONSTRUCTION AND OPERATIONS	Demonstrate sustainable design and construction practices throughout all phases of capital improvement projects.	1. Achieve LEED Silver certification or higher for all new facilities over 10,000 square feet, and achieve Envision certification where LEED is not applicable. 2. Design and build 100% of capital projects to CALGreen Tier 2 standards.	M1	Continually improve sustainability standards and requirements for project design and construction.
			M2	Pursue green certification standards for buildings and infrastructure construction.
			M3	Commission all projects to ensure optimal performance.
			M4	Expand the GCP and SP Programs.
	Optimize sustainable operations and maintenance of fleet, infrastructure and facilities.	3. Complete Sustainable Acquisition Program training/implementation and develop 2030 program targets for annual sustainable acquisition spend by 2022.	M5	Implement the <i>Sustainable Infrastructure Engagement Process</i> on all major capital projects.
			M6	Develop and implement an agency-wide Sustainable Acquisition Program.
			M7	Integrate resource conservation, life cycle and efficiency considerations into Metro's operational policies, SOPs and specifications.
			M8	Develop and implement materials, construction and operations related training for Metro staff, partners and community to facilitate a culture of sustainability.

CATEGORY	GOALS	TARGETS	STRATEGIES	
ENERGY RESOURCE MANAGEMENT	Optimize and manage Metro's use of energy.	1. Reduce energy consumption by 17% at facilities from the 2030 Business as Usual scenario.	E1	Implement projects identified in the energy conservation project portfolio.
			E2	Optimize BMS at all divisions and Gateway facility.
			E3	Implement an agency-wide facility commissioning and retro-commissioning program.
		2. Increase onsite renewable energy generation to 7.5 MW.	E4	Expand the onsite renewable energy portfolio.
		E5	Develop supporting infrastructure for electric transportation.	
EMISSIONS AND POLLUTION CONTROL	Reduce regional GHG emissions.	1. Displace 903,000 MTCO ₂ e annually.	EP1	Transition Metro's fleet to zero emissions technology.
			EP2	Decarbonize Metro's energy and fuel supply.
	Reduce Metro's GHG and criteria air pollutant emissions.	2. Reduce total GHG emissions by 79% from 2017 baseline.	EP3	Improve methodology for monitoring and measuring emissions.
			EP4	Implement a scheduled maintenance program for stationary and mobile emissions sources in order to reduce emissions.
			EP5	Coordinate and partner on regional efforts to achieve state GHG emissions reduction goals.
	3. Reduce total nitrogen oxides (NOx) emissions 54% from 2018 baseline.			
	4. Reduce total particulate (PM) emissions 62% from 2018 baseline.			

CATEGORY	GOALS	TARGETS	STRATEGIES	
RESILIENCE AND CLIMATE ADAPTATION	<p>Increase responsiveness to shocks or stressors that impact Metro services to maintain a safe, reliable, equitable and comfortable experience for our customers, even as the climate changes over time.</p>	<p>1. Identify all acute shocks or stressors for critical and/or vulnerable areas at or near Metro infrastructure by 2025.</p>	R1	<p>Conduct and maintain a multi-hazard risk assessment to understand vulnerabilities of the transportation system.</p>
			R2	<p>Incorporate considerations for all-hazards into Metro decision-making about capital planning, procurement, asset management and operations.</p>
			R3	<p>Regularly update resilience and climate adaptation plans and policies to address changing hazards and risks to system service.</p>
		<p>2. Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.</p>	R4	<p>Implement hazard mitigation and climate adaptation strategies to increase transportation system resilience and passenger safety.</p>
			R5	<p>Develop and implement all-hazards-related trainings for Metro staff and partners to further advance a culture of sustainability.</p>
	<p>Expand Metro’s leadership as a key partner in establishing a regional resilience network.</p>	<p>3. Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.</p>	R6	<p>Build a greater LA resilience network.</p>
ECONOMIC AND WORKFORCE DEVELOPMENT	<p>Provide opportunities for continual career growth within the agency.</p>	<p>1. Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.</p>	EWD1	<p>Eliminate barriers to career pathways and advancement.</p>
	<p>Prepare for the talent needs of the future.</p>	<p>2. Recruit employees from diverse sources, including vocational schools, community colleges, groups supporting formerly incarcerated persons and organizations supporting persons with disabilities and older adults.</p>	EWD2	<p>Reach out to traditionally underrepresented communities about hiring opportunities.</p>
			EWD3	<p>Offer quality training on skills needed for Metro’s future workforce.</p>
	<p>Utilize Metro investments to support the regional economy and increase opportunity for LA County residents.</p>	<p>3. Achieve triennial DEOD contracting goals related to small, disadvantaged, women and veteran-owned businesses.</p>	EWD4	<p>Increase awareness of Metro opportunities among SBE, DBE and DVBE firms.</p>
			EWD5	<p>Increase the region’s economic viability and growth.</p>

Acknowledgments

This plan was prepared by the Los Angeles County Metropolitan Authority (Metro), led by Metro’s Environmental Compliance & Sustainability Department and the Countywide Planning & Development Department. Several internal partners were involved in and supported the drafting of this plan.

METRO DEPARTMENTS

Asset Management	Facilities/Property	Office of Management	Service Planning
Building Services	Maintenance	& Budget	& Scheduling
Bus Maintenance	Federal/State Policy	Office of the Chief	Strategic Transit
Civil Rights & Equal	& Programming	Executive Officer	Asset Management
Employment Opportunity	Finance & Budget	Operations	System Security & Law
Communications	First/Last Mile	Operations Liaison	Enforcement
Community Relations	Human Capital	& Planning	Systems Engineering
Congestion Reduction	& Development	Parking Management	Systemwide Design
Construction Management	Information Management	Procurement	Talent Acquisition
Corporate Safety	Information Technology	Program Control	Talent Development
Countywide Planning	Services	Program Management	Third Party Administration
& Development	Local Programming	Project Engineering	Transit Demand Model
Diversity & Economic	Long Range Transportation	Public Relations	Policy & Regional
Opportunity Department	Plan & Mobility Corridors	Purchasing	Shared Mobility
Emergency Preparedness	Maintenance Administration/	Quality Assurance	Transit Project Delivery
Environmental Compliance	Non-Revenue	Rail Vehicle Engineering	Transit-Oriented Communities
& Sustainability	Major Capital Project	Real Property & Asset	Vendor/Contract
Department	Engineering	Management	Management
Facilities Engineering	Metro Design Studio	Risk, Safety & Asset	Wayside Systems
Operations	Metro Marketing	Management	Facility Maintenance

Metro was supported by Cumming Management Group, Raimi + Associates and Lentini Design & Marketing through the development of this plan. Metro also engaged several external stakeholders for input through multiple outreach efforts and public events:

EXTERNAL PARTNERS

Metro Sustainability Council	Colbert Group	Kempton Strategies	SuRF
3Cotech	County of Los Angeles,	Kleinfelder	TetraTech
AECOM	Chief Sustainability Office	Los Angeles Cleantech Incubator	The Leonardo DiCaprio
All About Waste	County of Los Angeles,	Los Angeles Walks	Foundation
Alta Environmental	Department of Public Works	LSA Associates, Inc.	The Natural Resources
ARUP	County of Los Angeles,	Metropolitan Water District of	Defense Council
Caltrans District 7	Department of Public Health	Southern California	The Nature Conservancy
CivilEarth Engineering	Deep Root Green	Morgner	The Sierra Club
City of Los Angeles,	Infrastructure LLC	MugenKioku	Transportation Business
Bureau of Street Services	ESA Associates	Nature for All	Advisory Council
City of Los Angeles,	EW Consulting Inc	O2EPCM, Inc.	TRC Solutions
Department of Public Works	For Strategy Consulting, Inc.	Phase 5 Environmental	Tree People
City of Los Angeles, Office of	FPL and Associates	Siemens	The Trust for Public Land
Mayor Eric Garcetti	Gateway Cities Councils	Small Cities	UCLA Transportation
City of Los Angeles,	of Governments	South Bay Council	UCLA Sustainability
Department of	GHD	of Governments	Value Management
Transportation	GlobalASR	Southern California	Strategies, Inc.
City of Los Angeles,	ICI Engineering	Association of	Watershed Health
Department of	Investing in Place	Governments	Westside Cities Council
Water and Power	Jack Sahl & Associates	Supervisor Sheila Kuehl’s	of Governments
Climate Resolve	Jacobs	Office	ZelDesign

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Los Angeles, CA 90012-2952



323.GO.METRO



sustainability@metro.net



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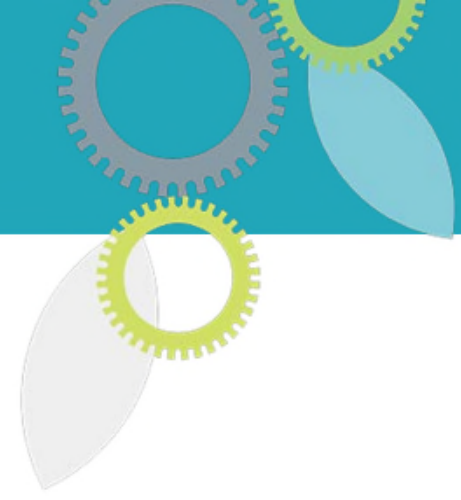
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MBS Public Input - General (Front and Back Matter, Overall)									
#	Source	Topic/Category	Name	Is the purpose and ongoing function of this plan clear?	Is there something that should be added or removed from this document?	Do you have suggestions related to the targets or strategies?	Do you feel this plan will increase equity in the region?	Other	Response
1	Online Form	General	Jake Brown	Yes- From the opening paragraph throughout this document is clear and concise. Metro's vision, Metros' sustainability is well defined (Metro's commitment to Sustainability is spot on) and objectives are well displayed. I particularly am impressed with Metro's Equity and Inclusion position and rational.	Yes - As a city with such a large talent pool we need to encourage innovative, visionary yet practical designs. This is our time to shine! For example real estate is at a premium and we have 100% renewable energy goals, where is Building Integrated Photovoltaics identified, where are green roofs, mag-lift rail lines, advanced charging stations. Let's get NASA, JPL, all the colleges involved in a contest.	No. The targets are realistic although demanding.	Yes. Workforce development, DBE will have access to anywhere in LA - the METRO Transit goal is all encompassing.		Agreed. Metro references the importance of partnerships is referenced in the sections: Committed to Sustainability, Implementation and Moving Beyond.
2	Online Form	General	Unknown	Yes	I don't know - Didn't have time to read the whole document	No	I don't know. we'll have to wait and see, right? important to track/share updates in future - how are you performing		Noted
3	Online Form	General	Unknown	Yes	NO	No	I don't know		Noted
4	Online Form	General	Unknown	Yes	I don't know	No			Noted
5	Online Form	General	Unknown	I don't know	I don't know	No	No. this plan is focused on the work force only		Noted
6	Online Form	General	Theodore vigil	I don't know		I don't know	I don't know		Noted
7	Online Form	General	Unknown	Yes	No	No	Yes		Noted
8	Online Form	General	Unknown	Yes. The plan, as drafted, makes sense. It is a comprehensive program with many elements. I wonder how a program that broad can be implemented, and how can the impacts be tracked accurately. Some elements of the program would need to have subjective scoring and that lends itself to being open to manipulation.	No	I don't know. This is a deeper question than something that can be quickly answered in a text box. I heard on an NPR segment a conversation of making public transit free, and no fare box collection. The pros are that it would potentially increase ridership. The cons are that it still won't move the average person to get out of a car and into public transit unless additional challenges are addressed, such as frequency of busses/trains to the point it becomes very convenient. Short of a seismic change in how transit is implemented, I see environmental programs as a great target for an agency the size of Metro to consider, but not likely to create wholesale changes in environmental impacts.	NO. As I mention above, should Metro find a way to get the average citizen out of personal vehicles and into public transportation, the equity will be a minor part of the overall organizational outcomes.		Noted.
9	Online Form	Energy	Hugo Ballesteros	Yes	Yes	Yes. Add solar and battery storage to Park & ride facilities like Norwalk Green line terminus. Add battery storage to existing old photovoltaic installations. Greenline stations can be extended and cover in solar panels and battery storage when they get rebuilt & remodel. Their wasn't any real solar or battery storage to the Blue line remodel.	I don't know		Noted. Metro recently completed a Microgrid Feasibility Study and are looking to apply this where it makes financial sense.
10	The Nature Conservancy Letter	Water						Smart irrigation and use of recycled water for irrigation need to be implemented in all areas of LA Metro coverage	Noted. Metro is addressing water conservation strategies and best practices including smart irrigation and recycled water use under strategies W1, W2 and W4. The implementation of these strategies will be detailed in the upcoming Water Action Plan update.
11	The Nature Conservancy Letter	Water						Plan needs to more firmly address the low-impact development measures such as rain gardens, permeable pavement, rainwater catchment and stormwater runoff infiltration, especially because it helps mitigate climate change impacts filtering stormwater and recharging aquifers and can cost less than gray infrastructure alone	Noted. Content has been revised. The implementation of these strategies will be detailed in the upcoming Water Action Plan update.

MBS Public Input - General (Front and Back Matter, Overall)									
#	Source	Topic/Category	Name	Is the purpose and ongoing function of this plan clear?	Is there something that should be added or removed from this document?	Do you have suggestions related to the targets or strategies?	Do you feel this plan will increase equity in the region?	Other	Response
12	The Nature Conservancy Letter	Water						The Twenty-Eight by '28 initiative expects to increase the potable water usage in a BAU scenario to 38.1% from 2018 levels. The Plan's target of a 22% reduction in water consumption from levels in the 2030 BAU scenario will not suffice to mitigate risks of potable water shortages in LA County or else adapt to the heightened risk of water shortages associated with climate change which will inevitably affect infrastructural development. We recommend Metro adopt a more ambitious reduction target.	Noted.
13	The Nature Conservancy Letter	Water						It is important to prioritize actions to increase the use of non-potable water sources not only to offset but to significantly reduce the use of operational potable water use (Metro Sustainability Plan, 2020, P.35)	Noted.
14	The Nature Conservancy Letter	Water						The Plan needs to properly address the Municipal Recycled Water Substitution for Bus Washing Strategy published in the Metro Water Action Plan 2010...the Plan needs to give attention to its major source of water use to mitigate portable water stress in the region.	Noted. Metro is developing an update to the 2010 Water Action Plan which will provide a more concrete implementation plan addressing recycled water use.
15	The Nature Conservancy Letter	Water						The Plan needs to elaborate on how it will approach staff training on water issues and make sure this education is continuous so that water saving practices are well understood and applied by all employees.	Noted. This level of detail will be laid out in the implementation plans.



Metro®



Moving Beyond Sustainability: 10-Year Sustainability Strategic Plan

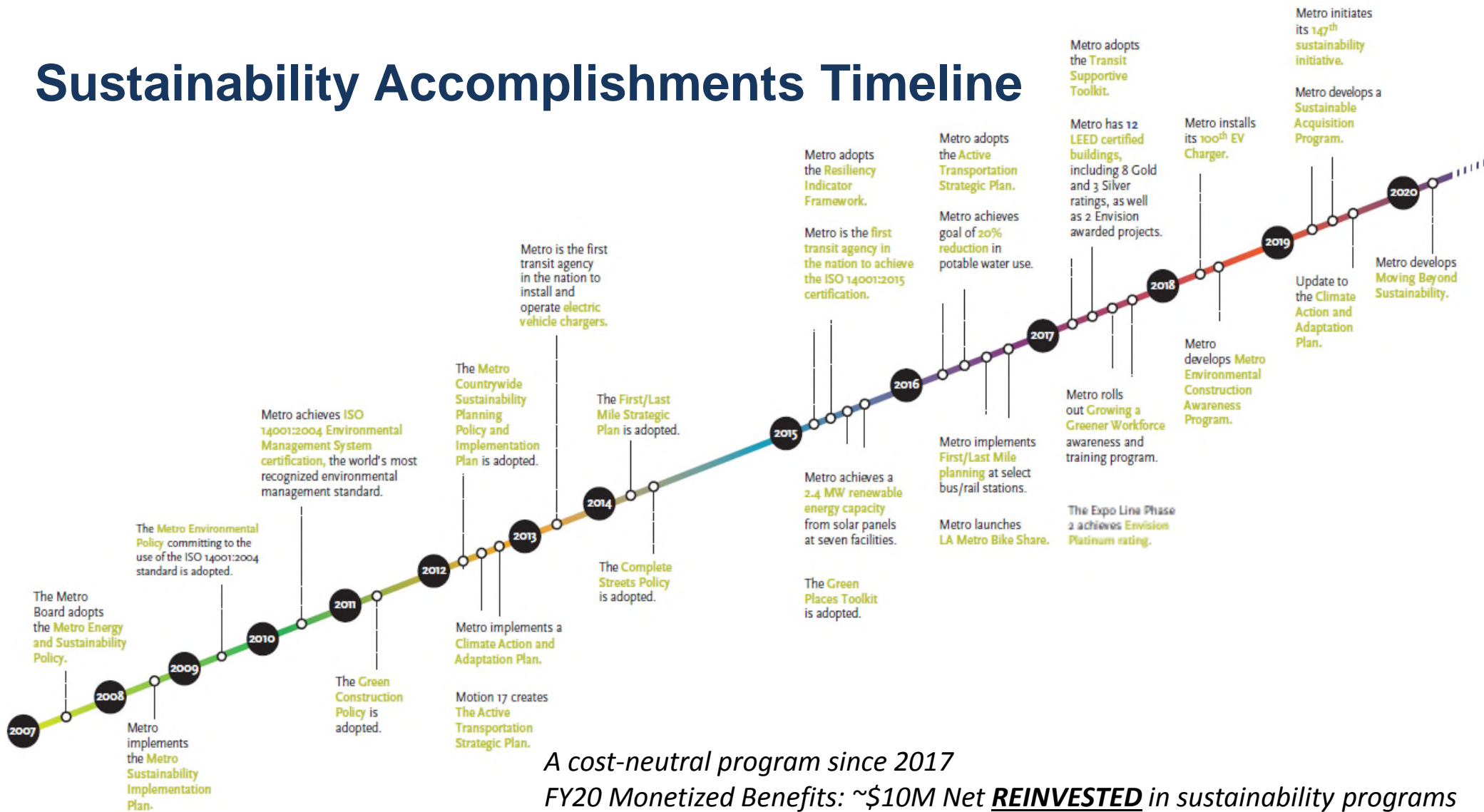
Executive Management Committee
September 17, 2020

Overview

- Update and expand upon the 2008 Metro Sustainability Implementation Plan (MSIP) and Countywide Sustainability Planning Policy
- Establish 10-year sustainability goals and targets
- Unify agency-wide sustainability efforts and chart strategic direction under new CSO
 - Environmental Compliance and Sustainability Department
 - Countywide Planning and Development



Sustainability Accomplishments Timeline



A cost-neutral program since 2017

*FY20 Monetized Benefits: ~\$10M Net **REINVESTED** in sustainability programs*

Financial analysis done to implement these programs in next 10 years

Comprehensive Planning

- Numerous reports, plans and Board Motions influence MBS
- Informed by parallel efforts in **LA County + City of LA and other programs throughout the world**
- More visionary, aggressive, measurable performance metrics across 7 sustainability categories

We're guided by our *Strategic Plan* goals.

 *Vision 2028 Strategic Plan*

We're creating

- 1 Faster Travel Options** **2 Better Trips** **3 Thriving Communities**

Better Transit

Providing more transit options with improved quality and service

Transit Projects
Bus Improvements
New Mobility Options

Less Congestion

Managing the transportation system to reduce the amount of time people spend in traffic

Roadway Improvements
Congestion Management
Goods Movement

Complete Streets

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods

Bike and Pedestrian Projects
Local Street Improvements
Station and Stop Access Enhancements

Access to Opportunity

Investing in communities to expand access to jobs, housing and mobility options

Workforce Initiatives
Support for Local Businesses
Transit Oriented Communities

 *Long Range Transportation Plan*


We're committed to

- 4 Leadership** **5 Accountability**

 Collaboration  Continuous Improvement
 Customer Focus  Innovation  Inspired and Inclusive Workforce  Safety

 *Customer Experience Plan*  *COVID-19 Recovery Plan*

We're intentionally focused on **eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.**

 Equity  Sustainability

 *Equity Plan*  *Moving Beyond Sustainability Plan*

Sustainability Categories and Targets

Water Quality and Conservation



- 1 Reduce potable water use by **22%** from the 2030 Business as Usual scenario.
- 2 Increase runoff infiltration and capture capacity for stormwater by **15%** from 2020 baseline levels.

Solid Waste



- 1 Reduce annual operational solid waste disposal **24%** from 2030 Business as Usual scenario.
- 2 Achieve **50%** landfill diversion rate for operational waste.
- 3 Achieve **85%** construction landfill diversion rate.

Materials, Construction and Operations



- 1 Achieve **LEED Silver** certification for all new facilities over 10,000 square feet.
- 2 Design and build **100%** of capital projects to CALGreen Tier 2 standards.
- 3 Complete **Sustainable Acquisition Program training/implementation** and develop **2030 program targets** for annual sustainable acquisition spend by 2022.

Energy Resource Management



- 1 Reduce energy consumption by **17%** at facilities from the 2030 Business as Usual scenario.
- 2 Increase onsite renewable energy generation to **7.5 MW**.

Emissions and Pollution Control



- 1 Displace **903,000 MTCO₂e** annually.
- 2 Reduce total GHG emissions by **79%** from 2017 baseline³.
- 3 Reduce total nitrogen oxides (NO_x) emissions **54%** from 2018 baseline.
- 4 Reduce total particulate matter (PM) emissions **62%** from 2018 baseline.

Resilience and Climate Adaptation



- 1 Identify all acute shocks or stressors for critical and/or vulnerable areas at or near Metro infrastructure by 2025.
- 2 Implement the flexible adaptation pathways concept to incorporate climate adaptation into planning, procurement, asset management and operations by 2025.
- 3 Prioritize improvements to locations, facilities, infrastructure, equipment and operations to reduce risk.

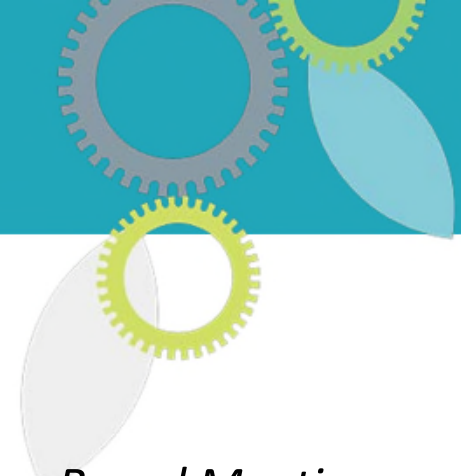
Economic and Workforce Development



- 1 Review job classifications on a regular basis and eliminate obsolete requirements that create barriers to career advancement.
- 2 Recruit employees from diverse sources, including vocational schools, community colleges, groups supporting formerly incarcerated persons and organizations supporting persons with disabilities and older adults.
- 3 Achieve triennial DEOD contracting goals related to small, disadvantaged and veteran-owned businesses.

Development Process and Engagement





Next Steps

- Approval of the Sustainability Strategic Plan: September 2020 Metro Board Meeting
- Immediate Steps:
 - Update of any existing related policies and plans
 - Understanding implications of Final Recovery Task Force Recommendations
 - Engagement with other Metro Departments, re: other plans/initiatives
 - Work to align: Customer Service Vision, Equity Plan and SRTP
- Work with community partners for input and advise
 - LA Metro Sustainability Council
 - Stakeholders and community benefits
 - Identify tactics on emerging issues
- Annual Report in 2021



Board Report

File #: 2020-0522, File Type: Public Hearing

Agenda Number: 10.

**BUDGET PUBLIC HEARING
FINANCE, BUDGET, AND AUDIT COMMITTEE
SEPTEMBER 16, 2020**

SUBJECT: FISCAL YEAR 2021 (FY21) BUDGET

ACTION: ADOPT THE FY21 BUDGET

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
1. AUTHORIZING \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
 2. AUTHORIZING a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and
 3. APPROVING the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5.0 million presented in Attachment A; and
 4. AMENDING the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures,

which is authorized on a life-of-project basis.

In May, Metro Board of Directors adopted a Continuing Resolution to extend FY20 Budget authorization through the first quarter of FY21 which provided an opportunity to reset the financial forecast due to the COVID-19 pandemic. All Metro activities have been reassessed to reprogram the resources available for Metro and regional activities in the upcoming year within the current economic constraints to arrive at the FY21 Proposed Budget.

Since May 2020, staff has provided a series of status updates on the FY21 Budget development process to the Board. Meanwhile, an extensive public outreach process was launched to communicate the budget proposal and to collect public comments as the budget development was in progress. On September 1, 2020, copies of the FY21 Proposed Budget in its entirety were made available to the public at www.metro.net <<http://www.metro.net>>, and in printed copies through the Records Management Center (RMC) at RMC@metro.net <<mailto:RMC@metro.net>> and on the plaza level of the Gateway building. The public hearing is scheduled on September 16, 2020. As of August 16, 2020, advanced public notification of this hearing was issued through advertisements posted in over 11 news publications, in different languages.

DISCUSSION

The proposed FY21 budget is balanced at \$6.0 billion, a decrease of \$1.2 billion or 16.5%, from the \$7.2 billion FY20 budget. The \$1.2 billion reduction represents the slowdown experienced in the first quarter and the gradual build-up through the end of the year that parallels the projected economic recovery curve. This annual budget reflects the reductions in costs due to economic constraints caused by COVID-19 while aligning resources in a fiscally responsible manner to achieve the following Metro Vision 2028 goals:

- Provide high-quality mobility options that enable people to spend less time traveling.
- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform Los Angeles County through regional collaboration and national leadership.
- Provide responsive, accountable, and trustworthy governance within the LA Metro organization.

Coronavirus Aid, Relief, and Economic Security (CARES) Act

The Coronavirus Aid, Relief and Economic Security (CARES) Act delivered some financial relief from the effects of the COVID-19 pandemic. As the Regional Transportation Planning Entity (RTPE) for Los Angeles County, the Metro Board was responsible for allocating transit-related funding provided under the CARES Act to transit agencies in the County.

The highest priority was to address and mitigate reductions in sales tax revenue for FY20 and FY21 to ensure funding for transit operations throughout the County were maintained and supported at pre-COVID funding levels. While CARES funding provided this much needed relief funding for transit operations in the region and Metro operations, it did not cover all Metro losses in operations and

provided no funding for capital projects.

Service and NextGen

Metro remains an essential service provider to Los Angeles County’s population by operating bus and rail services that are transporting people to jobs and connecting communities. On average, Metro will provide bus and rail revenue service hours at 81% of pre-COVID levels, while anticipating 55% of pre-COVID levels of ridership delivering a robust service network and more frequent rides for the essential workers in Los Angeles County. The service plan assumes a phased-in flexible approach to building up service levels as the County recovers from the COVID-19 pandemic along with implementation of NextGen and alternative service options such as MicroTransit. During this pandemic, Metro will further prioritize enhanced cleaning, sanitizing, and PPE availability.

The goals and objectives of the NextGen Study are to provide high quality mobility options to all Los Angeles County residents, reduce travel time, and improve customer commuting experience. From the extensive outreach conducted, the lessons learned will significantly improve the bus network. One of the objectives of NextGen is to speed up the service, so more miles can be run in less time. Further, NextGen will utilize Metro’s resources to advance equity and economic opportunity for all County residents.

Working in tandem with NextGen service implementation to improve speed and reliability, NextGen will also include bus lane prioritization, All-Door boarding, speed and delay analysis, and other enhancements as detailed in the following table.

	Project Description (\$ in thousands)	FY21 Proposed	Life of Project
1	Service Enhancements		
2	Analysis and Outreach - Bus Priority Lanes	\$ 865	\$ 956
3	Implementation - Bus Priority Lanes	900	2,725
4	All Door Boarding Expansion	1,569	1,569
5	Bus Zone Optimization	2,400	8,250
6	Metro Rail Speed Analysis	766	1,000
7	Station Cleanliness & Evaluation	500	500
8	Service Enhancements Total	\$ 7,000	\$ 15,000
9	Other Improvements Benefiting NextGen Implementation		
10	Patsaouras Plaza Busway Station	\$ 3,000	\$ 49,000
11	Cesar Chavez/Vignes Bus Pavilion at Union Station	1,100	2,500
12	Willowbrook/Rosa Parks Station Bus Plaza	12,200	15,000
13	Airport Metro Connector Bus Plaza	75,000	75,000
14	G Line (Orange) BRT Improvements	20,400	361,000
15	North Hollywood to Pasadena BRT	5,700	267,000
16	North San Fernando Valley (NSFV) BRT	2,500	180,000
17	Vermont Avenue Transit Corridor	3,200	425,000
18	Other Improvements Total	\$ 123,100	\$ 1,374,500
19	Total NextGen Related Projects	\$ 130,100	\$ 1,389,500

Note: Totals may not add up because of rounding.

NextGen projects include bus priority lanes on two NextGen Tier 1 corridors which are to be prioritized through a technical analysis and outreach process performed by Metro and LADOT, All-Door Boarding for two NextGen Tier 1 lines, speed and delay analysis of the A (Blue) Line and E (Expo) Line, LADOT technical support, stakeholder outreach on all speed and reliability projects, and expansion of the Station Cleanliness and Evaluation Program. NextGen direct and related

investments include \$7.0 million for bus and rail service improvements, \$16.3 million for Station and Bus Plaza expansion, and \$106.8 million for enhancement of service in Bus Rapid Transit and other transit corridors for a total of \$130.1 million in FY21.

The planned service levels of revenue service hours and miles for FY21 are based on on-street reality, reflecting various operating factors such as projected ridership, available staff, increased traveling speeds due to less congestion, in addition to prudent financial management.

	Base Enhanced Sunday Service	Phase 1 Orders Begi to Lift	Phase 2 Schools Back, Start of NextGen	Phase 3 FY21 Post- COVID	Phase 4 * FY22 Building Back Service	Phase 5 * FY23 Full Service Recovery
Revenue Service Hours (in millions)	FY20 April 2020	FY21 end o June 2020	FY21 Dec 2020	FY21 Jan - June 2021	FY22	FY23
Bus	5.0	5.6	5.6	5.6	5.6 - 6.5	5.6 - 7.1
Rail	1.0	1.0	1.0	1.0	1.1	1.1
Bus and Rail Total	6.0	6.6	6.6	6.6	6.7 - 7.6	6.7 - 8.2

* Does not include Crenshaw or Regional Connector revenue service increases and adjustments

While service hours are a necessary cost driver to estimate budget expenses, it is not the only measurement to determine the level or quality of service. Factors such as service miles, geographic coverage, frequency of service, travel time, on-time performance, safety, cleanliness, and other such factors are important to improve customer experience and increase ridership. In addition, to enhance our customer experience, Operations constantly monitors and adjusts the service based on ridership and overcrowding.

As a result of scheduled investments in phased COVID-19 recovery and the anticipated NextGen speed improvements, to operate the system’s 75 million miles of service pre-COVID-19 level now requires a total of 6.6 million revenue service hours instead of the previous 7.1 million revenue service hours. This represents an efficiency improvement of 7%. Finally, as the local and regional economy recovers, service increases will be implemented in phases allowing the system to dynamically consider the principles of NextGen and factors such as revenue, the cost of operating the service, ridership, staff availability, vehicles, other operating resources as well as performance indicators.

Budget Summary

Progress will continue in FY21 on all Measure M and R projects towards environmental clearance and shovel readiness which includes the building of new highways and transportation infrastructure as well as planning and providing funding for regional transportation activities. Although Metro’s transit infrastructure program has been significantly impacted by COVID-19, the budget carefully balances the resources available with project schedules to ensure on-time project delivery. In addition, projects in planning phases have been reviewed to ensure that they advance towards shovel ready stages.

By providing optimal transit service to meet ridership demand, progressing projects, in addition to prudent management of resources to remain financially sustainable, Metro continues to reimagine the future of Los Angeles County and its transportation network in delivering equity, sustainability, prosperity, and better quality of life for all County residents.

Resources Summary

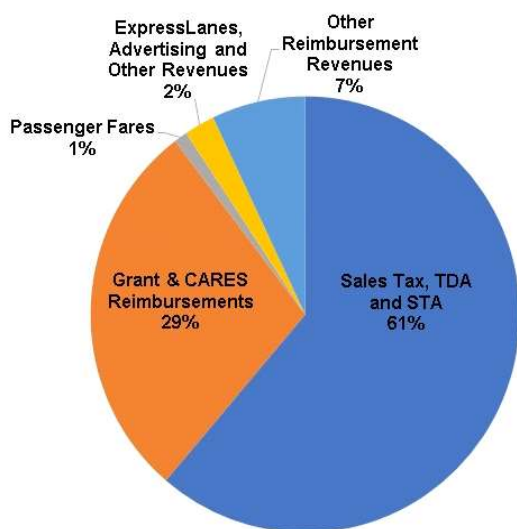
The FY21 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current economic conditions such as the economic impact of the COVID-19 pandemic, historical sales tax growth cycles, leading regional forecasting sources, and recent transit system usage.

The total FY21 Proposed Budget planned resources are \$6,017.3 million which is 16.5% less than the FY20 Budget.

	FY20 Budget ⁽¹⁾	FY21 Proposed	\$ Change	% Change
Resources (\$ in millions)				
1 Sales Tax, TDA and STA	\$ 4,174.4	\$ 3,685.0	\$ (489.4)	\$ (0.1)
2 Grant & CARES Reimbursements	1,107.6	1,708.5	601.0	0.5
3 Passenger Fares	284.5	60.3	(224.2)	(0.8)
4 ExpressLanes, Advertising and Other Revenues	155.1	138.6	(16.5)	(0.1)
5 Other Reimbursement Revenues ⁽¹⁾	1,487.2	424.9	(1,062.3)	(0.7)
Total Resources	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

⁽¹⁾ Include Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdown and prior year commitment.

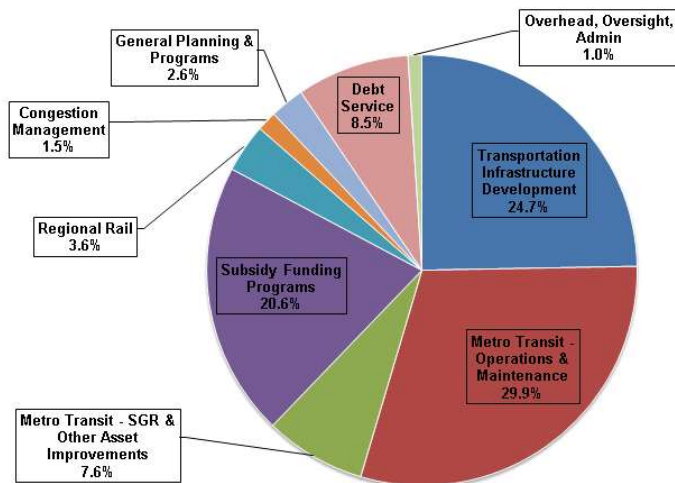
Resources % of FY21 Budget



Expenditure Summary

Each program, function, and department adjusted their budgets accordingly to reflect the new economic realities and progress on projects which resulted in a total budget decrease of \$1,191.5 million, or a 16.5% decrease from the FY20 Budget of \$7.2 billion.

Program Type (\$ in millions)	FY20 Budget	FY21 Proposed	FY20 - FY21 \$ Change	FY20 - FY21 % Change
1 Transportation Infrastructure Development	\$ 2,382.4	\$ 1,486.5	\$ (895.9)	-37.6%
2 Metro Transit - Operations & Maintenance	1,839.1	1,798.6	(40.4)	-2.2%
3 Metro Transit - SGR & Other Asset Improvements	493.5	457.0	(36.5)	-7.4%
4 Subsidy Funding Programs	1,404.7	1,239.2	(165.5)	-11.8%
5 Regional Rail	178.2	219.5	41.3	23.2%
6 Congestion Management	135.9	89.6	(46.3)	-34.0%
7 General Planning & Programs	168.9	155.1	(13.8)	-8.2%
8 Debt Service	534.9	509.2	(25.8)	-4.8%
9 Oversight and Administration	71.2	62.6	(8.6)	-12.1%
10 Total Expenditures	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%



Full-Time Equivalent (FTE) Summary

FY21 Proposed FTEs remained at authorized FY20 Budget levels, with a total of 10,219 FTEs, (8,482 agencywide represented and 1,737 agencywide non-represented). Payroll and employment are reimbursable costs through the CARES Act and possible future stimulus funding. The Agency looks to preserve jobs in the County by retaining Metro employees while controlling cost through vacancy savings and reducing overtime usage whenever applicable.

Agency FTEs	FY20 Budget	FY21 Proposed
AFSCME	821	821
ATU	2,444	2,444
TCU	915	915
TEAMS	175	175
UTU	4,127	4,127
Non-Contracts	1,737	1,737
Total FTEs	10,219	10,219
Total Agencywide Represented	8,482	8,482
Total Agencywide Non-Represented	1,737	1,737
Grand Total	10,219	10,219

Labor Summary

The proposed budget includes up to a 4.5% salary increase for Represented employees, in line with the pre-negotiated Collective Bargaining Agreements with the Represented Union groups. The labor cost increases reflect the rising wage inflation and living wage standards. Health/welfare benefits for represented employees are based on Collective Bargaining Agreements.

Metro will continue to freeze Non-Represented employee merit increases through the second quarter of FY21. Metro will monitor closely the financial situation and fiscal recovery. CEO may revisit Non-Represented employee merit increase in the second half of the fiscal year. Non-Represented medical/dental benefits reflect the carrier contract rates previously approved by the Board.

Areas of Risks

- This budget assumes a gradual recovery beginning in September, with a full recovery anticipated in June 2021.
- Further declines in sales tax revenues from the current estimate as a result of extended Stay at Home orders due to the ongoing COVID-19 pandemic.
- Costs that rise faster than the inflation factor built into the budget for goods/services used to deliver Metro’s projects and services.
- Uncertainty regarding if/when business activities will return to pre-COVID levels.
- Uncertainty regarding public willingness to return to public transit post-COVID.
- Changes in Metro’s share of federal and state funding that is dependent on legislative or other actions.
- Unplanned/unfunded projects added post Budget adoption.
- State of Good Repair capital projects encountering unplanned acceleration or changes in scope.
- Life of Project (LOP) construction budget adoptions outpace Measures R and M Ordinance

cost estimates.

- Greater than planned Compressed Natural Gas (CNG) cost per therm based on changing natural gas reserves, triggering implementation of CNG hedging agreements.

Life of Project (LOP) Budgets

Capital projects with LOP budget increases greater than \$1.0 million, and any new projects with LOP budgets in excess of \$5.0 million must be approved by the Board as separate Board actions.

Attachment A includes a detailed listing of new capital projects for FY21 with LOP in excess of \$5.0 million. These projects are included in the FY21 Proposed Budget.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date, in order to reimburse expenditures incurred prior to the bond issuance. See Attachment B for anticipated expenditures in the budget related to proceeds from future bond issuance.

Public Outreach

As we navigate through staying connected with riders and the public about Metro's budget process during the current COVID-19 outbreak, the safety of our riders is of paramount concern. The mobility needs of the County are vast, and unique for each individual resident, therefore building trust by engaging often and consistently creating both an online and offline pathways to have a voice is essential. We have made major efforts to engage Los Angeles County residents remotely, while following all social/physical distancing protocols to ensure the safety of riders, the public, and stakeholders. We've been able to accomplish this by holding all meetings virtually, via live stream, use of online engagement tools such as, the Budget questionnaire at metro.net/myvoice, developing a social media campaign via Metro's Facebook page, Instagram, NextDoor, Twitter, TheSource and implementation of print marketing efforts to drive the public, stakeholders and our riders to attend the virtual meetings, provide their feedback and make comments to the budgetcomments@metro.net <<mailto:budgetcomments@metro.net>>.

The comprehensive outreach for the FY21 Budget started in March 2020 and as mentioned above, included many opportunities to provide feedback using various methods online, email and virtual meetings. The virtual meetings included a dedicated Special Budget Briefing for all Regional Service Councils and a Budget Public Hearing to review the FY21 Proposed Budget. As of August 16, 2020, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than 11 news publications and in different languages. The public was provided the opportunity to submit comments using an online comment feature allowing them to provide live public comments by phone, in English and Spanish. Staff also provided FY21 Budget Briefings at other online meetings for stakeholders such as Citizens Advisory Council, Technical Advisory Committee, Policy Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets, Freeways Committee as well as the Gateway Cities and San Gabriel Valley Councils of

Governments.

The outreach efforts have proven to be successful, even during this pandemic, as we continue to receive valuable input from riders, our stakeholders, and the public who helps shape the Metro programs, initiatives, and the budget. A summary of the public outreach efforts, comments received as well as results from the interactive questionnaire are shown in Attachment C.

FINANCIAL IMPACT

The FY21 Proposed Budget (provided in a separate submittal) at \$6.0 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from the state and federal governments and to administer regional transportation funding to local cities and municipal operators.

NEXT STEPS

Upon Board authorization and adoption of the FY21 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and program funding to regional transit/transportation partnering agencies, cities and recipients.

Staff will closely monitor the financial situation and will request Board approval of Mid-year Budget amendments, if needed. In addition, as part of the performance management process, Metro will monitor progress throughout the year relative to the Agency goals using measurements such as budget variances, Key Performance Indicators (KPIs) target achievement, Project Milestone achievement and cost savings and new revenue generation through the risk allocation matrix (RAM). This reinforces Metro's commitment to strategic monitoring of performance and the improvement of accountability. In addition, continuous improvements will be implemented to the process and regular updates will be reported to the Board.

ATTACHMENTS

Proposed FY21 Budget document can be accessed at <https://media.metro.net/2020/FY21-Proposed-Budget-Book.pdf>

Attachment A - FY21 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY21

Attachment C - FY21 Public Outreach

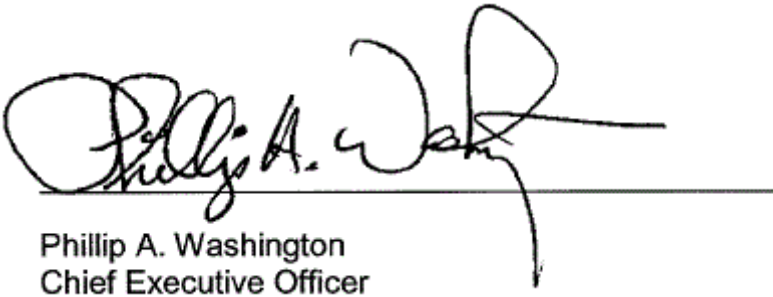
Prepared by:

Melissa Wang, Sr. Executive Officer, Finance (213) 922-6024

Irene Fine, Executive Officer Finance, (213) 922-4420

Jenny Wang, Manager Transp Planning, (213) 922-7306

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

FY21 New Capital Projects

State of Good Repair Projects

1	PROJECT: Correct Side Door Opening
	PROJECT OWNER: Operations - Wayside Systems
	LOP: To be Adopted by future board report FY21: \$170,000
	SCOPE: The new system will ensure the vehicle doors only operate when the vehicle is properly berthed at the platform, providing customers with an additional level of safety and security.
	JUSTIFICATION: The correct side door opening project will mitigate hazards associated with opening doors on the wrong side of light rail vehicles berthed at a platform.
	ELIGIBLE FUNDING SOURCE: PA35% Cash/Bond Proceed
2	PROJECT: Systemwide Signage Upgrade
	PROJECT OWNER: Program Management
	LOP: \$24,100,000 FY21: \$1,767,923
	SCOPE: This project will update and improve systemwide signage to align with the Board-directed naming convention as well as new corridor construction (ex: Regional Connector). The effort will provide improved wayfinding legibility, clarity and consistency through the application of ADA accessible formats and Metro signage design standards to enhance navigation, accessibility, ease of use, and the transfer experience.
	JUSTIFICATION: This project is designed to respond to Metro Board directives to improve the customer experience and deliver a world-class transit environment by increasing system legibility and ease of use at all customer touchpoints. The growth of the transit system in LA County will result in operational changes that impact the current signage and wayfinding infrastructure, which must be updated to reflect these changes. In addition to the implementation of the new Rail Line Letter ID naming convention, all signage and wayfinding at stations will be brought into compliance with the Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) standards and in line with Metro Design Standards. Addressing these issues on a systemwide basis, rather than a piecemeal fashion at a later date, will result in efficiencies of scale and lower overall costs. Two of Metro's busiest stations - 7th/Metro Center and Union Station underground platforms - exhibit signage and wayfinding that is out of date, aged beyond legibility, or vandalized. These stations will receive a comprehensive update to wayfinding for the first time since the stations' construction, setting a new standard for the customer experience and future refurbishments.
	ELIGIBLE FUNDING SOURCE: PA35% Green Bond

Other Asset Improvement Projects

3	PROJECT: Track and Tunnel Intrusion Detection
PROJECT OWNER: Operations - Regional & Hubs	
LOP: \$8,873,000	FY21: \$2,855,000
SCOPE: Installation of Track intrusion equipment on the tunnel walls, including the power and monitoring systems to detect any intruders on the tracks or in the tunnels.	
JUSTIFICATION: The underground stations are in need of additional security measures to protect Metro systems and increase safety for Metro patrons and staff. Currently, camera's and lighting are insufficient to detect intrusions.	
ELIGIBLE FUNDING SOURCE: MM 2%	

4	PROJECT: Data Center Modernization
PROJECT OWNER: Operations - Technology	
LOP: \$5,500,000	FY21: \$500,000
SCOPE: The existing data center is not energy efficient, lacks adequate power distribution, is spread between multiple locations (2nd Floor Datacenter, 6th floor Datacenter, 2nd Floor Telecommunications Room), and does not have adequate infrastructure (including networking, cabling, power, CCTV, fire suppression, or environmental systems).	
JUSTIFICATION: Update to Metro's primary data center will improve cooling efficiency, reduce energy consumption, revamp power management and rack organization, implement improved datacenter monitoring solutions, and right-size the datacenter environmental systems.	
ELIGIBLE FUNDING SOURCE: TDA Article 4	

ATTACHMENT B

REIMBURSEMENT RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2021

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines including the Crenshaw/LAX Transit Corridor project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage related to Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY21 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, or grant revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$300.0 million for Proposition C, \$500.0 million for Measure R and \$200.0 million for Measure M.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$300.0 million for Proposition C, \$500.0 million for Measure R and \$200.0 million for Measure M; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

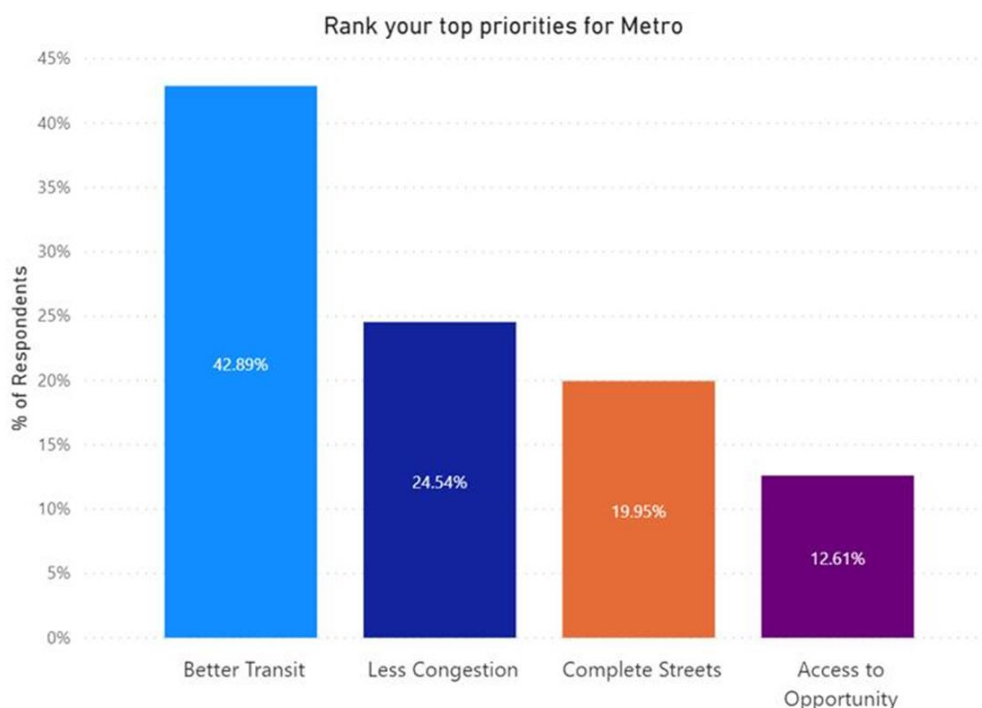
Summary of FY21 Proposed Budget Public and Stakeholder Efforts and Comments Received

EVENTS	PARTICIPATION
Budget Briefings and Meetings	Covering all Regional Service Councils, riders, the public and key stakeholders meetings throughout Los Angeles County
Interactive Questionnaire	4,208 as of 9/8/20
Web Page visits	2,416 as of 9/8/20
Questionnaire & Email/mail Comments	1,641 as of 9/8/20

Interactive Questionnaire

For the FY21 Budget an interactive questionnaire was used to solicit feedback and comments, thereby engaging the public in all areas of Los Angeles County. Respondents were asked a series of questions on transportation priorities. The questionnaire focused on four key areas: Better Transit, Less Congestion, Complete Streets and Active Transportation. These key areas are in line with the Long-Range Transportation Plan.

Respondents were able to rank what they considered top priorities. Below are results of the survey:



The questionnaire further broke down each four areas into subcategories for respondents to choose their priorities. The results indicate the following:

- Respondents selected “Expand Rail Network” and “Increased Safety” as their top choices for a faster more frequent, secure and reliable *Better Transit* experience;
- Respondent selected “Dedicated Bus Lanes” when considering *Less Congestion* as their main option to bypass traffic and better traffic flow;

- Respondents selected “Improve Pedestrian Crossing” as their first choice for *Compete Streets* when considering better sidewalks and safer crossings; and
- Respondents selected “High Density Developments Around Transit” and “Easier Reduced Fare Program” as their top priorities for *Access to Opportunity* when considering access to housing jobs and more.

Public Comments

Comments received from the public during the Metro FY21 budget outreach process are summarized below. Riders, stakeholders, and the public provided input and suggestions on virtually every Metro function, including COVID-19 concerns. As evidenced in the volume of comments received, the marketing and social media effort have been effective. However, due to the volume, not all comments can be included in this summary, but all questions and comments received during the budget briefing, stakeholder meetings, and public hearing have been addressed. Furthermore, comments received via mail, email and questionnaire were reviewed and forwarded to relevant departments for consideration in the development of their programs, projects or initiative. This is an ongoing process and we continue to receive comments on a daily basis.

Key Topics	Summary of Comments
Access to Opportunities <ul style="list-style-type: none"> – High Density Development around transit – Better mobile and web experience – Easier and reduced fare program 	<ul style="list-style-type: none"> • Keep fares affordable for senior • Create more affordable Housing near rail stations • Free access to Metro Express Lanes to Seniors • Bus/Train Fares should be free • Seniors should have unlimited TAP cards, free express lane access • Plan for EV charging stations • Impose congestions pricing on higher income levels, and dynamic per mile pricing • Bring back transfers • Free Metro passes for homeless • Option to pay with smart phones • Group TAP card rates for companies to promote public transit • Make transit free and divest from policing • End fare evasion now and criminalize • Return to paper tickets and cash • Bring back B Tap • Stop using cash and only use TAP cards • Better access to transit apps • Improved signage for transfers to rail stations • Dump honor-system on trains • Need working ticket machines • Better marketing of transit options and improved maps for google • Better marketing and advertising to explain reduced fare and student cards • Create funding streams – Metro should own high density housing along rail lines • Grant opportunities/contracts community-based organizations to adopt Bus Stops or train platforms • Add digital display screens for weather and news • Add free WIFI • Sensitivity training for drivers for disabled riders • Improve ADA signage • Better and improved communication to riders regarding service changes • I do not support gutting neighborhood to enhance high density housing in suburban areas, or running traffic patterns to accommodate buses • Contribute \$1 million for grants for cities and nonprofits transit to parks programs – to be done in conjunction with the L.A. County Regional Park and Open Space • Pursue funding for Transit to Parks activities, including providing grant writing assistance to eligible partner agencies and nonprofits - NONE • Collaborate with L.A. County of Los Angeles Parks and Recreation Department to document data on park access

<p>Access to Opportunities</p> <ul style="list-style-type: none"> - High Density Development around transit - Better mobile and web experience - Easier and reduced fare program 	<ul style="list-style-type: none"> • Incorporate Transit to Parks in the NextGen Bus service reorganization • the Metro Board every six months with status updates
<p>Better Transit</p> <ul style="list-style-type: none"> - Reduce wait times - Better ridership experience/Cleanliness - Expand rail network - Improve bus routes 	<ul style="list-style-type: none"> • I have children that use Metro and feeling comfortable about their safety is a top priority. • Presence of law enforcement is needed on each train or at entrance. I am concerned for my safety. • Frequency needs to improve greatly • Do not eliminate the Rapid Bus • Buses and Trains should not have to stop at red lights (make cross traffic wait) – sync lights better to minimize wait times • Ban cigarette smoking at stations and bus stops • Bring more 60 ft. buses into service • 24/7 security at park and rides during week/weekends • Improved connections and times • Building shelters for exposed elevated platforms • Prioritize door-to door times on transit, prioritize dedicated rights of way • More coordination with LADOT • Focus on keeping existing riders, instead of new ones with costly infrastructure and marketing projects • Improve safety • More BRT routes initiated throughout outskirts of county • Better routes to outdoor destinations • Get ready for 2028 Olympics and beyond • Build on Human Capital • Build bus shelters and restrooms for train riders • Bus shelters are unsafe • Consider intercity monorail/people movers • Don't waste money adding back old schedules • Treat riders as a "world class system" • Improve weekend service for weekend commuters • Take public health seriously – enforce eating and drinking rules – keep buses, station and trains cleaned/sanitized • LA push button strips difficult for seniors to reach • Many times, the bus is over 5 mins late on particular routes, before pandemic, they "blamed" it on traffic. Well it's still slow or no show – what is the excuse? • I love Metro but don't feel completely safe • Region too big for Light Rail transit to reach out to communities – commuter rail a better option • Need rail station to go into Airport – Bradley Terminal • Priority should be to expand rail • Move forward with NextGen Initiative • All lines should run ten-minute headways all day – minimize all wait times • 24/7 services • Keep bus and rail cars clean • Better lighting in trains, buses and bus station • Paint buses and trains brighter colors • Remove fabric from seats • Bus traffic crowding a problem and creates congestion • Why not more grid type routes and more DASH buses in between – i.e. SF Muni • Services based on one single hub (DTLA) – need a grid design not spoke design • Focus on connecting existing lines to each other • Bring back the Long Beach Express Bus (New Blue) • Do not eliminate Line 28 – San Fernando Road to Lincoln Heights • A line that would go from Inland Empire/Riverside/Orange County to South Bay without having to go into DTLA • A line for the Vermont Street Train • Transit Solution for Valley to Westside of LA • Need heavy rapid transit to extend across SFV • More routes from Pasadena to Van Nuys, • More buses from Marina del Rey to DTLA

	<ul style="list-style-type: none"> • Rain expansion C Line from Norwalk Station to Santa Fe Springs Metrolink Station • Better transit options between Torrance/West Hollywood • Add a Light Rail down Huntington Blvd. • Maintain feeder routes, i.e. #487/489 • Reduce Express bus times after 7pm • Coordinate Line 207 with intersecting lines, 16, 217, 216 • Fix Crenshaw • Increase transportation that coincides with late night ending of DTLA events – Ahmanson, LA Opera, Staples Center – add late night bus service to Harbor/Gateway • Extend Gold Line to Ontario Airport • Need bus coverage between Santa Monica Blvd and Venice Blvd – big black hole • Need service from 90503 to 90048 • Model service after Singapore • Introduce light rail line along Garvey Avenue • Speaker on train platforms and buses – Exposition and Western • Expand service to UCLA • Here in the South Bay we have not been treat equitably by Metro for many years • Not in support using Metro budget dollars to pay for policing and a military presence on public transit, there are ways to ensure safer passenger experiences without contracting with LAPD and LASD • I’m sticking to my car. Less time. • Metro MUST improve on train security and station parking security • Metro is terrified of holding its employees accountable to actually work instead of sleeping and talking on their cellphones. The ATU runs Metro. • Metro should postpone the NextGen Study by at least 12-18 months, given the Coronavirus pandemic and drastically reduce ridership. It is a flawed study with draconian service cuts • Make it affordable for homeless to get fares • Get rid of homeless shelter on rail
<p>Complete Streets</p> <ul style="list-style-type: none"> – Improved Pedestrian crossing – More bike amenities – More bike lanes – Expand Bike Share program – Increase coordination with Micro mobility companies (Lime, Lift, Bird, JUMP, Wheels) 	<ul style="list-style-type: none"> • Make LA more beautiful, sustainable and add green plan • Add greenery, make streets beautiful • I walk a lot too. So wider sidewalks and crossings would be nice • Work on Transit to Parks • Create Transit to Park • Incorporate Transit to Parks in NextGen Initiative • Utilize smaller electric buses and run with more frequency to reduce overcrowding buses during rush hour traffic • Install safe places to park bikes • Create special street/corridors for bikes and pedestrians – culture transition away from cars • Contribute \$1 million for grants for cities and nonprofits transit to parks programs – to be done in conjunction with the L.A. County Regional Park and Open Space District (RPOSD) • More bike lines everywhere • Fix the broken bike racks • Metro has done a lot to encourage active transportation and ridership, but other opportunities exist • Fund micro mobility • Add one rail car for bikes only – insufficient room for bikes on trains and buses – it is a hassle • Need four way stops for pedestrian for street crossing safety • Bike and bus lanes cheaper option to assist transit dependent demographic at the moment • Connecting existing bike lanes to create large safer network • Consider closing down streets to car traffic, i.e. New York, San Francisco • I love the Slow Streets Program • Outlaw micro mobility or tax the hell out of them. It’s litter on wheels. • Need rubberized walking paths along well lit, visible sections of Metro lines • Want to see the Metro Bike Share program replace completely the privately-owned share programs featuring dock less vehicles that are too often used for joyriding. Get people to understand the difference between predatory for-profit programs and public bike share programs. They are not used for last mile or commuting solutions. • Bike are a hazard to both drivers and cyclist
<p>Less Congestion</p>	<ul style="list-style-type: none"> • Implement dedicated bus lanes now

<ul style="list-style-type: none"> - Expand rideshare program - Dedicated Bus lanes - Traffic Reduction pilot - Expand Express Lanes/Highways 	<ul style="list-style-type: none"> • Use of bus and train cuts down on pollution • Hybrid vehicles should ride free in Express Lanes • Metro should have zero polluting vehicles • Less cars and more transportation • Make more freeway improvements • Stop hating cars • Replace carpool lanes/express lanes with light rail down middle of freeways • Don't charge maintenance fee for FasTrak • Very happy with vanpool sponsorship • Expand HOV lanes – 405, 5, 110 from USC to 5 • Look into hyperloop options to get transit riders from LAX to NoHo, Glendale, DTLA, and Torrance, etc. • 405 not moving fast enough during peak times – create fast lane • Extend express lanes to all freeways • Fix chokes points on freeway networks – widen choke points along SR-605, 91/5/60 and 10 • Express lanes create a disparity for low-income families/communities- too expensive and only used by wealthy to move around faster • Focus tax dollars on transit and highways, not other transit projects • Get a tunnel boring machine and extend the redline to Santa Clarita • Need FasTrak for 10W toward San Bernardino • Delineators are hazardous – they fall apart and hit motorcycles, force motorist to make sharp turns into HOV lanes – please remove • Allow disabled drivers with placards to ride Express Lanes at no charge • Coordinate with other counties for FasTrak/Express Lane usage and payments • Promote telecommuting to reduce traffic • Stop taking away car lane, stop bikes • Strongly in favor of congestions tolls, proceeds to be rebated back, either with lower sales tax, or programs for the poor • Solution needed to reduce single occupancy traffic on the 14 and 210 Freeways • LA Streetcar and car free streets should be a priority • Nightmare traffic congestion at Barrington in Santa Monica especially during rush hour • Real solution should be congestion tolls • Need better enforcement of HOV lanes • I want the government to impose telecommuting part time to reduce traffic and emissions, unless they take traffic, or drive an EV. Once traffic is reduced, I want expand sidewalks in high traffic area for more civic spaces and dining • Introduce elevated bike/pedestrian/park space about Wilshire Blvd from DTLA to Santa Monica Beach – much safer
<p>COVID-19</p> <ul style="list-style-type: none"> - Cleanliness - Safety 	<ul style="list-style-type: none"> • Love Metro and will use it again once the pandemic is over • Make transit fare free as a matter of policy during Covid-19 • Make bus driver responsible for mask enforcement • Limit passengers on board during pandemic • Agrees with open windows in vehicles to allow for more airflow • Better circulation on buses during pandemic • Metro doing a great job during a terrible time – you never let your city, LA down • Need more bus service – too many packed buses during pandemic • Enforce mask compliance • Pay driver hazard pay during pandemic • Run three car trains during pandemic for safety reasons • Prioritize keeping employees on the payroll and do not lay anyone off in the middle of a pandemic and with an almost inevitable recession/depression to soon follow • Not used public transit since covid. I would love to return once I feel safe. • I'm committed much more to transit since COVID – my SUV is too damaging to the environment – Help me ditch it!
<p>Positive Feedback</p>	<ul style="list-style-type: none"> • Very happy with Metro bus service • Keep up the excellent work • Pleased with Silver Line Bus and Gold Line Train • Keep up the improvements with Metro A Line reliability • I LOVE METRO RAIL TRAINS! Return Blue/Red Lines names • I rode public transit 52 years, MTA system has improved over the years • Thank you for all the hard work, improvements, asking our feedback, opinions • Thank you for participatory budgeting • Gracias Metro!

	<ul style="list-style-type: none"> • Thank you for everything you do to make LA a better, more livable place and to reduce our reliance on cars. More bike lanes & bike paths please! • I want to see more security on the service – I feel very comfortable and safe most of the time • Metro bus is a big part of my daily life schedule
Outreach	<ul style="list-style-type: none"> • Improve upon this survey – too clunky • Invalid Survey • Survey: What does Traffic Reduction Pilot mean? • Thank you for sending out this survey • Thanks for listening to us • Please add qualifiers to the numbers (e.g. 1(highest) to 5 (lowest) priorities
Parking	<ul style="list-style-type: none"> • Expand free parking • Stop charging for parking at Arcadia Gold Line Station • TAP card should be option to pay for parking • Need safer parking • Charging for parking deterred me from taking transit • Wait list for parking is so long • Provide more parking spaces at stations • I won't ride if I have to pay for parking, what is the point? • I stopped riding Red Line because there were no parking spaces

FY21 Proposed Budget

**Budget Public Hearing
September 16, 2020**

FY21 Proposed Budget Highlights

Objective: Balancing FY21 Proposed Budget with available resources under severe financial constraint due to COVID-19, while staying on course to deliver Metro's mission

Revenues

- Projecting revenue loss of \$730M, \$490M in Sales Taxes and \$241M in Fares and Tolls
- Assumes gradual recovery that starts in September 2020, with a full recovery anticipated in June 2021
- CARES stimulus does not cover all losses in operations and provides no funding for capital projects

Expenses

Labor:

- No reduction of FTEs from FY20 Budget level (CARES reimbursement)
- Union wages will increase up to 4.5% per the Collective Bargaining Agreements (CBA)
- Controlling costs through Non-Contract vacancy savings and overtime usage

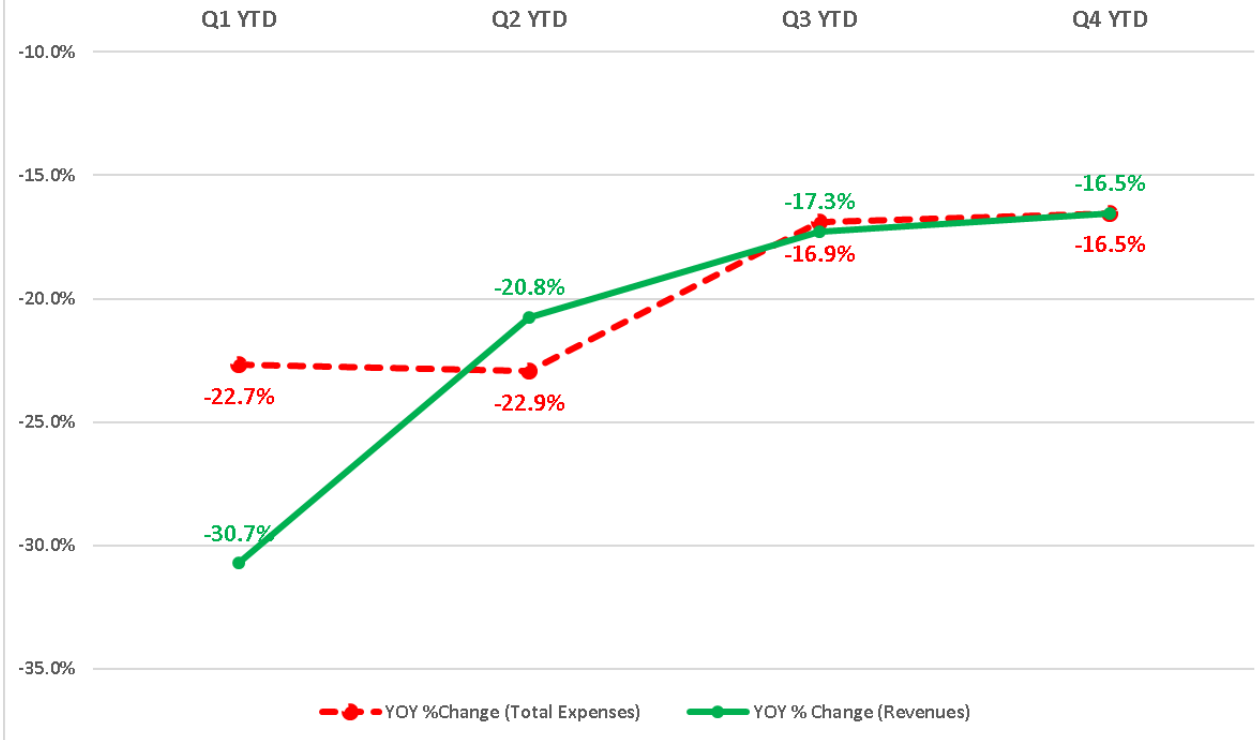
Programs:

- Enhanced cleaning, sanitizing, and PPE availability
- Transit Services at 81% of pre-COVID revenue hours, estimated boardings at 55%
- NextGen investments of \$7M for service enhancements, plus \$123M for other bus improvements
- All Measure M/R projects in FY20 moving forward, planning phases moving towards shovel ready status
- Transit funding to operators and cities continue regionally, with CARES funds mitigating declines
- Congestion Management and other mobility initiatives adjusted to match demand
- Cost controls in place for Oversight and Administrative projects, leading to 12% reduction

If needed, Mid-Year Budget will be brought to Board for approval based on the pace of recovery

Quarterly Revenue and Expense Projection Trend

YOY % Change by YTD - Total Expenses & Revenues
FY20 Budget vs. FY21 Preliminary Budget



- The Total Expenses Reduction Curve follows the Revenue Loss Curve
- Cost inflation is projected to increase by 2.3%, based on leading regional forecasts
- Anticipated recovery assumes to start in Q2 and continue through the remainder of FY21
- Average Monthly Expenses increases 21.7% from Q1 YTD to Q4 YTD
- A midyear budget adjustment may be necessary if recovery takes longer than assumed

	FY21 Proposed Budget			
	Q1 YTD	Q2 YTD	Q3 YTD	Q4 YTD
Average Monthly Expense \$	\$ 412.2	\$ 425.4	\$ 465.8	\$ 501.4
% Reduction vs. FY20 Budget	-22.7%	-22.9%	-16.9%	-16.5%

Resources and CARES Act Summary

	Resources (\$ in millions)	FY20 Budget ⁽¹⁾	FY21 Proposed	\$ Change	% Change
1	Sales Tax, TDA and STA	\$ 4,174.4	\$ 3,685.0	\$ (489.4)	-11.7%
2	Passenger Fares	284.5	60.3	(224.2)	-78.8%
3	ExpressLanes, Advertising and Other Revenues	155.1	138.6	(16.5)	-10.6%
4	Sales Tax and System Generated Subtotal	\$ 4,614.0	\$ 3,883.9	\$ (730.1)	-15.8%
5	CARES Reimbursements	-	569.6	569.6	100.0%
6	Grants and Other Reimbursement Revenues ⁽¹⁾	2,594.8	1,563.8	(1,030.9)	-39.7%
7	Total Resources	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

⁽¹⁾ Include Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdown and prior year commitment.

- Sales Tax and System Generated Revenue loss is \$730 million or -15.8%, offset by \$570 million for CARES

Recipient (\$ in Millions) for FY20 and FY21	CARES Allocations	Metro Allocations
Municipal Operators	\$ 148.0	
Metro (Bus/Rail/Regional) ⁽¹⁾	772.2	772.2
<i>Fund Exchanges</i>		
Small Operators	8.3	8.3
Tier 2 Operators	4.5	4.5
Metrolink	56.4	56.4
Access Services	33.5	33.5
<i>Direct Apportionments</i>		
Santa Clarita Transit	17.4	
Antelope Valley Transit	27.8	
TOTAL CARES Act	\$ 1,068.0	\$ 874.9

- CARES Act priority was to address and mitigate reductions in sales tax and fare revenue
- Additionally, each operator received supplemental CARES Act funding to address losses
- Metro CARES Act allocation for FY20 (\$305 million) and FY21 (\$570 million)
- CARES stimulus does not cover all losses in operations and provides no funding for capital projects

⁽¹⁾ Allocations will be based on Southern California Association of Governments (SCAG) Split Letter Addendum, \$13M in adjustments will be made through PY 5307 apportionments.

Expense and FTE Summary

Program Type (\$ in millions)		FY20 Budget	FY21 Proposed	FY20 - FY21 \$ Change	FY20 - FY21 % Change	% of Total
1	Metro Transit - Operations & Maintenance	\$ 1,839.1	\$ 1,798.6	\$ (40.4)	-2.2%	29.9%
2	Metro Transit - SGR & Other Asset Improvements	493.5	457.0	(36.5)	-7.4%	7.6%
3	Metro Transit Subtotal	2,332.6	2,255.6	(77.0)	-3.3%	37.5%
4	Transportation Infrastructure Development	2,382.4	1,486.5	(895.9)	-37.6%	24.7%
5	Subsidy Funding Programs	1,404.7	1,239.2	(165.5)	-11.8%	20.6%
6	Regional Rail	178.2	219.5	41.3	23.2%	3.6%
7	Congestion Management	135.9	89.6	(46.3)	-34.0%	1.5%
8	General Planning & Programs	168.9	155.1	(13.8)	-8.2%	2.6%
9	Debt Service	534.9	509.2	(25.8)	-4.8%	8.5%
10	Oversight and Administration	71.2	62.6	(8.6)	-12.1%	1.0%
11	Total Expenditures	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%	100.0%

- Metro Transit totals \$2.3 billion, (37.5% of FY21 Budget) and sees the smallest decline vs. FY20
- All construction projects from FY20 are moving forward, projects in planning phases advancing towards shovel ready status
- Cost controls in place for Oversight and Administration leading to 12% reduction

Agency FTEs	FY20 Budget	FY21 Proposed
AFSCME	821	821
ATU	2,444	2,444
TCU	915	915
TEAMS	175	175
UTU	4,127	4,127
Non-Contracts	1,737	1,737
Total FTEs	10,219	10,219
Total Agencywide Represented	8,482	8,482
Total Agencywide Non-Represented	1,737	1,737
Grand Total	10,219	10,219

- FY21 Budget FTEs remains unchanged from FY20 Budget level
- Agency looks to protect its existing employees from the economic impact of this pandemic by retaining its workforce while controlling cost through vacancy savings and reducing overtime usage whenever applicable.

Metro Transit Expenses - Summary

Metro Transit Expenses (\$ in millions)	Expense Category	FY20 Budget	FY21 Proposed	\$ Change	% Change	% of Total
Direct Operating Cost	Labor - FTE	\$ 1,147.9	\$ 1,192.6	\$ 44.7	3.9%	52.9%
	Labor - Overtime	88.9	53.0	(35.9)	-40.4%	2.3%
	Total Labor	1,236.7	1,245.6	8.9	0.7%	55.2%
	Total Non-Labor	320.4	278.4	(42.0)	-13.1%	12.3%
Total Direct Operating Cost		1,557.1	1,524.0	(33.1)	-2.1%	67.6%
Total Supporting Costs		281.9	274.6	(7.3)	-2.6%	12.2%
Total Metro Transit - Operations & Maintenance		1,839.0	1,798.6	(40.4)	-2.2%	79.7%
Total Metro Transit - SGR		493.5	457.0	(36.5)	-7.4%	20.3%
Total Metro Transit		\$ 2,332.6	\$ 2,255.6	\$ (77.0)	-3.3%	100.0%

Metro Transit Expenses – Total

- Overall FY21 Proposed Budget of \$2.3 billion is \$77 million or -3% lower than FY20
- Funding to Metro Transit has been maximized through utilizing all possible eligible funding and CARES Act reimbursement

Operations & Maintenance Expenses

- Enhanced cleaning and sanitizing for vehicles and stations and PPE
- Staffing remains at FY20 levels and CBA provisions maintained

State of Good Repair Expenses

- Procurement of 200 CNG and 23 electric buses, along with Light Rail Vehicles and start delivery and testing of Heavy Rail Vehicles
- Bus and Rail Vehicle, Facilities, Wayside (track and signals) Maintenance
- NextGen related investments such as the improvements for Patsaouras Plaza, the Bus Pavilion at Union Station, and Rosa Parks Bus Station

Revenue Service Hours and NextGen Summary

	Base Enhanced Sunday Service	Phase 1 Orders Begin to Lift	Phase 2 Schools Back, Start of NextGen	Phase 3 FY21 Post-COVID	Phase 4* FY22 Building Back Service	Phase 5* FY23 Full Service Recovery
Revenue Service Hours (in millions)	FY20 April 2020	FY21 end of June 2020	FY21 Dec 2020	FY21 Jan - June 2021	FY22	FY23
Bus	5.0	5.6	5.6	5.6	5.6 - 6.5	5.6 - 7.1
Rail	1.0	1.0	1.0	1.0	1.1	1.1
Bus and Rail Total	6.0	6.6	6.6	6.6	6.7 - 7.6	6.7 - 8.2

- In FY21, service will gradually ramp up to 6.6 RSH by June 2021, and will continue to ramp up through FY22-FY23
- On an annual average, FY21 will operate 81% of the revenue service hours pre-COVID, but carry 55% of the boardings, based on factors such as staffing availability, equipment, performance, cost, and revenue for prudent financial management

Project Description (\$ in thousands)	FY21 Proposed	Life of Project
Service Enhancements		
Analysis and Outreach - Bus Priority Lanes	\$ 865	\$ 956
Implementation - Bus Priority Lanes	900	2,725
All Door Boarding Expansion	1,569	1,569
Bus Zone Optimization	2,400	8,250
Metro Rail Speed Analysis	766	1,000
Station Cleanliness & Evaluation	500	500
Service Enhancements Total	\$ 7,000	\$ 15,000
Other Improvements Benefiting NextGen Implementation		
Patsaouras Plaza Busway Station	\$ 3,000	\$ 49,000
Cesar Chavez/Vignes Bus Pavilion at Union Station	1,100	2,500
Willowbrook/Rosa Parks Station Bus Plaza	12,200	15,000
Airport Metro Connector Bus Plaza	75,000	75,000
G Line (Orange) BRT Improvements	20,400	361,000
North Hollywood to Pasadena BRT	5,700	267,000
North San Fernando Valley (NSFV) BRT	2,500	180,000
Vermont Avenue Transit Corridor	3,200	425,000
Other Improvements Total	\$ 123,100	\$ 1,374,500
Total NextGen Related Projects	\$ 130,100	\$ 1,389,500

Note: Totals may not add up because of rounding.

- NextGen Investments: Investing in and improving the Bus & Rail System to complement NextGen
 - FY21 NextGen related improvements value at \$130.1 million
 - NextGen service implementation and investments will improve speed and reliability, covering more service miles with less service hours

Transportation Infrastructure Development

Transit Expansion

Transit Expansion (\$ in millions)		FY20 Budget	FY21 Proposed	Difference
1	Measure R/M Transit Construction			
2	Westside Purple Line Extension Section 1	\$ 283.5	\$ 181.2	\$ (102.3)
3	Westside Purple Line Extension Section 2	312.3	121.5	(190.8)
4	Westside Purple Line Extension Section 3	457.3	223.2	(234.1)
5	Division 20 Portal Widening & Turnback	85.0	91.1	6.2
6	Westside Purple Line Extension Subtotal	\$ 1,138.0	\$ 617.0	\$ (521.0)
7	Regional Connector Light Rail Transit	\$ 220.2	\$ 144.5	\$ (75.7)
8	Crenshaw/LAX Light Rail Transit	224.5	111.7	(112.8)
9	Gold Line Foothill Extension Phase 2	156.2	101.5	(54.7)
10	East San Fernando Valley Light Rail Transit	35.4	16.2	(19.2)
11	Airport Metro Connector	68.8	80.3	11.6
12	Expo Light Rail Transit Close Out	3.0	1.9	(1.1)
13	Metro Orange Line Improvements	21.3	20.5	(0.9)
14	Systemwide	92.0	78.7	(13.3)
15	Business Interruption Fund	7.0	5.6	(1.4)
16	Measure R/M Transit Construction Total	\$ 1,966.4	\$ 1,177.9	\$ (788.6)
17	Measure R/M Transit Planning			
18	West Santa Ana Branch Transit Expansion	\$ 49.0	\$ 16.5	\$ (32.6)
19	Sepulveda Transit Corridor	8.2	13.3	5.1
20	Eastside Light Rail Access	9.0	6.5	(2.5)
21	North Hollywood / Pasadena BRT Connector	3.2	5.7	2.5
22	Eastside Light Rail Transit Extension Phase 2	9.2	4.0	(5.2)
23	San Gabriel Valley Transit Feasibility Study	-	1.5	1.5
24	Green Line Extension to Torrence	2.2	8.3	6.2
25	Vermont Transit Corridor	1.2	3.2	2.0
26	Crenshaw Northern Extension	2.0	2.8	0.8
27	North San Fernando Valley Bus Rapid Transit	3.4	2.5	(0.9)
28	Measure R/M Transit Planning Total	\$ 87.4	\$ 64.3	\$ (23.1)
29	Program Control & Support Total	\$ 11.9	\$ 14.0	\$ 2.1
30	Transit Expansion Grand Total	\$ 2,065.8	\$ 1,256.2	\$ (809.6)

- All Measure R and M construction TID projects advance towards their respective revenue service dates
- The Four Pillar projects – West Santa Ana Branch, Eastside Light Rail Extension Phase 2, Sepulveda Transit Corridor, and Green Line Extension to Torrance continue to advance towards shovel readiness
- San Gabriel Valley Transit Feasibility Study (\$1.5M)
- Planning efforts continue for current Measure M transit projects

Transportation Infrastructure Development Highway

Highway Program (\$ in millions)	FY20 Budget	FY21 Proposed	Difference
Measure R / M Highway Projects			
Alameda Corridor East Grade Separations Phase 2	\$ 30.0	\$ 50.1	\$ 20.1
Interstate 605 Corridor "Hot Spot" Improvements	45.7	19.8	(25.9)
Interstate 5 North Capacity Enhance SR-14 to Kern County Line	17.2	13.5	(3.6)
SR-57/SR-60 Interchange Improvements	23.4	6.9	(16.5)
Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Imp (South Bay)	20.7	20.6	(0.1)
Countywide Sound Wall Assessment & Constructions	25.8	15.4	(10.4)
Interstate 5 Capacity Enhancement from SR-134 to SR-170	21.9	15.3	(6.6)
State Route 138 Capacity Enhancements	27.6	15.6	(12.0)
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	25.6	15.0	(10.6)
SR-710 North Corridor Mobility Improvements	0.8	8.3	7.5
Interstate 710 South and/or Early Action Projects	31.6	17.1	(14.4)
Interstate 105 Express Lanes	2.5	2.9	0.4
Interstate 405 Sepulveda Express Lanes	2.3	2.0	(0.4)
Highway Operational Improvements in Las Virgenes/Malibu Subregion	15.2	9.8	(5.3)
Highway Operational Improvements in Arroyo Verdugo Subregion	13.7	7.8	(5.9)
Interstate 5 / St. Route 14 Capacity Enhancement	1.5	1.5	0.0
Interstate 5 Corridor Improvements (I-605 to I-710)	0.5	0.0	(0.5)
Highway Efficiency Program	1.6	0.9	(0.7)
Transportation System and Mobility Improvement Program	1.5	16.2	14.7
Highway Demand Based Prog and Operational Improvements	1.6	0.4	(1.2)
High Desert Corridor (highway department activities)	1.5	0.6	(1.0)
Measure R / M Highway Projects Total	\$ 312.2	\$ 239.8	\$ (72.4)
Non-Measure R / M Highway Projects			
Interstate 210 Barrier Replacement	\$ 7.9	\$ 2.4	\$ (5.5)
Highway Planning & Admin	4.2	2.6	(1.7)
Caltrans Property Maintenance	3.5	1.3	(2.2)
Interstate 405 Car Pool Lane	0.8	0.2	(0.6)
Non-Measure R / M Highway Projects Total	\$ 16.4	\$ 6.5	\$ (10.0)
Highway Program Grand Total	\$ 328.6	\$ 246.3	\$ (82.3)

- Interstate-5 North Capacity Enhancement advances towards construction with contract solicitation starting in FY21
- Planning efforts continue for all highway projects

Continue support for Caltrans delivery of major Highway Program projects including:

- SR138 Capacity Enhancements
- I-5 Capacity Enhancements from SR-134 to SR-170
- South Bay Improvements and Gateway Cities Improvements including I-605 Hot Spots
- I-710 Early Action projects
- I-5 South projects to the Orange County Line
- Highway Operational Improvements in Arroyo Verdugo and in Las Virgenes / Malibu subregions
- Alameda Corridor East Phase 2 projects.

Other Metro Programs

Program Type (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
1 Subsidy Program	\$ 1,404.7	\$ 1,239.2	\$ (165.5)	-11.8%
2 Regional Rail	\$ 178.2	\$ 219.5	\$ 41.3	23.2%
3 Congestion Management	\$ 135.9	\$ 89.6	\$ (46.3)	-34.0%
4 General Planning & Programs	\$ 168.9	\$ 155.1	\$ (13.8)	-8.2%
5 Debt Service	\$ 534.9	\$ 509.2	\$ (25.8)	-4.8%
6 Oversight and Admin	\$ 71.2	\$ 62.6	\$ (8.6)	-12.1%
7 TID and Metro Transit	\$ 4,715.0	\$ 3,742.1	\$ (972.9)	-20.6%
8 Total Expenses	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

- **Subsidy** - Transit funding to operators and cities continue regionally, with CARES funds mitigating declines
- **Regional Rail** - Link US property acquisitions, Rosecrans / Marquardt Grade Separation and Metrolink's fare revenue replacement
- **Congestion Management** - Reduction in ExpressLanes demand and usage along with removal of duplicate vendor
- **General Planning** - Projects are evaluated to continue at regular or adjusted speed including West Santa Ana Branch, Sepulveda Transit Corridor, Centinela Grade Separation, Rail to Rail/River and LA River Bike Path
- **Debt Service** - Primarily due to repayment schedule structure at the time of the original bond issuance.
- **Oversight and Admin** – Cost controls result in 3% of total budget while continuing to invest in agency priorities such as equity, sustainability and climate action initiatives and projects

FY21 Budget Outreach

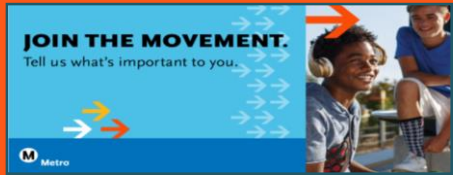
Comments received as of 9/10/20



[Metro.net/myvoice](https://metro.net/myvoice)
 -Emails (>400,000)
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Budgetcomments@metro.net
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[Questionnaire](#)
 -Responses (4,217)
 -Comments (1,644)

[Virtual Meetings \(>20\)](#)



- Regional Service Councils
- San Gabriel Valley COG
- Gateway Cities COG
- Valley Industry Commerce Association (VICA)
- Bus Operator Subcommittee (BOS)
- Streets & Freeways Committee
- Technical Advisory Committee (TAC)
- Policy Advisory Committee (PAC)
- Local Transit Services Subcommittee (LTSS) Citizens Advisory Council (CAC)
- Measure M Oversight Committee
- Metro Budget Public Hearing



[Summary of Comments – Top Transit Priorities](#)

- **Better Transit** - “Expand Rail Network” and “Increased Safety”
- **Less Congestion** - “Dedicated Bus Lanes” and “Traffic Reduction Pilot”
- **Complete Streets** - “Improve Pedestrian Crossing”
- **Access to Opportunity** - “High Density Developments Around Transit” and “Easier Reduced Fare Program” & “Better Mobile and Web experience”

FY21 Proposed Budget Risks

- This budget assumes a gradual and immediate recovery beginning in September, with a full recovery anticipated in June 2021.
- Further declines in sales tax revenues from the current estimate as a result of prolonged impact of the ongoing COVID-19 pandemic, uncertainty of when consumer spending return to pre-COVID levels.
- Costs that rise faster than the inflation factor built into the budget for goods/services used to deliver Metro's projects and services.
- Uncertainty regarding public willingness to return to public transit post-COVID.
- Changes in Metro's share of federal and state funding that is dependent on legislative or other actions.
- Unanticipated mobility initiatives added post Budget adoption.

Next Steps

- Final Board Adoption expected on **September 24th**
 - Board Adoption is legally required
- Mid-Year Budget Update (if needed) – December/January TBD
 - Review of the Sales Tax and Other Revenues, based on duration of pandemic
 - Review of delivery and expenditure on projects and programs and adjustments on a case by case basis
 - Opportunity of additional funding and competitiveness of our projects
- Performance Monitoring
 - Report back to the board regularly regarding financial performance throughout FY21

September Board Report FY21 Budget Adoption

- A. ADOPTING** the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
- 1. AUTHORIZING** \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
 - 2. AUTHORIZING** a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and
 - 3. APPROVING** the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5 million presented in Attachment A; and
 - 4. AMENDING** the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVING** the Reimbursement Resolution declaring Metro's intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

FY21 Proposed Budget

Board Meeting
September 24, 2020

FY21 Proposed Budget Highlights

Objective: Balancing FY21 Proposed Budget at \$6.0 billion under severe financial constraint due to COVID-19, while staying on course to deliver Metro's mission

Revenues

- Projecting revenue loss of \$730M, \$490M in Sales Taxes and \$241M in Fares and Tolls
- Assumes gradual recovery that starts in September 2020, with a full recovery anticipated in June 2021
- CARES stimulus does not cover all losses in operations and provides no funding for capital projects

Expenses

Labor:

- No reduction of FTEs from FY20 Budget level (CARES reimbursement)
- Union wages will increase up to 4.5% per the Collective Bargaining Agreements (CBA)
- Controlling costs through Non-Contract vacancy savings and labor overtime usage

Programs:

- Enhanced cleaning, sanitizing, and PPE availability
- Transit Services at 81% of pre-COVID revenue hours, estimated boardings at 55%
- NextGen investments of \$7M for service enhancements, plus \$123M for other bus improvements
- All Measure M/R projects in FY20 moving forward, planning phases moving towards shovel ready status
- Transit funding to operators and cities continue regionally, with CARES funds mitigating declines
- Congestion Management and other mobility initiatives adjusted to match demand
- Cost controls in place for Oversight and Administrative projects, leading to 12% reduction

If needed, Mid-Year Budget will be brought to Board for approval based on the pace of recovery

FY21 Budget Outreach

Comments received as of 9/10/20



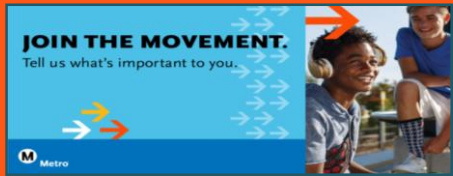
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Board Report

File #: 2020-0465, **File Type:** Plan

Agenda Number: 15.

**PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 16, 2020
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 17, 2020**

SUBJECT: 2020 LONG RANGE TRANSPORTATION PLAN REQUEST FOR ADOPTION

ACTION: APPROVE ADOPTION OF 2020 LONG RANGE TRANSPORTATION PLAN

RECOMMENDATION

CONSIDER:

APPROVING the following:

- A. ADOPT the 2020 Long Range Transportation Plan; and
- B. APPROVE the development of a Short Range Transportation Plan, to include a strategic project list.

ISSUE

The 2020 Long Range Transportation Plan (“2020 LRTP”, Attachment A) details how Metro plans, builds, operates, maintains and partners for improved mobility in the next 30 years. Given the challenges facing Los Angeles County, there is also a compelling opportunity to demonstrate the long-term benefits of bold policies to address the need for improved access to opportunity and a more sustainable future.

BACKGROUND

Metro must adopt a financially constrained LRTP in order to remain eligible to receive federal and state funding. In September 2017, staff began work to update the 2009 LRTP, following the passage of Measure M, and in alignment with the Southern California Association of Governments (SCAG) process for updating the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Metro’s LRTP demonstrates how Los Angeles County transportation projects conform with the state and federal air quality mandates for funding eligibility. The technical detail for the 2020 LRTP is included in the 2020 LRTP Technical Document (Attachment B).

DISCUSSION

Strategies

The main strategy areas for the 2020 LRTP are: Better Transit; Less Congestion; Complete Streets; and Access to Opportunity. The projects, programs and policies that support and advance these strategies are detailed within the document. Together, these efforts will increase transit ridership and improve air quality.

The 2020 LRTP is a funded plan and forecast that examines how Metro's future transportation investments can be leveraged to achieve maximum mobility benefits for all of Los Angeles County. Building infrastructure will create economic benefits, but the LRTP also looks to maximize the mobility benefits, the environmental benefits, and the benefits of improved opportunities access. To do this, the LRTP emphasizes bold policies and close partnerships to incentivize more efficient use of the transportation system.

Public Engagement

The Board approved the release of the Draft 2020 Long Range Transportation Plan (Draft 2020 LRTP) for public review and comment in May 2020. The forty-five (45) day public comment period ended July 13, 2020.

Staff conducted extensive public outreach in unprecedented pandemic conditions. All public meetings were virtual, and a live webinar was also recorded for on-demand streaming. Additional efforts were made to reach the public as directly as possible. The public engagement effort, detailed in Attachment B (p.6) includes:

- Metro's most successful Telephone Town Hall, which contacted 100,000 individual telephone numbers;
- More than 23,000 postcards mailed to Equity Focus Communities;
- More than 15 million social media and online advertising impressions, the majority of which targeted underserved communities;
- Almost 2.5 million direct emails; and
- Printed posters on all bus and rail lines.

These efforts resulted in more than 130,000 visits to the 2020 LRTP and related information at OurNext.LA. The comments received through the website or submitted directly to Metro have been addressed and incorporated where appropriate. The comments received and corresponding responses are included as Attachment C.

The majority of public comments can be summarized in the following topic areas:

- Strong support for expanded transit;
- Safety and security recommendations;
- Homelessness concerns;
- Support for roadway enhancements;
- Support for active transportation and complete streets;

- Concern about the implications and unknowns surrounding COVID-19;
- Many project-specific comments and requests (e.g., projects completed sooner, alignment comments, etc.);
- Comments about modal prioritization and regional prioritization of funding;
- Comments about equity; and
- Comments about fare policy and congestion pricing.

Comments from public agencies were similar, but were primarily focused on:

- Future funding questions; and
- Future strategic project recommendations.

LRTP Supplemental Information

In response to the comments received, the LRTP was revised to include additional detail and refinements. An index of those changes is included as Attachment D.

Technical Document

The LRTP Technical Document (Attachment B) contains a variety of data and additional detail for the actions and assumptions in the 2020 LRTP. Some of the elements the Technical Document provides include: public engagement metrics; project and program descriptions; subregional demographics and travel patterns; travel demand model analysis and assumptions; performance measures; and financial forecast details and assumptions.

Equity Platform

The 2020 LRTP was developed through extensive public engagement based on the “Listen and Learn” pillar of the Equity Platform. The LRTP was drafted during 2 years of continuous public engagement, which included more than 100 community events and public meetings, and more than 60,000 survey responses and priority rankings. Following the release of the draft LRTP, staff continued to engage stakeholders throughout the County (Attachment B, p. 12).

The remaining three pillars are all addressed within the 2020 LRTP, including but not limited to: Define and Measure, through the Equity Focus Community metrics; Focus and Deliver, through the program and project actions; and Train and Grow, in Metro’s ongoing efforts to expand opportunities for access across all facets of Metro’s roles (e.g., employer, builder, partner, funder, etc.). The 2020 LRTP also introduced Metro’s definition of Equity, and related action items, as part of the public comment period for the draft LRTP.

DETERMINATION OF SAFETY IMPACT

This item does not have a direct impact on safety, but it does address Metro’s commitment to improve safety.

FINANCIAL IMPACT

This item has no fiscal impact to the agency.

Impact to Budget

Activities associated with completing the LRTP update are budgeted in the current fiscal year and are within budget. The financially constrained plan is aligned with the FY21 budget and will be recalibrated with future Board actions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 2020 LRTP includes and advances all five goals of Vision 2028, which calls for the LRTP to “operationalize” its strategic plan initiatives. The LRTP relationship to Vision 2028 is described in Figure 7 of the 2020 LRTP (Attachment A, p.25). Most specifically, the LRTP advances the performance outcome from the Strategic Plan of increasing all non-solo driving mode share. The LRTP provides strategies that would increase transit trips up to 81%.

ALTERNATIVES CONSIDERED

The Metro Board can choose to delay adoption of the 2020 LRTP and continue to use the 2009 LRTP. However, to ensure that the public engagement effort remains relevant, timely with SCAG’s RTP/SCS development, and consistent with stakeholder input and the Equity Platform, the Board should consider adopting as soon as possible. This would allow staff to move forward and focus on the development of a shorter term action plan, based on the LRTP priorities.

NEXT STEPS

After the recommended adoption of the 2020 LRTP, staff will begin work on an action plan, in the form of a Short Range Transportation Plan (SRTP). The SRTP would recommend near-term implementation steps over a ten-year timeframe and allow for any needed recalibrations from the current COVID-19 pandemic.

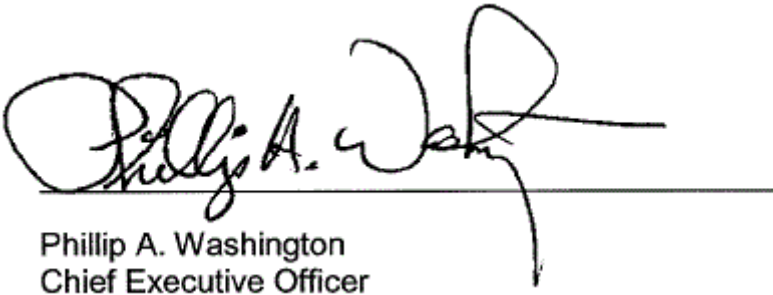
One of the comments received from several agencies was the need to add strategic projects (Attachment C). The first steps of the SRTP effort will be reassessing the financial forecast for the short-term horizon, and engaging partners on their strategic project needs to create a strategic project list.

ATTACHMENTS

Attachment A - 2020 Long Range Transportation Plan
Attachment B - 2020 LRTP Technical Document
Attachment C - LRTP Public Comment Response Matrix
Attachment D - Summary of Draft LRTP Revisions

Prepared by: Rena Lum, Senior Director, Countywide Planning & Development, (213) 922-6963
Mark Yamarone, DEO, Countywide Planning & Development, (213) 418-3452
Kalieh Honish, EO, Countywide Planning & Development, (213) 922-7109 David
Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Phillip A. Washington
Chief Executive Officer

Attachment A

2020 Long Range Transportation Plan



Metro[®]

**We have a plan for
OUR NEXT LA*.**

2020 Long Range Transportation Plan



DRAFT

Conceptual Illustration of Plan Elements

**By LA, we mean all 88 cities, unincorporated areas and hundreds of neighborhoods, in LA County.*



We have a Plan
for a future
where we spend
less time in traffic,
and less of us
drive alone.

OUR NEXT LA*
provides a
detailed roadmap
for the journey.

Improving mobility is complicated.

That's why our plan weaves efforts across four priorities:

We envision *better transit*, with seamless trips for riders travelling across LA to learn, work or play.

Our vision is *less congestion*, where traffic flows more freely and travel times are more certain.



We will team up to make ***complete streets***, which are safer and more accessible for everyone.

We will increase ***access to opportunity*** to better connect everyone to what they need most.

DRAFT





All these solutions work together,
but we cannot achieve them alone.
We need every Angeleno to partner
with us in this effort.

DRAFT

North Hollywood

*Together, we can
make real change.*

DRAFT



Letter from the CEO

Dear Friends,

The Long Range Transportation Plan (LRTP) provides the funding plan and bold policies needed to move us forward to a future LA County that is environmentally and economically sustainable, while continuing to reduce congestion. We are still learning from the current pandemic, but the need for specific long-term and near-term action plans has never been more apparent.

We must seize this opportunity to pursue a more sustainable future by taking steps now to manage the capacity and improve the effectiveness of our transportation system. Metro's LRTP details how Metro will work toward elevating the quality of our services and the reach of our transportation system, to make them better for everyone.

The benefits of improved mobility are greater access to opportunities for all, including jobs, education, housing and health care – essential elements for a higher quality of life. The responsibility for improving mobility in our region is at the core of Metro's 30-year LRTP, as is our commitment to improving equity through these efforts.

The LRTP provides a balanced, comprehensive approach by considering the mobility needs of everyone in LA County, and matches those access needs with Metro's expected resources to transform our transportation future. As Metro continues to implement the largest transportation expansion program in the country – thanks to Measure M – we also face the need to improve the quality of our existing services and leverage all modes in our system for more reliable, convenient and safe travel anywhere in the county.

Southern California's transportation challenges require bold leadership and action. Metro's LRTP establishes unprecedented levels of commitment to mobility improvement and innovative approaches to address our current and future needs. Solutions for complex problems require a collaborative approach from everyone in the region, including each of you. Please consider the LRTP an invitation to everyone in LA County to join us in moving toward a better mobility future.

Sincerely,



Phillip A. Washington
Chief Executive Officer



What is COVID-19 teaching us?

In March 2020, as the LRTP was being prepared for public release, the United States went into quarantine in response to the COVID-19 pandemic. The pandemic has reshaped all aspects of our lives, including how we work and travel, but the long-term impacts are unknown. Future updates to the LRTP and the forthcoming Short Range Transportation Plan (SRTP) will explore some of the current uncertainties, including:

Financial

Metro will continue to prioritize financial stability throughout and beyond the pandemic. COVID-19 brought a reduction in sales tax receipts and fare revenues; however, Metro remains committed to the safety of our drivers and riders. As of June 2020, Metro estimated a \$1.8 billion gap in funding from combined decreases in sales tax, fare revenue, and toll revenue, as well as increased operating expenses, but is also anticipating more than \$1 billion in financial support from the federal government through the CARES Act for LA County. Though it is still unknown how long the pandemic will impact the operations of Metro and the economy as a whole, Metro is continuously seeking innovative ideas, operational efficiencies and value engineering to improve our financial stability.

Travel Behavior

While the LRTP recognizes that there are major challenges facing our region, such as climate change, a housing crisis and congestion, the pandemic presents a unique opportunity to reposition our priorities and future actions. The pandemic has shown us how significant change can also result in potential benefits, when we look at reduced traffic. COVID-19 forced companies to re-examine remote working as a functional, healthy alternative in many industries. Continuing to promote telecommuting and/or other flexible transportation solutions will help sustain the congestion reduction and air quality benefits we are currently experiencing.

Operational

Metro's transit system saw an immediate reduction in ridership at the onset of the pandemic and the Stay At Home orders. When the Stay At Home restrictions began in March 2020, Metro deployed operational changes, such as providing a modified Sunday schedule to respond to reduced ridership, adding 60-foot buses for more capacity, increased cleaning and sanitizing of vehicles at the start and end of every revenue service, and introducing 20-minute headways during evening hours on Metro's rail system. By Summer 2020, Metro returned to roughly 50% of its previous ridership, and plans a phased return to full transit operations. However, the long-term impacts of the pandemic will continue to evolve.

While the pandemic has brought immediate changes and will have some unknown lasting impacts, the LRTP is a 30-year plan with a broad vision and strategies that are flexible and responsive to future challenges facing the region. The LRTP is a living document that will be amended to include any Board adopted recovery initiatives, as well as any financial forecast updates. Once adopted, Metro will look to a more detailed snapshot of the next decade with an SRTP focused on the immediate challenges for LA County.



better transit

p26

less congestion

p40

complete streets

p54

*access to
opportunity*

p64

DRAFT

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We must respond to the challenges of today *and* tomorrow.

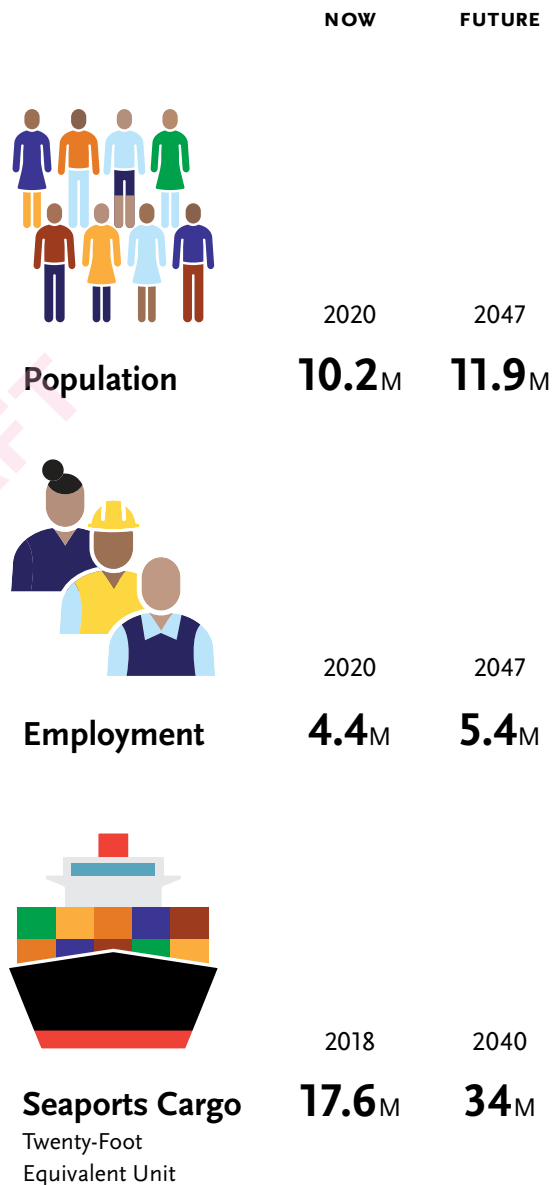
In 2020, LA County is at a pivotal point in its history. We have made great strides in economic development and community revitalization, welcomed new sports teams and stadiums, and attracted the 2028 Olympics and other major events. However, our region faces many challenges in the years ahead, including reducing roadway congestion, increasing transit ridership, adapting to and mitigating the impacts of a changing climate, tackling the housing crisis and improving quality of life in our communities. Furthermore, recent events have highlighted the significant regional impact that unforeseen events, such as the COVID-19 pandemic, can have on our regional transportation system, economy and financial outlook. Metro will respond to this and any future crisis to prioritize public health and safety, while implementing lessons learned to continually provide better mobility with less congestion.

One thing is certain: a reliable, high-quality transportation system is crucial to LA County’s economic recovery, continued prosperity and quality of life. The challenge of efficiently moving people and goods takes on particular significance in LA County, given its vast geographic scale and longstanding association with the automobile. Few issues will be more important in shaping our region’s future and sustaining its incredible economic and social promise than our collective ability to marshal the resources and the political will to implement transportation solutions that successfully meet LA County’s mobility needs, now and in the future.

Metro’s mission is to provide a world-class transportation system that enhances quality of life for all who live, work and play within LA County (Vision 2028 Strategic Plan). As its Regional Transportation Planning Agency, Metro has the unique opportunity and responsibility to evolve the LA County transportation system to better serve its residents and visitors, and to maximize economic, mobility, safety, environmental and quality of life benefits.

Figure 1

LA County Projected Regional Growth



LA County at a Glance

LA County is home to more than

10 million people

– the most populous county in the United States.

Metro operates the

3rd largest transit system

in the nation, with more than

1.2 million daily boardings.*

LA County's transit providers operate

over 7,000 buses

and serve approximately

1.6 million daily bus passengers.*

Metro's **1,433** square-mile transit service area fits the combined land areas of:

Boston
 Dallas
 Denver
 New Orleans
 New York City
 Philadelphia
 Portland
 San Francisco
 Seattle
 and Washington DC

In addition to Metro,

16 municipal bus operators

and **42 local operators**

serve LA County residents.

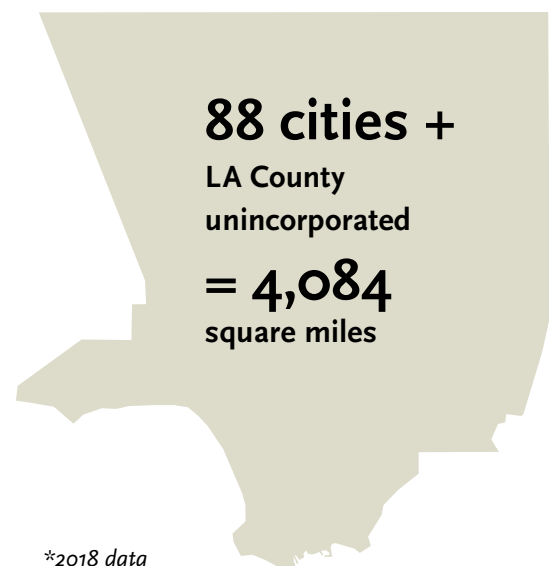
Metro Rail and Metrolink trains carry over

340,000 daily passengers

on **300 miles of rail**

in LA County*.

LA County has close to **22,000 miles of highways, arterials, and local roadways.**



Therefore, let us be bold.

To that end, this Long Range Transportation Plan (2020 LRTP) will outline what Metro is doing currently and what Metro must do for LA County. Current challenges present great opportunities for Metro to take bold action and help achieve our vision for the region.

A Growing County

LA County is home to many of the nation's most congested highway corridors. Its population is expected to grow by approximately 1.7 million by 2047, increasing the number of people and volume of goods traveling on an already strained transportation network. Furthermore, while LA County is fortunate to have dedicated local funding sources, system needs still exceed available financial resources, and Metro must assess our priorities and determine what is most essential.

Changing Mobility Needs and Preferences

Our transportation system must remain resilient to evolving demographic and consumer demands, changes to the delivery of goods and services, and other unforeseen challenges that lie ahead. For example, as the population ages, older people have different needs for access than younger people, while younger people tend to have different expectations about the use of technology for their transportation choices.

Technological Change

Over the coming decades, new technologies will change the way we access goods and services, reshaping our mobility landscape, and affecting our travel preferences and expectations. For example, the widely anticipated advent of connected and autonomous vehicle technology presents possibilities for safer, more efficient vehicle travel, but raises equity concerns and could exacerbate dependency on auto travel if not properly regulated. Metro is well positioned to harness the power of private sector technology innovations to enhance customer experience by offering new mobility services, integrating and optimizing the design of vehicles and infrastructure, and increasing overall system efficiency to better serve the mobility needs of all users.





Equitable Access to Opportunity

Disparities in transportation access, mobility, economic prosperity, health, safety and environmental quality persist across racial and socioeconomic lines. Historically, transportation policies and investments in LA County have prioritized single-occupant vehicle (SOV) travel over more affordable, high-quality mobility alternatives. Furthermore, consistently rising housing costs are pushing many workers farther away from their jobs, imposing added strains on the transportation system and affecting quality of life for those impacted. The result is an inequitable transportation system that exacerbates the divide between those who have the access and means to drive and those who do not, while providing inadequate options for both groups. The transportation system must provide access to safe, reliable and affordable travel options to those who need it most. Historical decision making has resulted in the current disparities; there is an opportunity now for Metro to coordinate investments in the communities with the greatest needs.

Adapting to a Changing Environment

Southern California is continuing to face the threats of a changing climate, including increasingly frequent and severe fires, mudslides, rising urban temperatures, and the associated impacts on the public health and livelihood of our residents. California is a national leader in addressing climate change; however, emissions from the transportation sector are still a major source of greenhouse gas (GHG) emissions (nearly 40%). Metro must lead LA County in reducing GHGs, through programs to electrify our bus fleet and promote low carbon transportation options. Furthermore, we must improve the sustainability and resiliency of our transportation system, through active asset management, lifecycle cost analysis for transportation projects and proactive planning for severe climate events.

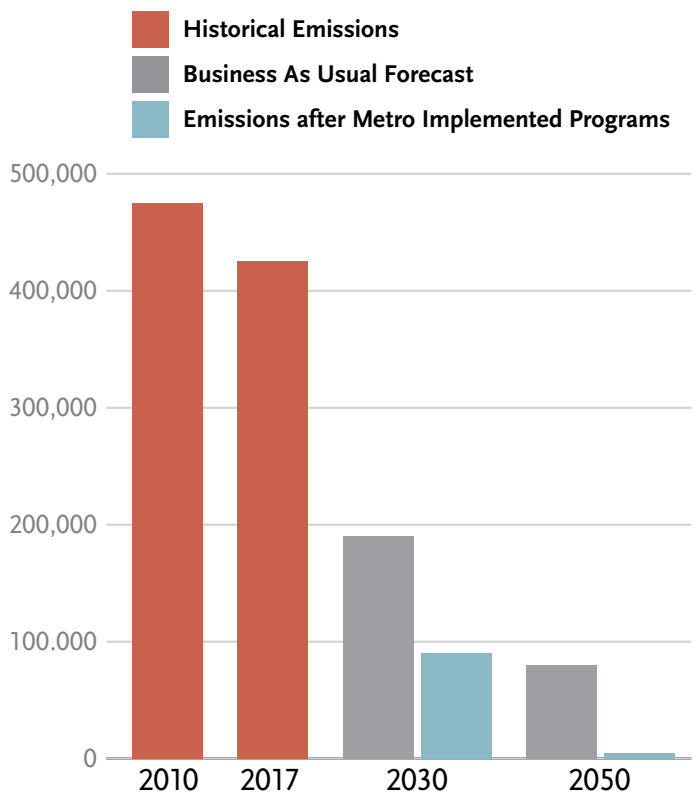
Metro commits to reducing our agency greenhouse gas emissions:

- > **by 79%** (relative to 2017 levels) **by 2030**
- > **by 100%** (i.e., zero emissions) **by 2050**

Figure 2

Emissions from Metro Operations

Metric tons of carbon dioxide equivalent



Source: Climate Action and Adaptation Plan (2017)

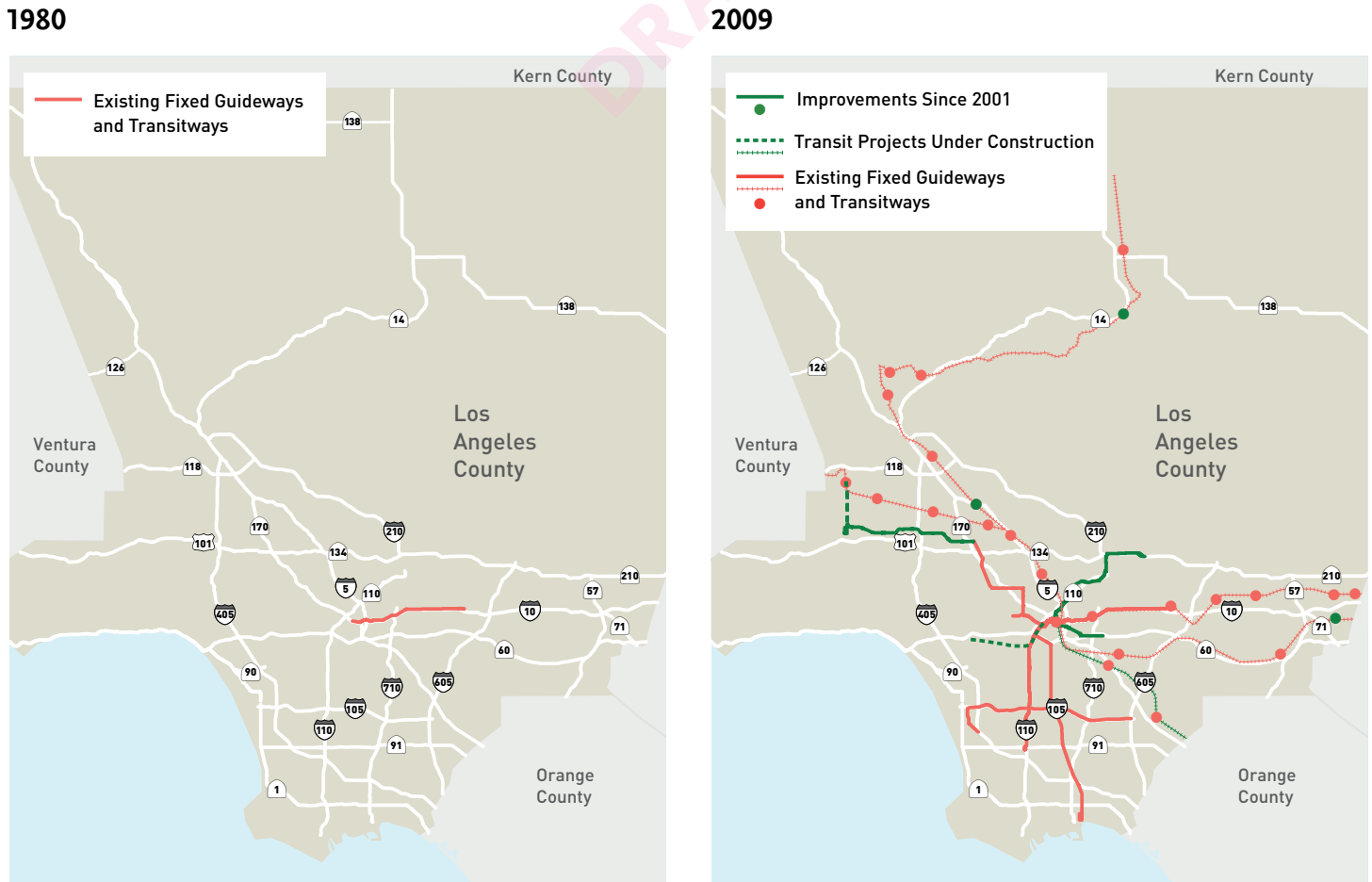
Metro will lead the way.

Over the coming decades, Metro will be faced with numerous, complex decisions about how to address these challenges. Significant investments are needed to maintain our aging roadway and transit systems, while managing and modernizing the system to prioritize safe and reliable transportation services. The 2020 LRTP details how Metro plans, builds, manages, and maintains LA County's transportation system, and how we partner to deliver on our promise to the residents and visitors to the region.

How We Plan and Build

Metro is the planner, designer and builder of Southern California's most expansive public transit network. Bolstered by voter-approved ballot measures, Metro has constructed roughly 130 miles of fixed-guideway transit in the past 40 years. The 2020 LRTP will add more than 100 miles over the next 30 years, the most aggressive transit expansion plan in the nation. Beyond transit, Metro will invest in arterial and freeway projects to reduce congestion, such as the I-5 North Capacity Enhancements project, and bicycle and pedestrian projects to provide alternative transportation modes, such as the LA River Path and Active Transportation Rail to Rail Corridor. Through these investments, Metro will enhance regional mobility, support economic recovery and promote sustainability through green construction practices.

Figure 3
LA COUNTY FIXED GUIDEWAYS: 1980—PRESENT



How We Manage

In many cases, it is not possible to build the additional capacity necessary to address the constraints on the transportation system. A functioning highway network is an essential component of an effective transportation system. There is limited space to expand roads, and while fixing bottlenecks has alleviated congestion in places, adding more general-purpose freeway lanes is often an expensive and disruptive option that will not solve congestion as the county continues to grow. Therefore, Metro must ensure that the regional transportation system is managed effectively through active corridor monitoring and operations. Working with our partners, we promote policies and programs, such as congestion pricing, integrated corridor management and parking management strategies, that allow us to better utilize space to transport more people to more destinations. We will continue to build out a network of ExpressLanes to improve reliability on our freeways. Since the 2009 Long Range Transportation Plan, we have opened 96 miles

2020



along two ExpressLanes corridors. Over the next decade, Metro will introduce an additional 210 miles of ExpressLanes on four additional corridors. We will continue to prioritize bus travel and provide dedicated space on arterial corridors, such as the Wilshire Boulevard and Flower Street bus lane projects, and work to implement the recommendations of the NextGen Bus Plan. Furthermore, we will invest in technology and promote innovative new mobility options, such as carsharing, micro mobility, mobility on demand (MOD), microtransit (Metro Micro), Mobility as a Service (MaaS), connected and autonomous vehicles and freight-focused technologies. We will assess current and new pricing models to develop a simplified, equitable, fiscally sustainable, system-wide approach to pricing while also providing better mobility and security for all users across Metro's portfolio of transportation services.

How We Maintain

In addition to building and managing, Metro is taking steps to continuously maintain and upgrade the multimodal system and enhance its quality and safety. While Metro's transit system is newer than other peer agency systems, its rehabilitation and replacement needs will continue to grow. In 2019, Metro completed the New Blue Improvements Project, which rehabilitated Metro's oldest rail line, the A Line (Blue) between Long Beach and downtown Los Angeles. Our investment plan includes over \$200 billion for operations and state of good repair, as well as \$38 billion in funding that returns to local agencies to maintain their local transportation system. Maintaining the system also includes upgrading and modernizing the system to enhance our customer experience and improve safety. Metro will continue to invest in technology, amenities, safety improvements and other system enhancements to create a world-class transportation system.

How We Partner

Metro relies on continuous coordination and meaningful partnerships with local, state and federal agencies, the private sector and all local stakeholders. These partnerships are crucial for funding and delivering projects and for coordinated planning on issues of regional significance as well as local importance. Being responsive to the diverse needs of our many stakeholders would not be possible without these essential partnerships. Metro will increase collaboration with local jurisdictions to support transit priority on local roadways, to improve first/last mile access to transit, to improve local mobility and to realize transit-oriented communities.

We've built a multi-layered, responsive plan.

We collected surveys and visited communities all over the county.

Our Next LA* community engagement included:

- > 77 community events
- > 38 public meetings
- > 20,000 survey responses
- > 48,000 completed priority rankings

The recommendations included in the 2020 LRTP are built on a two-year outreach effort that included surveys, meetings, and engagement throughout LA County. It includes all major transit and highway projects with committed funding or partially committed funding, existing programs and policies, collaboration with our partners, and new policies and initiatives to achieve our regional goals. The financial commitments of the 2020 LRTP, including Measures M and R, provide a foundational investment with broad mobility and sustainability benefits.

These commitments were previously established in collaboration with our local partners. Metro intentionally employed an extensive bottoms-up approach with subregional partners, to ensure that Measure M was shaped by their local project priorities.

The LRTP maximizes these benefits through the addition of **expanded programs**, such as ExpressLanes, off-peak transit services and active transportation network expansion; **partnerships** to enhance transit, active travel, goods movement, and community development; and **bold policies**, such as reduced transit fares, a reimagined bus system and congestion pricing. Together, the committed capital program and these expanded programs, partnerships and policies represent a bold but achievable vision for our future system (figure 4).

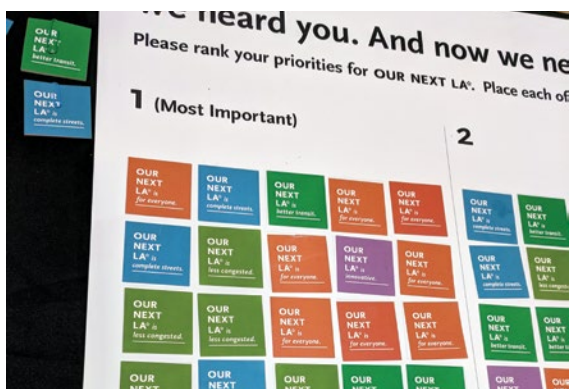
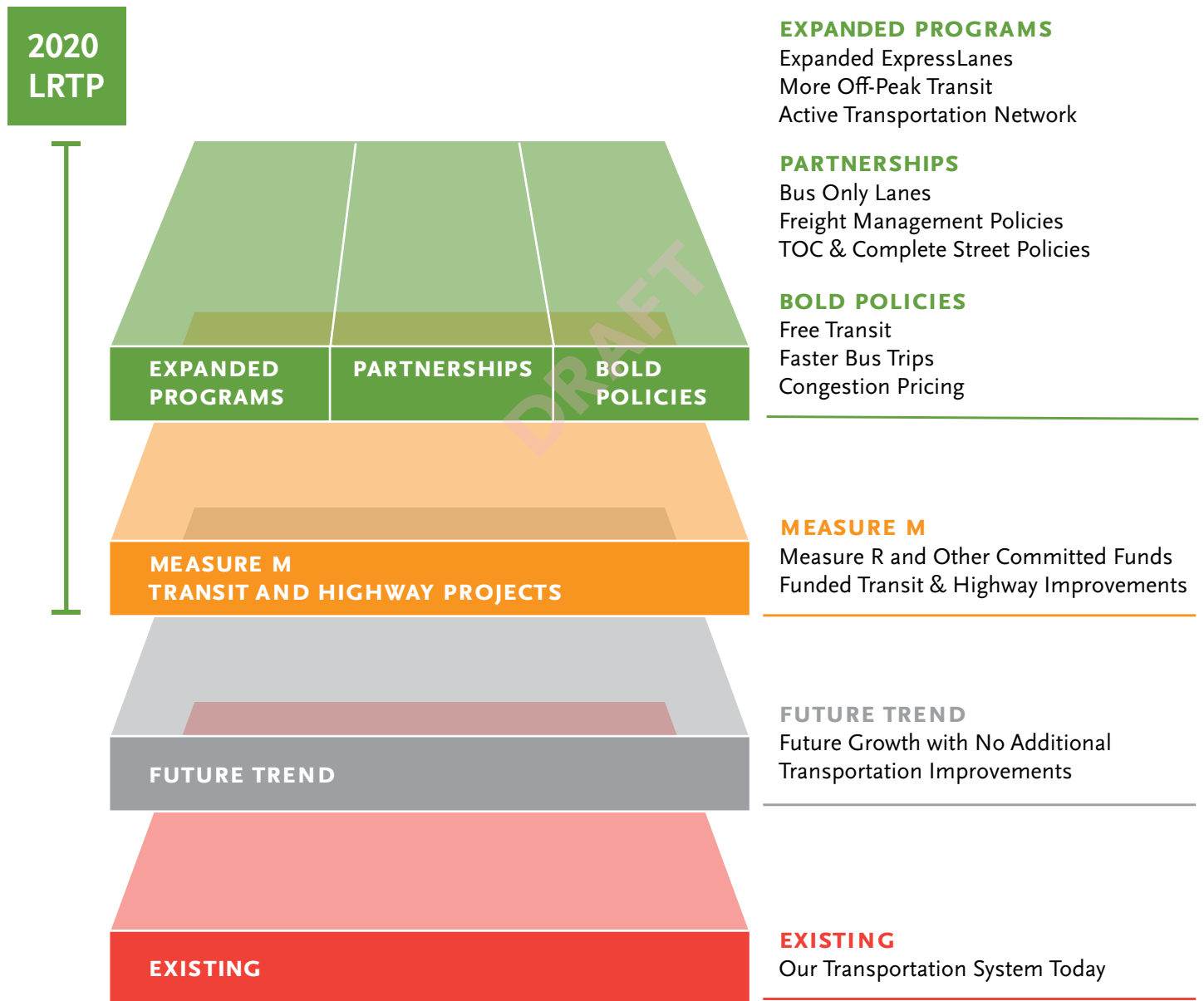


Figure 4
Elements of the 2020 LRTP



Benefits at a Glance

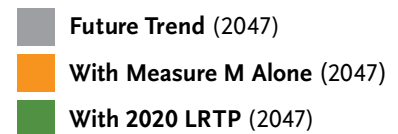
The 2020 Long Range Transportation Plan has the potential to deliver significant mobility benefits to the region through the major capital projects, programs and bold policies.

> The Measure M investment plan, on its own, will **dramatically expand regional access to high-quality travel options**. After implementation, 21% of county residents and 36% of jobs will be a 10-minute walk from high-quality rail or bus rapid transit options, up from only 8% of residents and 16% of jobs at present day.

> Metro's other actions, including current, expanded and new **bold initiatives**, can complement the current capital investment plan and help the region achieve the dramatic changes that we need, such as a potential **81% increase in daily transit trips**, a **31% decrease in traffic delay** and a **19% decrease in greenhouse gas emissions**.

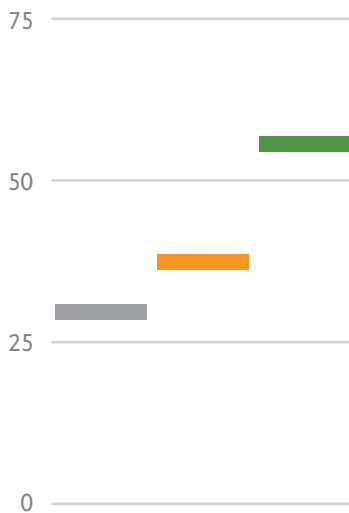
Figure 5

Benefits of the 2020 LRTP



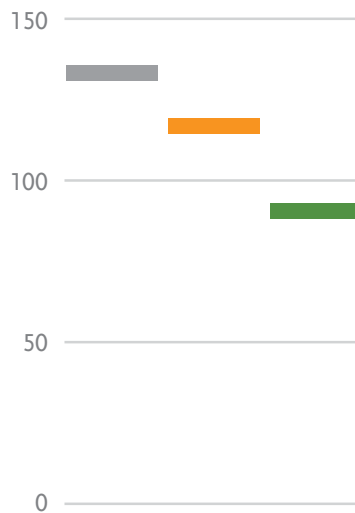
Transit Trips
annual trips per capita

↑
81%



Vehicle Hours of Delay
annual hours per capita

↓
31%



Greenhouse Gas Emissions
annual million metric tons

↓
19%

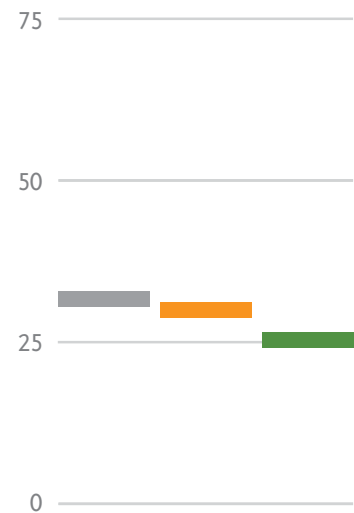
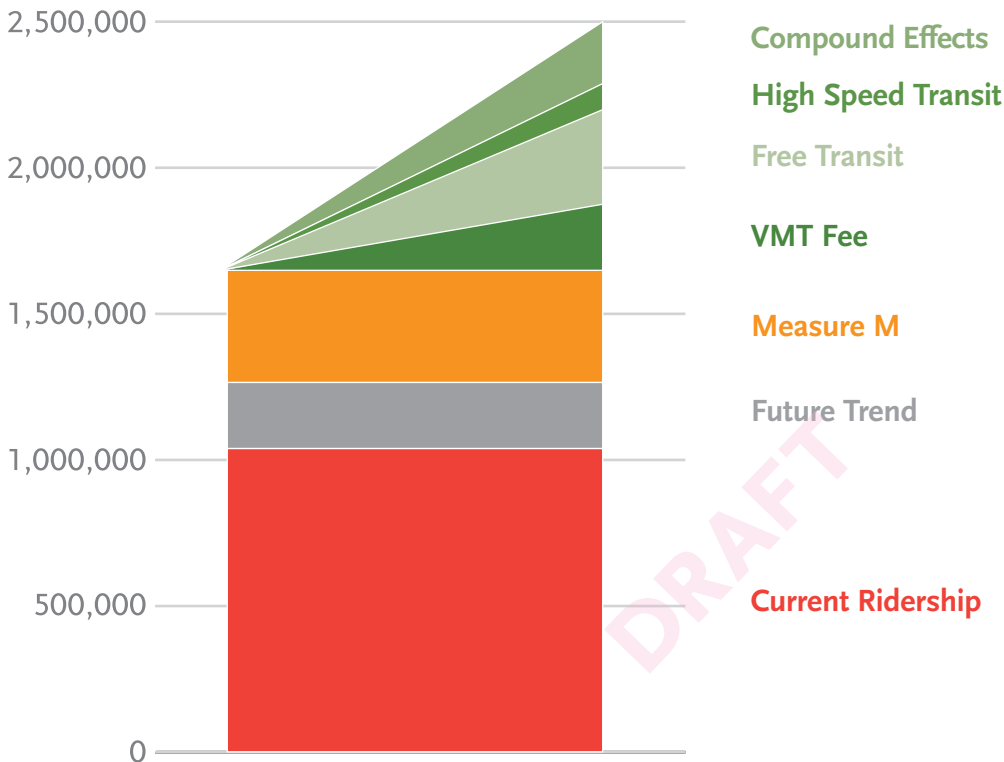


Figure 6

Potential Increase in Daily Transit Trips



Beyond the Measure M transit expansion, Metro can gain transit ridership with:

- 1. **Faster Transit (Increased fast/frequent transit):** **+7%**
- 2. **Reduced Transit Fares (Reduced fare/free transit):** **+25%**
- 3. **Road Charges (Mileage-based/VMT fees):** **+18%**

These scenario tests represent policy opportunities, but do not reflect specific policy directives. Board action will be required for any policy action or implementation.

Scenario modeling tested the impacts of these strategies above and beyond the transit expansion commitments in this plan.

- > Increases in frequency and increased speeds on 40 most popular bus routes could result in a 7% increase in ridership.
- > Reducing transit fares can increase ridership; a fully subsidized transit trip for all riders may increase ridership up to 25%.
- > For mileage-based fees, each one cent per mile increase can result in roughly a 1% increase in transit ridership. A 20 cent vehicle miles traveled (VMT) fee may result in a 18% increase in transit ridership.
- > Applied together, these strategies have compounding benefits and generate an even larger increase in ridership.

Metro's Plan guides our priorities.

As outlined in the *Vision 2028 Strategic Plan*, Metro's visionary outcome is to double the share of transportation modes other than solo driving. The Plan details five goals:

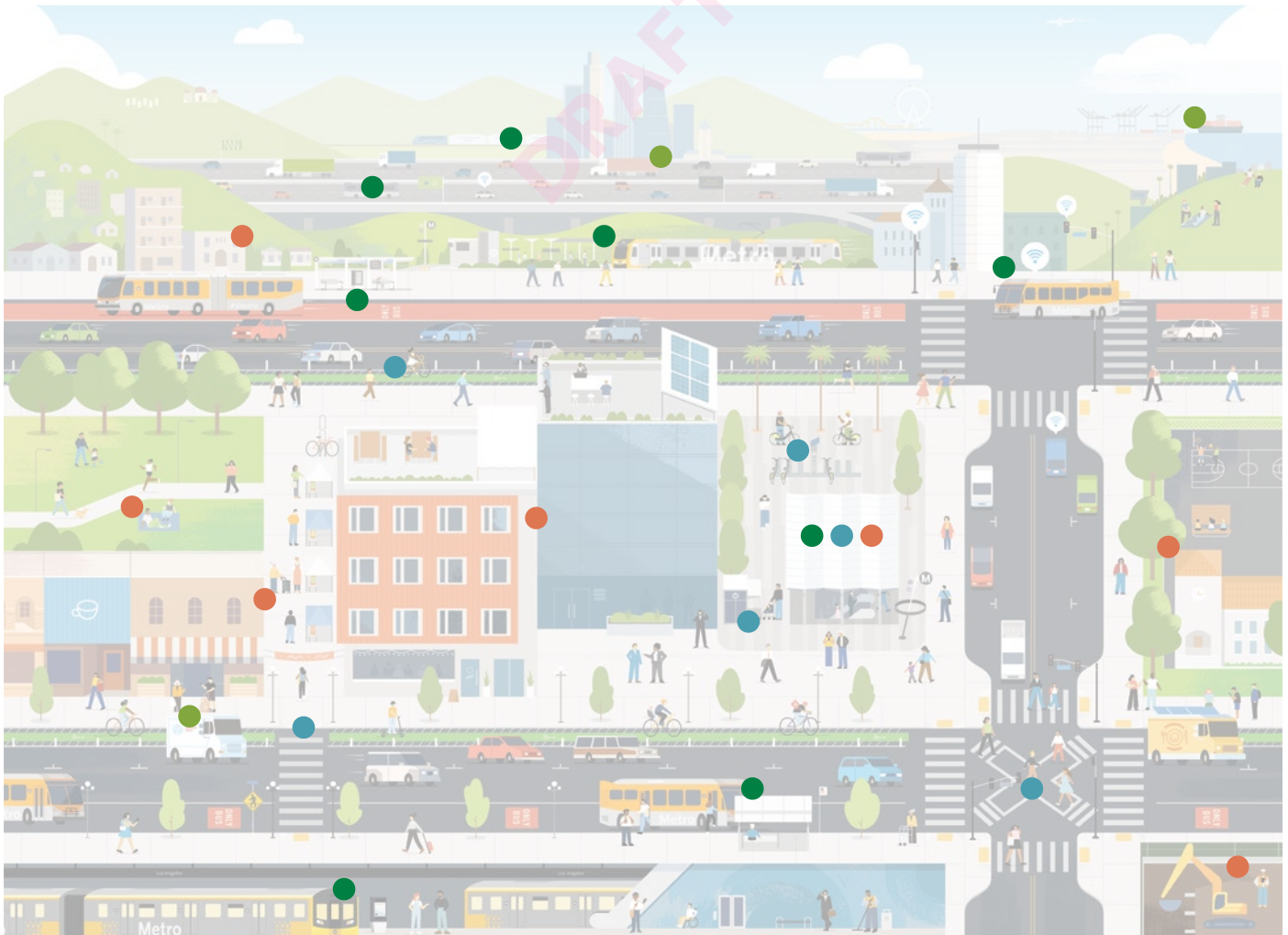
- 1 Provide high-quality mobility options that enable people to spend less time traveling
- 2 Deliver outstanding trip experiences for all users of the transportation system
- 3 Enhance communities and lives through mobility and access to opportunity
- 4 Transform LA County through regional collaboration and national leadership
- 5 Provide responsive, accountable, and trustworthy governance within the Metro organization

The 2020 L RTP lays out a future roadmap for bringing about a more mobile, resilient and vibrant future for LA County. Through extensive public outreach, Metro has distilled the region's desires into four priority areas:

- Better Transit
- Less Congestion
- Complete Streets
- Access to Opportunity

The recommended steps in this plan, the L RTP's strategies and actions, are organized by these four priority areas.

Embedded in the priority areas are **equity** to ensure every resident has the affordable transportation choices that work for their needs, and **sustainability** to ensure a bright future for generations to come. Together, we can create Our Next LA*.



Conceptual Illustration of Plan Elements

Figure 7

Metro’s Framework for Improving Mobility in LA County

We’re guided by our *Strategic Plan* goals.

 *Vision 2028 Strategic Plan*

We’re creating

- ① Faster Travel Options ② Better Trips ③ Thriving Communities**

Better Transit

Providing more transit options with improved quality and service

- Transit Projects*
- Bus Improvements*
- New Mobility Options*

Less Congestion

Managing the transportation system to reduce the amount of time people spend in traffic

- Roadway Improvements*
- Congestion Management*
- Goods Movement*

Complete Streets

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods

- Bike and Pedestrian Projects*
- Local Street Improvements*
- Station and Stop Access Enhancements*

Access to Opportunity

Investing in communities to expand access to jobs, housing and mobility options

- Workforce Initiatives*
- Support for Local Businesses*
- Transit Oriented Communities*

 *Long Range Transportation Plan*

We’re committed to

- ④ Leadership ⑤ Accountability**

-  Collaboration
-  Continuous Improvement
-  Customer Focus
-  Innovation
-  Inspired and Inclusive Workforce
-  Safety

 *Customer Experience Plan*  *COVID-19 Recovery Plan*

We’re intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

-  Equity
-  Sustainability

 *Equity Plan*  *Moving Beyond Sustainability Plan*

**OUR
NEXT
LA* is**
better transit.

Better transit means faster, more frequent, secure and reliable public transportation, with more options and better customer experience. We must create a world-class transit system that is competitive with driving a private vehicle and that works for riders with different trip purposes and destinations. Better transit also means an integrated and seamless trip experience on rail, bus and new mobility transportation options.



**We're investing
in more transit,
to serve
more people.**

Over the **30-year period**, Metro will invest more than **\$80 billion** to improve, expand and upgrade LA County's extensive public transit system.

This includes the construction or improvement of 22 transit corridors and the addition of 106 miles of fixed guideway transit.

In total, the 2020 LRTP will expand the Metro Rail network to over 200 stations covering nearly 240 miles.

Our Commitment to Safety

Providing a safe, secure, clean, and comfortable experience on transit is perhaps the most critical priority for the operations of Metro's transit system. Recent events have put more of an emphasis on these issues, and Metro must maintain a balanced and coordinated effort to ensure that individuals are secure and feel safe riding transit, while at the same time making sure that we meet our commitments as a public agency that provides an essential public service.

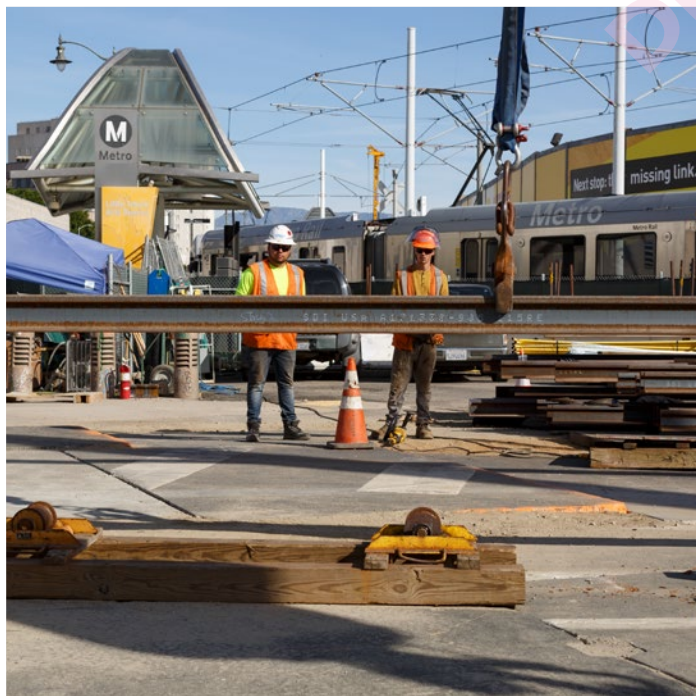
The COVID-19 pandemic has highlighted the need to provide clean spaces as well as free masks to keep passengers and drivers safe. At the same time, the number of individuals experiencing homelessness in LA County continues to increase and Metro must continue to provide compassionate responses and a public service for those with few resources.

Finally, the nationwide call for police reform has reinforced our need to examine our policing practices to ensure no individuals or population groups are disproportionately targeted, while at the same time ensuring the safety of our passengers and drivers.

Metro Rail Expansion

Construction is underway on several rail corridors. The Crenshaw/LAX Transit Project light rail line, expected to open in 2021, will extend from the E Line (Expo) to the C Line (Green), with a station at the Los Angeles International Airport's Automated People Mover. The Regional Connector Transit Project, scheduled to open in 2022, will connect the L Line (Gold) to the A Line (Blue) and E Line (Expo) to provide more stations in downtown Los Angeles and greater connectivity. The Westside D Line (Purple) subway extension along Wilshire Boulevard is under construction in three phases, with Section 1 from Western to La Cienega scheduled to open in 2023.

Other near-term projects include the Metro Gold Line Foothill Extension to Claremont, which recently broke ground, the East San Fernando Valley Light Rail Project, the West Santa Ana Branch Transit Corridor, and the C Line (Green) Extension to Torrance.



Bus Rapid Transit

Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, frequent service. It does this with bus-only lanes, traffic-signal priority and high-quality stations with all-door boarding. The G Line (Orange) was extended from Canoga Park to Chatsworth in 2012 and is currently undergoing further enhancements to improve operating speeds, capacity and safety by adding grade separations on major streets, closing minor streets and providing better signal priority technology.

Other near-term projects include the North Hollywood to Pasadena BRT and North San Fernando Valley Transit Corridor (Chatsworth to North Hollywood). Additionally, Measure M included funding for to-be-determined BRT corridors. The BRT Vision and Principles Study, currently underway, will identify performance standards and design criteria for future BRT projects.



Transit Investment

Figure 8

Major Transit Projects

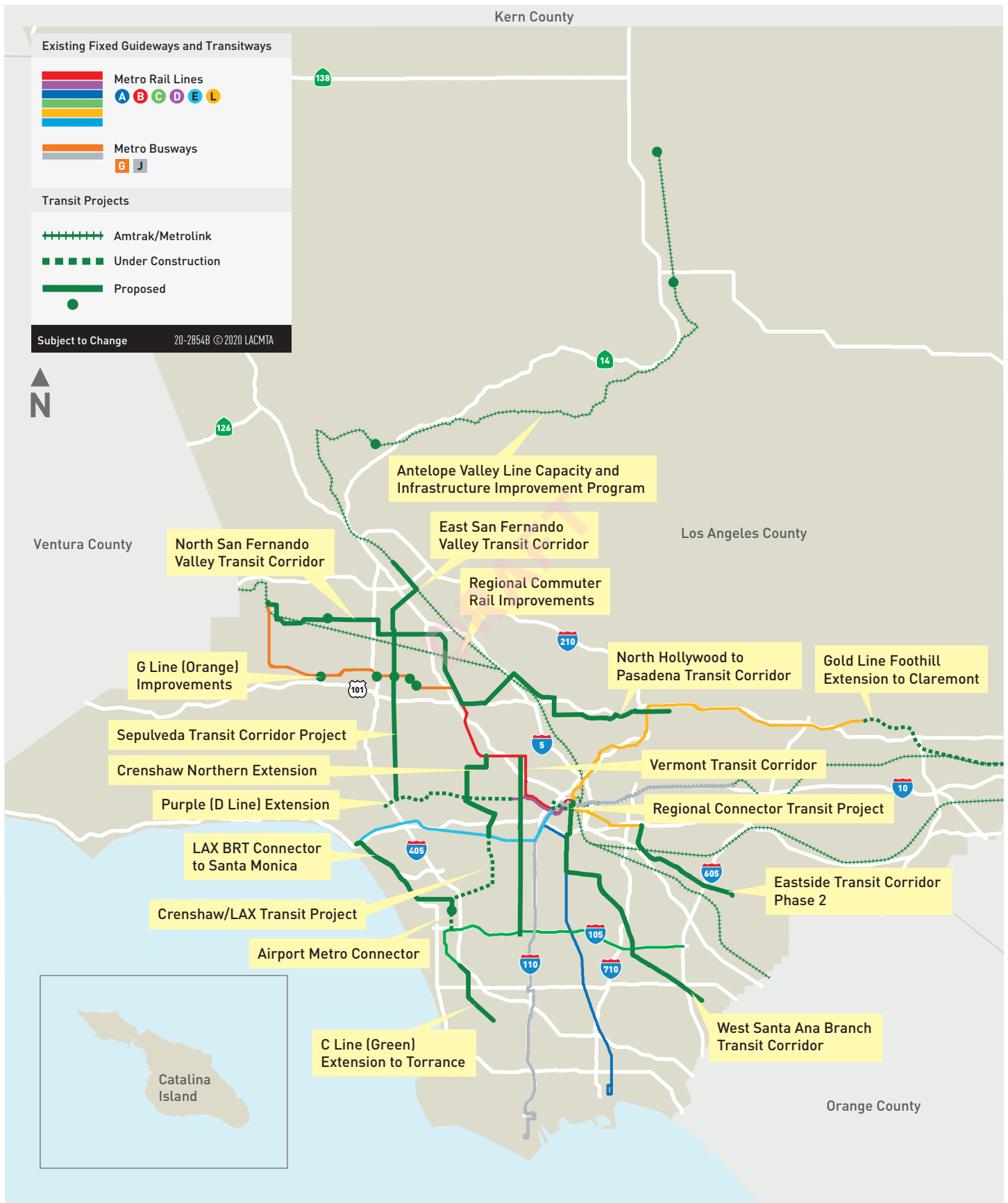
	\$ IN MILLIONS	ESTIMATED OPEN YEAR
Crenshaw/LAX Transit Project (LRT)	2,058	2021
Regional Connector Transit Project (LRT)	1,756	2022
D Line (Purple) Extension (HRT)		
Section 1 (Wilshire/Western to Wilshire/La Cienega)	2,779	2023
Section 2 (Wilshire/La Cienega to Century City/Constellation)	2,441	2026
Section 3 (Century City/Constellation to Westwood/VA Hospital)	3,224	2027
Airport Metro Connector/96th Street Station/Green Line Ext LAX	626	2024
North Hollywood to Pasadena Transit Corridor (BRT)	315	2024
North San Fernando Valley Transit Corridor (BRT)	207	2025
G Line (Orange) Improvements	314	2025
East San Fernando Valley Light Rail Project (LRT)	1,568	2027
Gold Line Foothill Extension to Claremont (LRT)	1,571	2028
Vermont Transit Corridor	524	2028
Antelope Valley Line Capacity and Infrastructure Improvement Program	221	2028
West Santa Ana Branch Transit Corridor (LRT)		
Phase 1	1,250	2028
Phase 2	5,061	2041
C Line (Green) Extension to Torrance (LRT)	1,167	2030
Sepulveda Transit Corridor (Mode TBD)		
Phase 2 – Valley to Westside	7,685	2033
Phase 3 – Westside to LAX	10,587	2057*
Eastside Extension Phase 2 Transit Corridor (1st Alignment)	4,409	2035
Crenshaw Northern Extension (LRT)	4,744	2047
Lincoln Bl (BRT)	220	2047
SF Valley Transportation Improvements	257	2050
C Line (Green) Eastern Extension to Norwalk (LRT)	1,891	2052*
G Line (Orange) Conversion to Light Rail	4,069	2057*
Historic Downtown Streetcar	581	2057*
Eastside Extension Phase 2 Transit Corridor (2nd Alignment)	8,707	2057*
Total	68,232	

L RTP project costs may not match Measure M expenditure plan due to year of expenditure escalation and prior spending. Final mode, alignments, and station locations to be confirmed during environmental processes. Estimated open year is a three-year range.

*Includes projects through 2057, (currently planned as the horizon year of measure M beyond the L RTP)

Figure 9

PLANNED TRANSIT PROJECTS



Final alignments to be identified during environmental processes. Map includes projects to be completed prior to 2050 (horizon year of the LRTP).

Priority Area 1: Better Transit

Strategy 1.1: Expand rail transportation countywide

Since the A Line (Blue) opened in 1990, Metro has undergone a tremendous expansion of our rail transportation system, growing to the second largest rail system in the U.S. Aided by Measure R and Measure M, Metro is continuing to build out the rail network at a rapid pace. There are four rail corridors in construction currently and many more in design and planning.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.1a. Complete Metro Rail projects in construction	●			●			
1.1b. Implement Metro Rail projects in design		●		●			
1.1c. Prioritize four “pillar” Rail projects (West Santa Ana Branch, Eastside Extension Ph. 2, C Line [Green] to Torrance, and Sepulveda Transit Corridor)		●					●
1.1d. Identify and plan future Metro rail expansion			●	●			●
1.1e. Complete Link Union Station (Link US) project		●		●			●
1.1f. Support Metrolink Southern California Optimized Rail Expansion (SCORE) Program	●						●

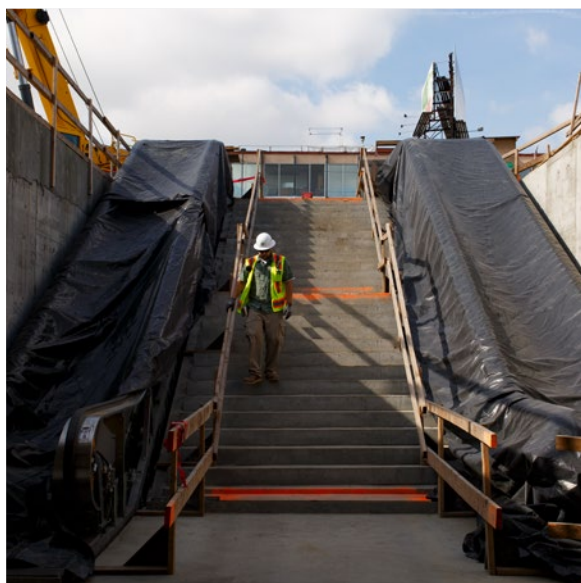
Strategy 1.2: Improve the frequency, speed and reliability of the bus and rail transit networks

Through signature efforts, including the NextGen Bus Plan and BRT Vision and Principles Study, Metro is redesigning our bus network to be faster, more frequent and reliable, as well as integrated with other LA County transit services. The first significant system update in 25 years, Metro’s NextGen Bus Plan aims to reverse the recent declining ridership trend.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.2a. Implement recommendations of the NextGen Bus Plan	●			●	●	●	●
1.2b. Improve average travel speeds for the bus network	●	●			●		●
1.2c. Implement systemwide bus all-door boarding	●	●			●		
1.2d. Implement systemwide transit signal priority for bus and rail transit	●	●			●		●
1.2e. Support complementary paratransit service	●				●		●
1.2f. Continue coordination between Metro and municipal bus operators	●						●
1.2g. Implement new Intelligent Transportation System to better match travel/transit demand and transit service		●			●		
1.2h. Implement Metro BRT projects in design		●		●			●
1.2i. Implement future BRT corridors identified in BRT Vision and Principles study			●	●			●
1.2j. Complete G Line (Orange) Improvements	●	●		●		●	●

Crenshaw/LAX Transit Project

The Crenshaw/LAX Transit Project, currently in construction, will extend from the existing E Line (Expo) at Crenshaw 8.5 miles southwest to the C Line (Green). Opening in 2021, the Crenshaw Line will add eight new stations, including one at the Automated People Mover currently under construction at the Los Angeles International Airport (LAX). Along the line, Destination Crenshaw, a 1.3-mile open-air museum will celebrate the African American culture and community of the corridor. The project will create pocket parks with culturally stamped sidewalks, lighting and landscaping improvements, business facades and public structures.



NextGen Bus Plan

In 2018, Metro began the process of reimagining our bus system to better meet the needs of current and future riders. The proposed plan, recently released for public comment, proposes improvements, which would: double the number of frequent Metro bus lines; provide more than 80% of current bus riders with 15-minute or better frequency; create an all-day, every day service; ensure a one quarter-mile walk to a bus stop for 99% of current riders; and create a more comfortable and safer waiting environment. The “Transit First” approach would include capital projects that speed up buses (bus lanes and traffic signal priority, etc.), make bus stops more comfortable, expand all-door boarding and add even more frequent services, among other improvements.



Bus-Only Lanes

In order to make transit truly competitive with driving, Metro is working with local agencies to convert key sections of curb lanes to bus-only lanes. Two recent examples of bus-only lanes include the Wilshire Boulevard and Flower Street bus lanes. Metro’s 720 Rapid bus operates on dedicated curbside bus lanes along Wilshire Boulevard from the western edge of downtown Los Angeles to the eastern edge of the City of Santa Monica (excluding Beverly Hills). The Flower Street bus lane is a pilot, weekday evening rush hour (3–7pm) bus-only lane along Flower Street between 7th Street and Adams Boulevard.

Strategy 1.3: Enable easier fare payment

A convenient, integrated fare payment that is accessible to all residents is essential for a world-class transportation system. Metro is expanding payment options in partnership with regional operators for a seamless payment experience. While TAP is already integrated across many services, customers will soon be able to pay for their fare through a mobile app.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.3a. Integrate payment for third-party mobility services		●					●
1.3b. Expand TAP integration with all regional partners	●						●
1.3c. Develop TAP mobile app		●					●

Strategy 1.4: Enhance station areas

To deliver excellent transit experiences, Metro is committed to improving stations and surrounding areas to be safe, smart, clean and green.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.4a. Consistently Implement Systemwide Station Design for attractive, well-integrated, sustainable, and maintainable station environments	●			●			
1.4b. Improve customer information, including the availability of real-time arrival information, wayfinding, and consistent signage	●				●		
1.4c. Increase shading and cooling at transit stations	●			●		●	●
1.4d. Improve bus shelter amenities in partnership with local jurisdictions	●			●		●	●
1.4e. Implement Metro's Supportive Transit Parking Program Master Plan	●			●			
1.4f. Optimize station safety and security, including lighting levels, spacious uncluttered station environments, and effective monitoring of station area	●				●		

Strategy 1.5: Explore new service delivery

With new and competing transportation options, Metro must embrace new forms of mobility to attract and retain riders. In partnership with Via, Metro has implemented a Mobility on Demand pilot program with free, accessible and on-demand rides. The agency will also operate its own on-demand service with Metro employees behind the wheel called Metro Micro, which will serve six service areas in 2021 with the goal of capturing short trips around high transit ridership zones and complementing the existing fixed route system.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.5a. Implement Mobility on Demand (MOD) partnership with Via	●						●
1.5b. Implement Metro Micro on-demand transit service	●				●		●
1.5c. Launch Mobility as a Service (MaaS) platform		●					●

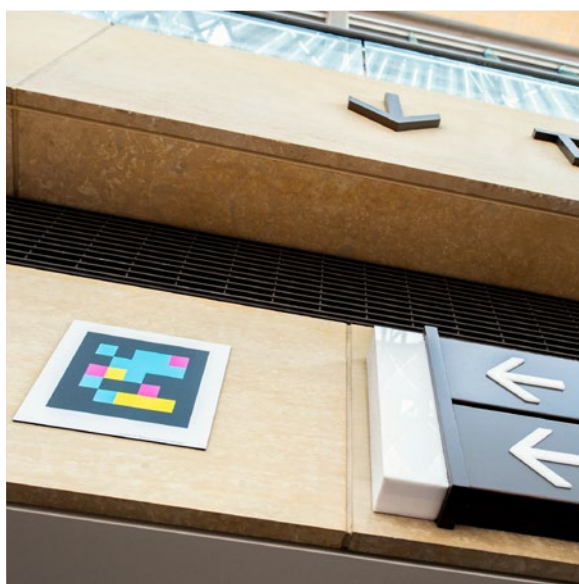
Strategy 1.6: Enhance customer experience

The new Customer Experience program goal is to minimize pain points, maximize smooth, uneventful experiences, and find opportunity for occasional surprise and delight. We are creating a system that is modern and intuitive, using design, technology and policies to address the unique needs of our customers at every stage of their journey.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.6a. Implement practices from Transfer Design Guide	●			●	●		●
1.6b. Support passengers with disabilities, including ensuring universal accessibility of stations	●				●		●
1.6c. Develop Gender Action Plan to address unique needs of women	●				●		
1.6d. Ensure transit experience is clean and comfortable	●					●	
1.6e. Implement Facilities Assessments to maintain a state of good repair	●					●	

Accessible Wayfinding

Metro is testing wayfinding strategies for the visually impaired so they can more easily navigate the transit system. This technology, NaviLens, allows users to access arrival and departure information and descriptions of how to get to different platforms at Union Station from a mobile application. The pilot deployment of NaviLens technology has allowed visually impaired riders to feel more comfortable traveling alone and improved the experience for passengers with disabilities.



How Women Travel

Metro was the first transit agency in the nation to study and report on women’s unique mobility needs. This 2019 report found that women take more Metro trips, ride public transit more often and prioritize safety more often than men. Metro is taking action on these findings by developing a Gender Action Plan to improve the rider experience for women, including rethinking communications, fare policies, station design and service hours.



Strategy 1.7: Enhance transportation system security and build public trust

Customer safety is a top priority for Metro. We must continue to address safety concerns, while at the same time, build trust between our riders, communities and partners, public safety professionals and Metro employees.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.7a. Introduce the Transit Homeless Action Plan 2.0	●				●		●
1.7b. Align the Multi-Agency Policing Plan to include Metro's system expansion plans	●				●		●
1.7c. Launch Metro's new and improved Sexual Harassment Plan	●				●		●
1.7d. Develop new overall security-enhancing measures for the entire system to include environmental station design	●				●		
1.7e. Update the Security & Emergency Preparedness Plan and Metro Training		●			●		
1.7f. Open and operate the Emergency Security Operations Center			●	●	●		
1.7g. Enhance Emergency Management, Continuity of Operations, and Emergency Operations Procedures to national certification levels	●						●

Transit Homeless Action Plan

In February 2017, Metro released its first Transit Homeless Action Plan that focused on improving the passenger experience through coordinated and comprehensive outreach to homeless individuals throughout Metro's transit system. The Homeless Action Plan is focused on four implementation areas including research, education, coordination, and outreach. Research is intended to help Metro understand homelessness in the transit system while education is focused on increasing understanding among Metro staff and passengers about how to respond when encountering individuals believed to be homeless. Metro is one of several stakeholders involved in the delivery of services to homeless populations in LA County; a key component of Metro's Homeless Outreach Plan is the City, County, Community (C3) outreach teams that Metro deploys to make contact with individuals believed to be homeless and link them to services and permanent housing solutions.



Strategy 1.8: Optimize sustainable and resilient operations and maintenance of fleet, infrastructure and facilities

Better transit includes sustainable and efficient transit systems. Metro employs life cycle and efficiency considerations for buses, maintenance yards and resource acquisition.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
1.8a. Implement Transit Asset Management Plan	●					●	
1.8b. Develop and implement an agency-wide Sustainable Acquisition Program	●				●		
1.8c. Integrate resource conservation, life cycle and efficiency considerations into Metro's operational and construction policies, Standard Operating Procedures (SOPs) and specifications	●					●	●
1.8d. Develop and implement materials, construction and operations-related training for Metro staff, partners and community to facilitate a culture of sustainability and resiliency	●					●	●
1.8e. Transition to zero emission buses systemwide	●	●			●		
1.8f. Modify the B Line (Red)/D Line (Purple) maintenance yard	●			●			



More transit trips mean more opportunity.

Transit improvements in the 2020 LRTP, including the expansion of Metro Rail and Bus Rapid Transit, will help add more than 1,000,000 daily transit trips, an increase of 81%. For commute trips, this has the potential to increase transit mode share for daily trips to and from work from 8.8% to 14.7%.

■ **Future Trend (2047)**
■ **With 2020 LRTP (2047)**

Figure 10
Daily Transit Trips

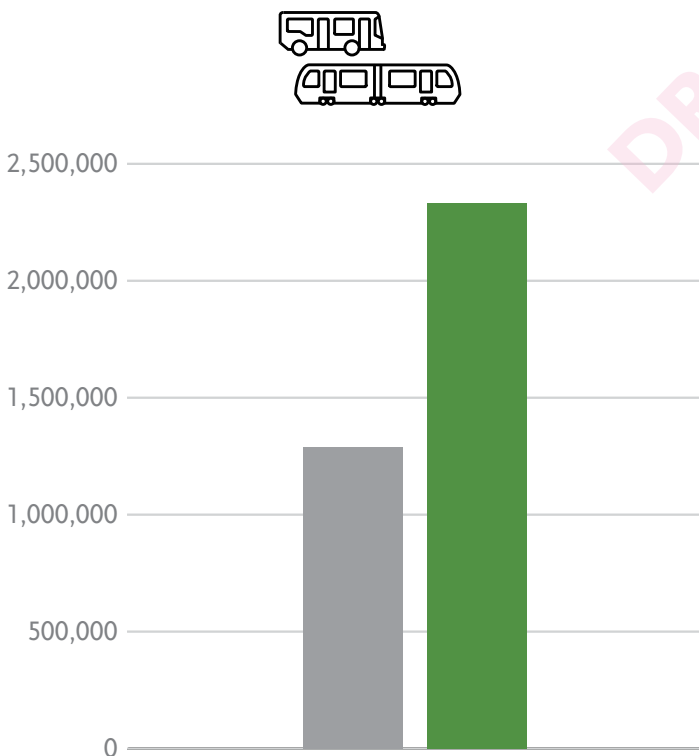
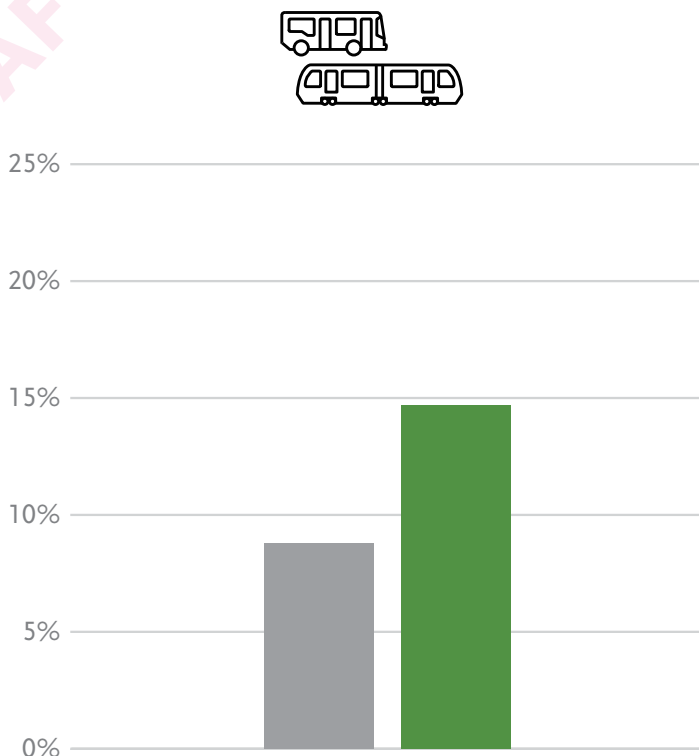


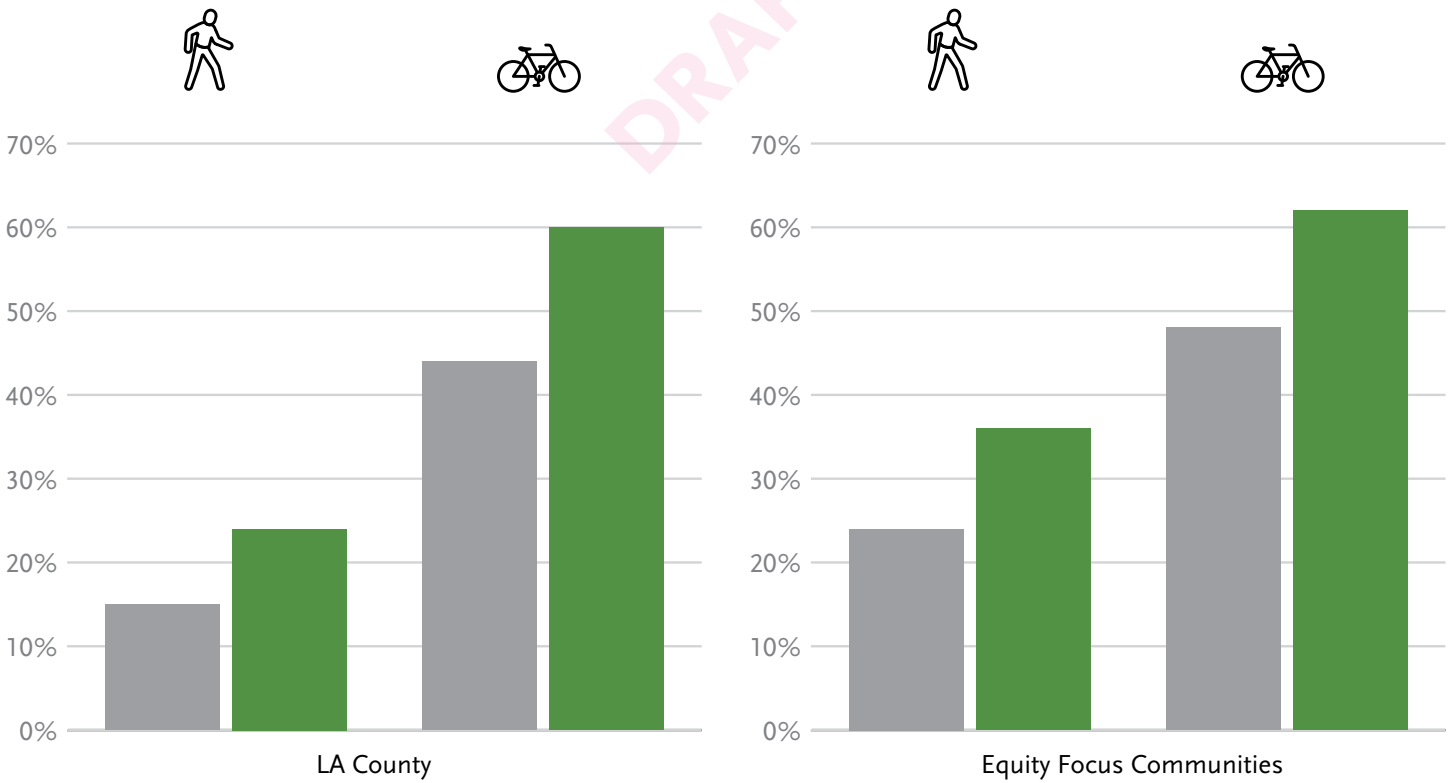
Figure 11
Transit Mode Share for Commute Trips



Better transit means access to fast, frequent and reliable public transportation. Through the expansion of rail and bus rapid transit, the 2020 LRTP will increase the percentage of households within a 10-minute walk and roll of fixed guideway transit. Countywide, the percentage of households will increase by 133% (walk) and 38% (roll). In Equity Focus Communities (see page 66), the percentage of households increase by 86% and 18% for walk and roll, respectively.

Figure 12

Percent of Households within a 10-minute Walk or Roll of Fixed Guideway Transit



**OUR
NEXT
LA* is**
less congestion.





Less congestion means options to bypass traffic, and improved travel times for you. We do this by using technology and policies to manage traffic flow, respond to incidents and increase the efficiency of the roadway transportation system.

We're investing in our roadways and the communities that use them.

Metro, in partnership with the California Department of Transportation (Caltrans), who owns and maintains the freeway system, advances the planning, environmental clearance, design and construction of major capital projects such as carpool lanes, freeway widening, interchange improvements, auxiliary lanes, freeway ramp improvements and other freeway capacity and operational improvement projects. Metro also works with local agencies to implement smaller scale improvements such as arterial widenings, intersection upgrades, ramp metering, traffic signal synchronization, integrated corridor management and intelligent transportation systems (ITS) solutions.

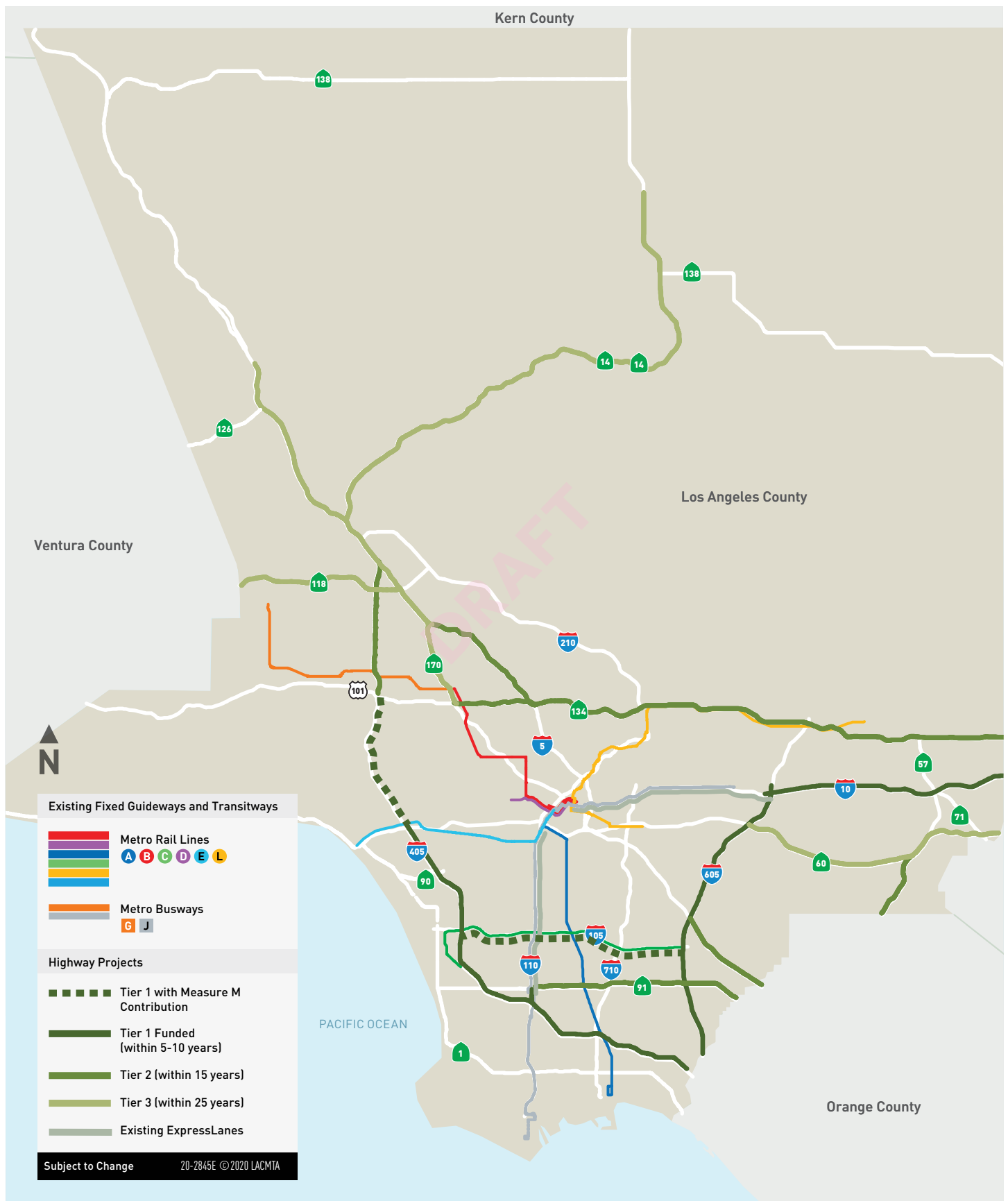
The 2020 LRTP includes more than **\$105 billion** in roadway investments, including operations and maintenance, active transportation and multi-modal projects, support for local cities and subregions, as well as almost **\$27 billion** for major highway investments.

Metro ExpressLanes

ExpressLanes are dynamically priced toll lanes where single occupant vehicles (SOVs) are given the option to pay a variable fee to use the lanes and avoid delay, while carpoolers, vanpoolers and buses are permitted to use the lanes at no charge. In 2012, the carpool lanes on I-110 and I-10 were converted to ExpressLanes, where prices change based on real-time traffic demand on the facility to ensure vehicles travel at least 45 miles per hour in the toll lanes. This helps optimize the traffic flow in the ExpressLanes and provides a more reliable option when traffic in the other lanes slows down. The I-110 and I-10 ExpressLanes have saved commuters, on average, six minutes during peak morning commutes and has led to increased bus ridership on express bus routes that use the lanes. The ExpressLanes Strategic Network is illustrated in Figure 13.

Figure 13

EXPRESSLANES STRATEGIC NETWORK



Highway Investment

Figure 14

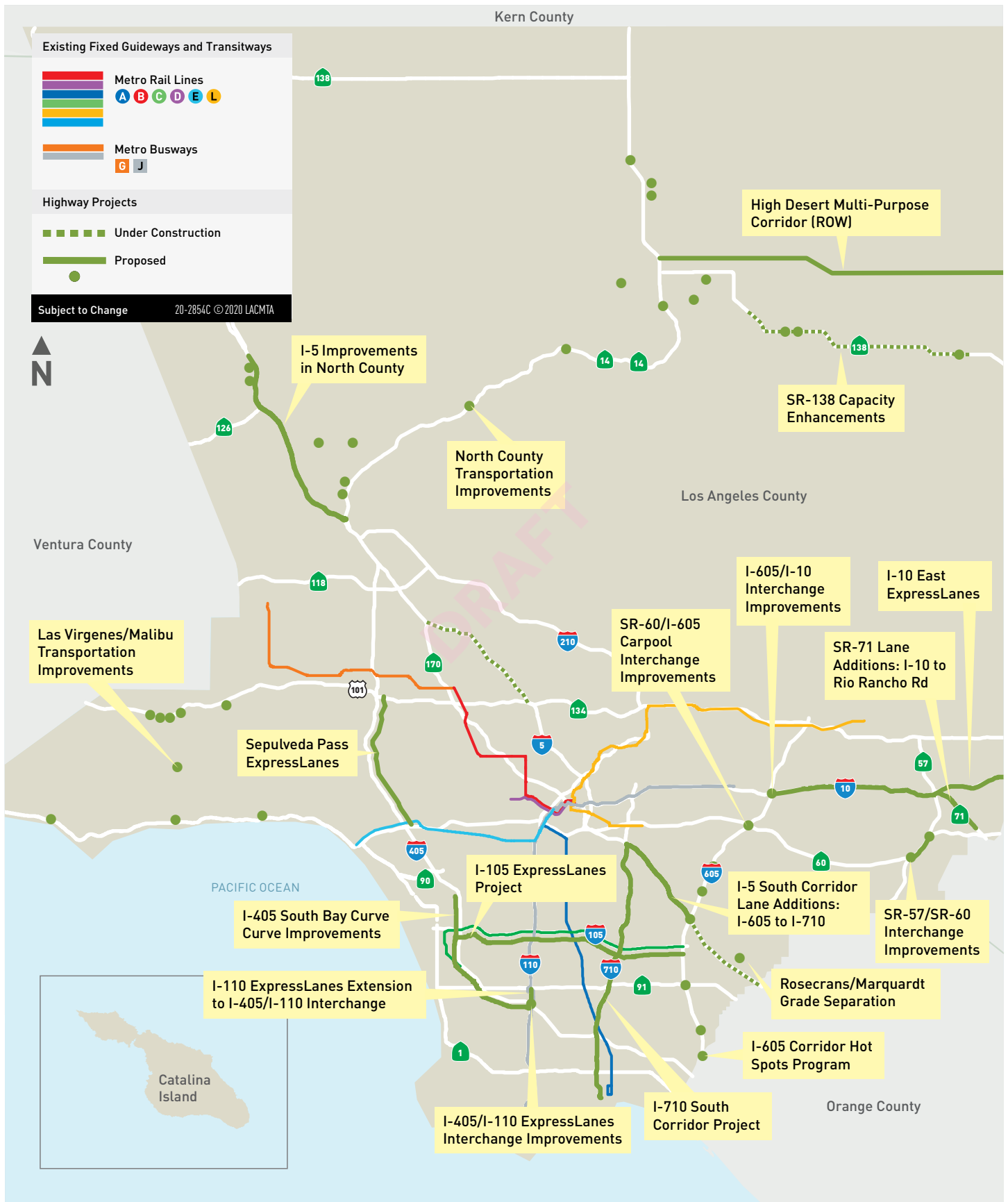
Major Highway Projects

	\$ IN MILLIONS	ESTIMATED OPEN YEAR
I-5 Capacity Enhancement (I-605 to Orange County Line)	1,410	2023
I-5 North Carpool Lanes – SR-134 to SR-170	637	2023
Rosecrans/Marquardt Grade Separation	155	2024
Alameda Corridor East Grade Separations Phase II	1,685	2024
SR-71 Gap from I-10 to Rio Rancho Rd	379	2026
I-5 North Capacity Enhancements (SR-14 to Parker Rd)	679	2026
Highway Operational Improvements in Las Virgenes/Malibu subregion	175	2026
Sepulveda Pass Transit Corridor (Phase 1 – ExpressLanes)	311	2027
I-105 ExpressLanes from I-405 to I-605	530	2027
SR-57/SR-60 Interchange Improvements	422	2027
I-10 ExpressLanes from I-605 to LA/ San Bernardino Line	197	2028
SR-138 Capacity Enhancements	200	2028
I-605 Corridor "Hot Spot" Interchange Improvements	2,639	2030
Highway Operational Improvements in Arroyo Verdugo subregion	170	2030
High Desert Multi-Purpose Corridor	393	2034
I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)	1,413	2039
Countywide Soundwall Construction	590	2040
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	26,644	

L RTP project costs may not match Measure M expenditure plan due to year of expenditure escalation and prior spending. Final alignments and limits to be determined during environmental processes.

Figure 15

PLANNED HIGHWAY PROJECTS



Final alignments to be included during environmental processes.

Priority Area 2: Less Congestion

Strategy 2.1: Implement operational improvements with technology

By implementing technology improvements, Metro aims to manage congestion, improve safety and provide more reliable travel times for passenger and freight vehicles. Metro embraces technology to advance operational improvements, including through the Regional Integration of Intelligent Transportation Systems (RIITS) and the Countywide Signal Priority Program.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.1a. Implement integrated corridor management (ICM) projects, including the I-210 Connected Corridors project		●			●		●
2.1b. Integrate freeway Intelligent Transportation Systems (ITS) strategies	●				●		●
2.1c. Implement arterial ITS programs, including Countywide Signal Priority Program and traffic signal synchronization	●				●		●
2.1d. Prepare for connected and autonomous vehicles (CAV) and implement other smart highway strategies			●		●		●

Strategy 2.2: Improve traveler information

Real time, accurate travel information is an importance resource for managing roadway congestion. Metro plays a vital role as a regional agency to collect and share information with local partners and residents.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.2a. Continue and improve 511 system	●				●		●
2.2b. Share transportation information with regional partners	●						●

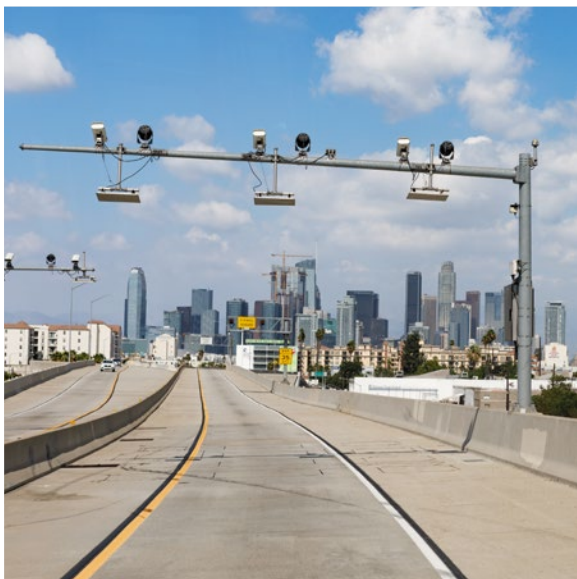
Strategy 2.3: Expand the managed lane network

Metro understands that we cannot add new lanes to most freeways, so to improve traffic flow, we must manage our system better. Managed lanes, such as high-occupant vehicle (HOV) lanes and high-occupancy toll (HOT) lanes, help optimize the traffic flow in one or two lanes, thereby increasing the capacity of the whole corridor. HOT lanes, called ExpressLanes in LA County, allow carpoolers to travel for free, while allowing solo drivers to pay a dynamically priced toll.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.3a. Extend the high-occupancy vehicle network	●			●			●
2.3b. Complete the Tier 1 ExpressLanes network	●	●		●	●		●
2.3c. Complete HOV and ExpressLanes direct connectors (I-105/I-605; I-110/I-405; I-605/SR-60)		●		●			●
2.3d. Complete the Tier 2 ExpressLanes network			●	●	●		●
2.3e. Complete the Tier 3 ExpressLanes network			●	●	●		●
2.3f. Evaluate financial policies to expand the ExpressLanes system using revenues generated from the existing network	●				●		●

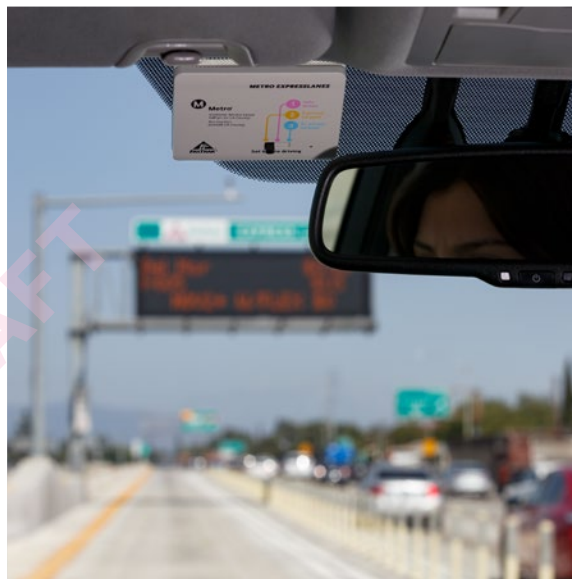
Integrated Corridor Management

Caltrans, Metro, and local agencies are piloting the I-210 Connected Corridor project that includes Integrated Corridor Management (ICM) strategies along I-210 in the San Gabriel Valley. ICM is an Intelligent Transportation Systems (ITS) strategy to manage non-recurring congestion along a corridor by utilizing advanced technologies and systems. ICM components include active monitoring of all transportation modes and facilities within the corridor, on and off the freeway, including ramp metering, traffic signal coordination, incident traffic management, advanced traveler information system, and other advanced technologies and techniques.



ExpressLanes Expansion

By using dynamic pricing based on the current usage level, traffic flow in the ExpressLanes is continuously managed to maintain speed and flow, providing a more reliable option. The 2017 Countywide ExpressLanes Strategic Plan established a vision for a network of ExpressLanes to increase mobility throughout LA County. Targeted corridors have been identified by tiers, with near-term potential (Tier 1) within five to 10 years, mid-term potential (Tier 2) within 15 years, and longer-term potential (Tier 3) within 25 years. The ExpressLanes network expansion (as illustrated in Figure 13) is predicated upon the assumption that revenues from each operating segment will be leveraged to develop other portions of the network.



Regional Integration of ITS (RIITS)

RIITS is a program that enables the efficient compilation, management and exchange of transportation information. RIITS integrates and presents transportation information via data feeds to allow government agencies to exchange data with each other, and provides private companies access to the data to share with the public. RIITS consists of a physical network, operational system and administrative processes in support of real-time exchange of information among agencies in Southern California. Information is currently exchanged with Caltrans Districts 7, 8 and 12, Los Angeles Department of Transportation, California Highway Patrol (CHP), Metro, Foothill Transit, LA County Department of Public Works and others.

Strategy 2.4: Minimize impact of roadway incidents

Metro aims to quickly and safely clear roadway incidents to improve traffic flow and lessen congestion. The Kenneth Hahn Callbox System and Metro Freeway Service Patrol work together to allow for quick response and clearance of stalled vehicles on the freeway.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.4a. Continue and expand Metro Freeway Service Patrol	●				●		
2.4b. Continue the Kenneth Hahn Callbox System	●					●	●

Strategy 2.5: Support efficient and sustainable goods movement

The LA County Goods Movement Strategic Plan, under development with stakeholders across the county, will develop a comprehensive approach that balances various goals, including the efficient and effective flow of goods to support economic and environmental sustainability and prosperity.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.5a. Implement LA County Goods Movement Strategic Plan			●		●		●
2.5b. Develop curbside mobility improvements in partnership with regional agencies	●				●		●
2.5c. Invest in multi-modal freight improvement options (rail investment and clean truck program)				●			●
2.5d. Improve freight traveler information sharing	●				●		●

Strategy 2.6: Enhance regional circulation

The transportation system is a network that requires systematic approaches to address regional circulation issues. Metro is exploring regulatory and pricing mechanisms, as well as the expansion of current programs to manage demand and enhance circulation.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.6a. Implement New Mobility Regional Roadmap, a framework for building a countywide coalition to collectively determine the best path forward for managing new mobility	●				●		●
2.6b. Complete Traffic Reduction Study that will explore how congestion pricing and additional transportation options could work together to reduce traffic congestion and increase mobility	●				●		●
2.6c. Recommend a pilot traffic reduction program after completion of the Traffic Reduction Study			●	●	●		●
2.6d. Continue to expand Metro Rideshare/Vanpool and Shared Mobility Program	●	●			●		●
2.6e. Support transportation demand management (TDM) programs and commute-trip reduction initiatives, including telecommuting	●				●		●

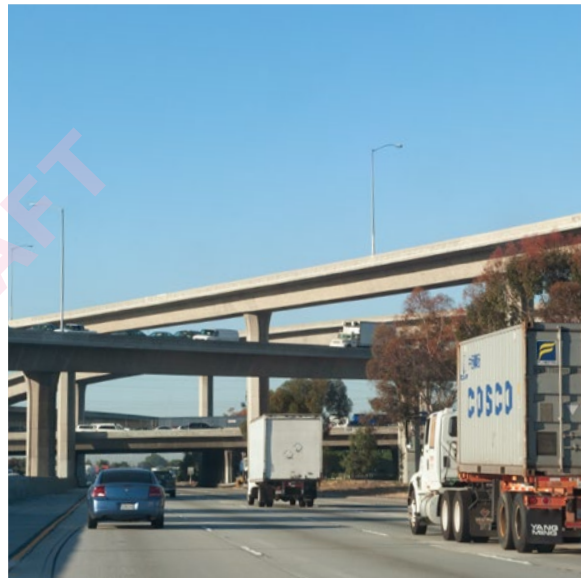
Goods Movement Strategic Plan

Safe and efficient goods movement through LA County supports a vibrant quality of life for its residents and the long-term economic health and competitiveness of the region. A culture of innovation, adoption of technology such as ITS and DrayFlex, and strategic investment in our multimodal goods movement transportation system will improve the movement of goods through the major seaports, the Ports of Long Beach and Los Angeles, airports, and intermodal facilities to our homes and businesses. Developing sustainability and equity strategies to overcome a history of inequitable impacts such as air pollution, displacement, and lack of investment related to freight while developing stronger skillsets and workforce opportunities for disadvantaged communities will be vital to implement LA County's Goods Movement Strategic Plan and its Sustainable Freight Competitiveness Framework.



Traffic Reduction Study

Metro is conducting a Traffic Reduction Study (formerly called the Congestion Pricing Feasibility Study), to determine: if a traffic reduction program would be feasible and successful in LA County; where and how a pilot program with congestion pricing and complementary transportation options could achieve the project goals of reducing traffic congestion; and identify willing local partners to collaborate with on a potential pilot program. Metro will engage stakeholders and the public throughout this process. Through engagement with stakeholders, the study will explore how to affect additional positive outcomes that will benefit residents, workers, and businesses in LA County, including improving the economy, supporting environmental and economic justice, and improving health and safety.



Strategy 2.7: Enhance the operation of the state highway system

Metro continues to address key bottlenecks in LA County, some of the most congested in the US. Metro works with Caltrans and regional partners to plan, build and maintain projects that address highway capacity and operational efficiency.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.7a. Work with Caltrans and local agencies to construct capacity-improving projects to address freeway bottlenecks	●			●			●
2.7b. Work with Caltrans and local agencies on a system approach to create a roadway network comprising the state highways and local arterials to improve throughput and alleviate traffic congestion	●				●		●

Strategy 2.8: Improve the resiliency of Metro's transportation system

A resilient Metro system is prepared and able to mitigate future hazards that would otherwise interfere with operations, disrupt service and endanger passengers. Metro addresses system resiliency with risk assessments, decision making that considers hazards, and climate adaptation plans and policies.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
2.8a. Conduct and maintain a multi-hazard risk assessment to understand vulnerabilities of the transportation system	●					●	
2.8b. Incorporate considerations for all hazards into Metro decision-making about capital planning, procurement, asset management and operations	●					●	
2.8c. Regularly update resilience and climate adaptation plans and policies to address changing hazards and risks to system service	●				●		
2.8d. Implement hazard mitigation and climate adaptation strategies to increase transportation system resilience and passenger safety	●				●		



Our congestion reduction plan means less delays for drivers.

The congestion reducing strategies included in the 2020 LRTP will lead to a reduction in vehicle miles traveled and vehicle hours of delay per capita. Compared to the future trend, the LRTP will lead to a 31% reduction in delay and a 9% reduction in vehicle miles traveled, a key metric for tracking the usage of personal vehicles.

- Future Trend (2047)
- With 2020 LRTP (2047)

Figure 16
Annual Vehicle Miles Traveled Per Capita

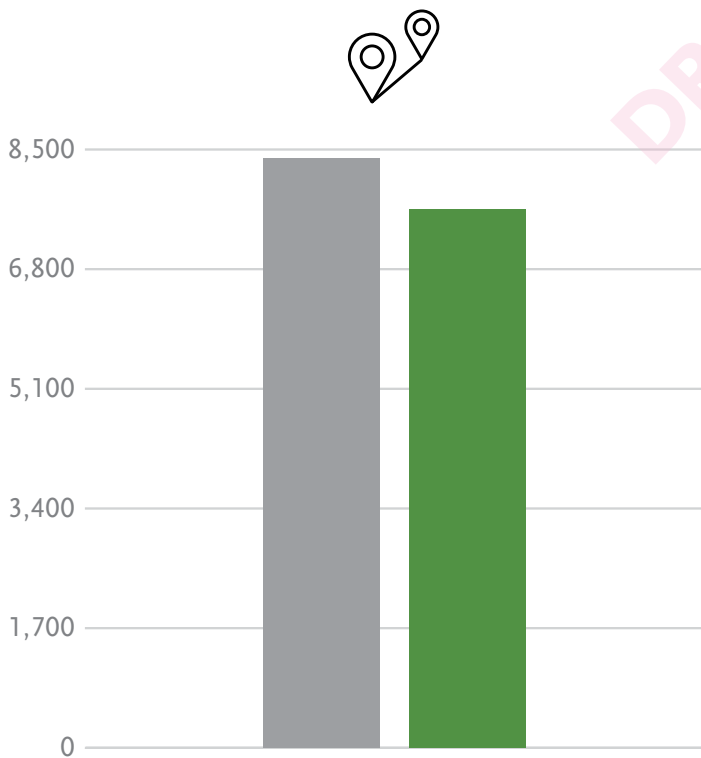
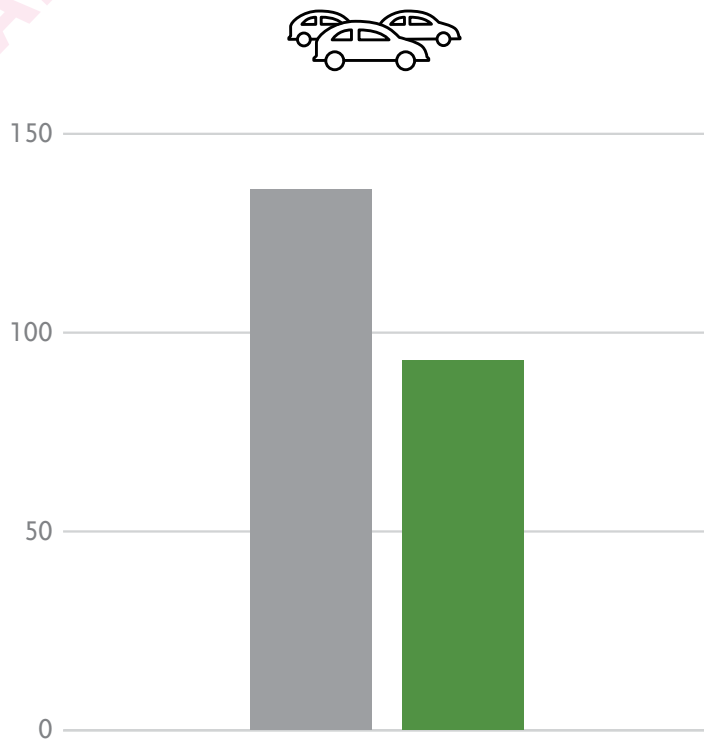


Figure 17
Annual Vehicle Hours of Delay Per Capita

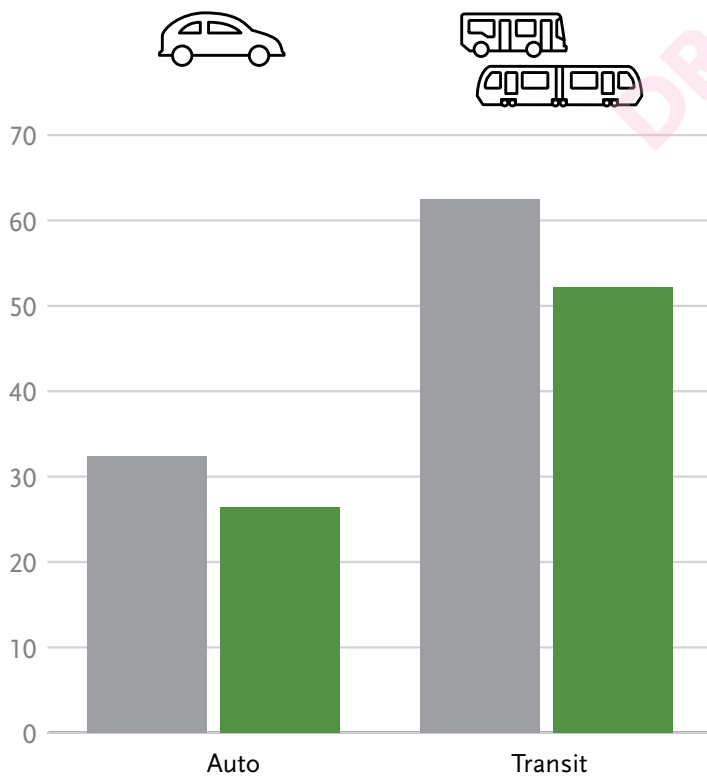




Less congestion means better travel times for commuters. Compared to the future trend, the 2020 LRTP is projected to reduce average morning travel times by 19% for automobiles and 9% for transit trips.

Figure 18

Average Morning Travel Time (minutes)



OUR
NEXT
LA* is

complete streets.



Complete streets create a comprehensive, integrated network that utilizes infrastructure and design to allow safe and convenient travel along streets for all users. This means better connectivity and integration of all transportation modes, including active transportation, private vehicles, transit and commercial deliveries. Complete streets provide safer crossing and roadway facilities for bicyclists and pedestrians, have more greenery and fewer potholes, and help create a more environmentally sustainable transportation system.



We're investing in better options for bikes and pedestrians.

The 2020 LRTP includes close to \$7 billion in funding for active transportation projects, including major facilities and bicycle and pedestrian programs at the city level. There are several major multi-use active transportation facilities funded in the LRTP, including:

> **Rail to Rail Active Transportation Corridor Segment A**

The Rail to Rail Active Transportation Corridor is a 5.6 mile multi-use path connecting the Fairview Heights Station of the soon-to-be-open Crenshaw Line in Inglewood to the Slauson A (Blue) Line station in South Los Angeles.

> **LA River Path – Central LA**

The Los Angeles River Path project is an eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.

> **LA River Path – San Fernando Valley**

To complete the full LA River Path and Greenway Trail, the LA River Path will connect the San Fernando Valley to the existing LA River Path near Griffith Park. This 13-mile path will help create a 52-mile continuous active transportation corridor from Long Beach to Warner Center, and be a cornerstone of the efforts to revitalize the LA River.

Active Transportation

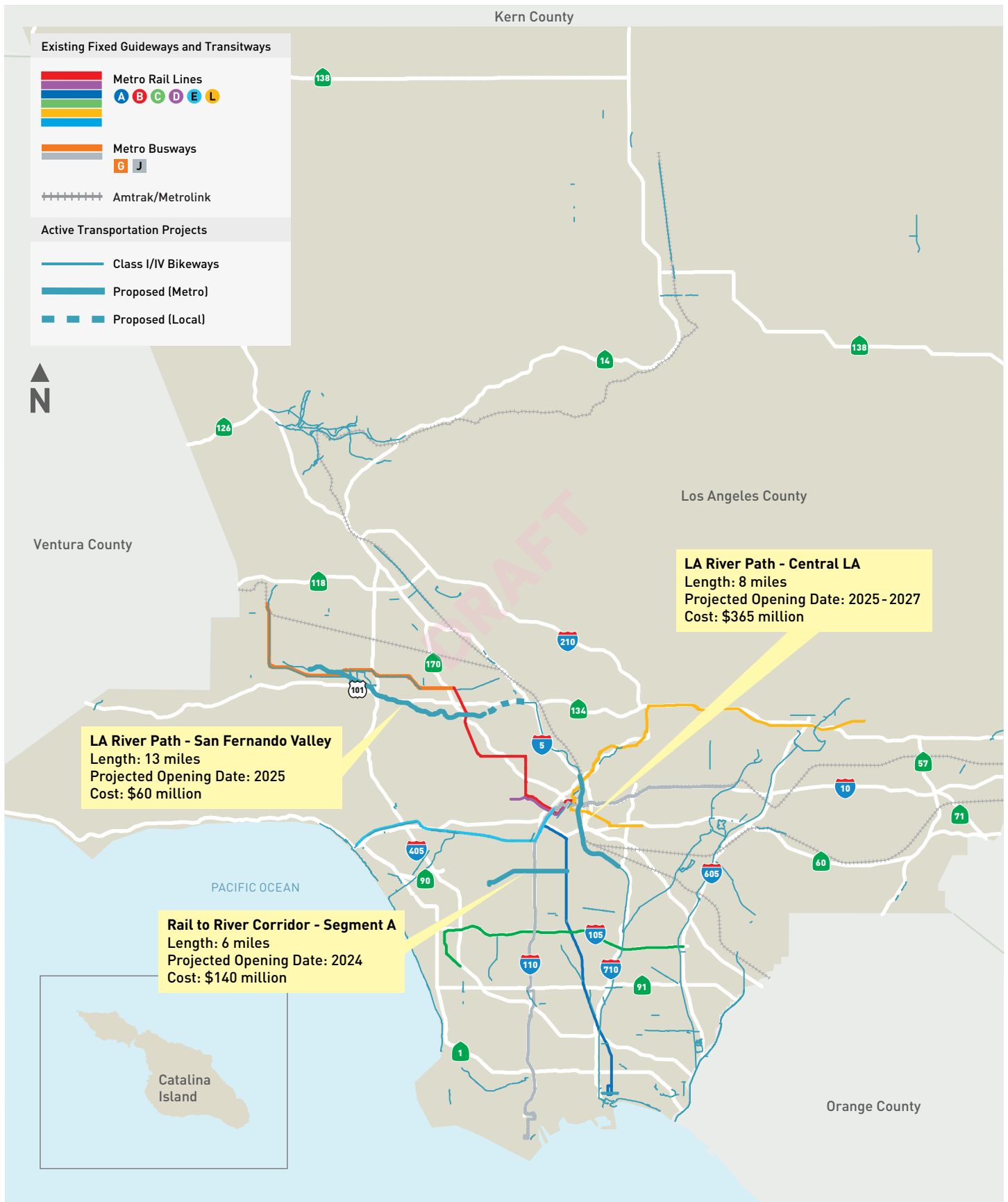
In addition to the major capital commitments, Metro supports active transportation to promote walking, cycling and rolling through a series of programs, policies and investment strategies. Three important foundational documents include Metro's Complete Streets Policy (2014), First/Last Mile (FLM) Strategic Plan (2014), and Active Transportation Strategic Plan (2016).

Metro is investing more than \$850 million in Active Transportation grants, in alignment with Metro policies and plans. This demonstrates Metro's ongoing commitment to enhance access to transit stations, create safer streets and develop a regional network to improve mobility for people who walk, bike and take transit. Programs that support these policies include Metro's Bike Share program, our Bike Parking Program, and the First/Last Mile Program.

Finally, the majority of the planning and support for active transportation and complete streets projects occurs at the local level. Metro provides funding for local projects and partners with local jurisdictions to support and advance projects that further our regional priorities.

Figure 19

ACTIVE TRANSPORTATION CORRIDOR PROJECTS



Final alignments to be identified during environmental processes.

Priority Area 3: Complete Streets

Strategy 3.1: Improve safety for all users

Metro's approach to safety is multi-pronged. The Complete Streets Policy is centered around redesigning streets with safety for all users as the top priority. Metro's vision is to prioritize safety in all projects with an overarching goal of reducing injuries and fatalities.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
3.1a. Implement Complete Streets Policy	●				●		●
3.1b. Implement Bicycle Education Safety Team program	●					●	
3.1c. Prioritize and incorporate safety improvements in all projects to reduce injuries and fatalities	●			●	●		●

Strategy 3.2: Enhance access to transit stations

Metro strives to enhance transit stations by implementing first/last mile projects and strategies that improve multi-modal access around stations.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
3.2a. Implement First/Last Mile Program, including Board policy directives	●	●	●		●		●
3.2b. Implement integrated improvement plans for existing intermodal station facilities, including the Connect Union Station Action Plan	●		●	●			●
3.2c. Implement Micro Mobility Vehicles Program	●				●		●
3.2d. Provide secure bike parking options at transit stations	●			●			

Strategy 3.3: Establish active transportation improvements as integral elements of the transportation system

Active transportation refers to any non-motorized mode of travel, including walking, biking and rolling. Safe and effective active transportation infrastructure, including addressing physical barriers like freeway, rail, and river crossings, is critical to Metro because these modes of travel provide connectivity to our transit hubs, promote public health and improve air quality.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
3.3a. Complete LA River Path Project	●	●		●			●
3.3b. Complete Rail to River Active Transportation Corridor		●	●	●			●
3.3c. Implement recommendations of Active Transportation Strategic Plan		●	●		●		
3.3d. Support Metro Bike Share and local bike share programs expansion	●				●		●

Complete Streets Policy

Metro's Complete Streets Policy views transportation improvements as opportunities to create safe, accessible streets for all users, including but not limited to pedestrians, public transit users, bicyclists, people with disabilities, seniors, children, motorists and movers of commercial goods. Through incremental changes in capital projects and regular maintenance and operations improvements, the street network will gradually become safer and more accessible for travelers of all ages and abilities. In partnership with state, regional and local efforts, this policy will create a more complete and integrated transportation network for all modes of travel in LA County.

LA River Path

The Los Angeles River Path project is a proposed eight-mile bicycle and pedestrian path extension between Elysian Valley and Maywood, through downtown Los Angeles and the City of Vernon. The project aims to create a safe, accessible path for people walking, bicycling and rolling to get to destinations that matter in their daily lives. The project will close an existing gap in the Los Angeles River Bike Path and Greenway Trail, providing a seamless 52-mile bicycle and pedestrian route from the San Fernando Valley to Long Beach. Completing the LA River Path will enhance recreation, livability, regional connectivity and provide an outstanding user experience, access to opportunity and separation from vehicular traffic.



First/Last Mile Strategic Plan

Metro developed a First/Last Mile Strategic Plan to address the challenge that riders face getting from their home to transit and from transit to their final destination. FLM strategies extend station areas, improve safety and enhance the visual aesthetic. The plan identifies barriers and potential improvements for the FLM portions of a transit trip. It provides a systematic yet adaptable vision for implementing FLM strategies, such as:

- > Infrastructure for walking, rolling and biking (e.g., bike lanes, bike parking, sidewalks and crosswalks)
- > Shared use services (e.g., bike share and car share)
- > Facilities for making modal connections (e.g., kiss and ride and bus/rail interface)
- > Signage and wayfinding, and information and technology that eases travel (e.g., information kiosks and mobile apps).



Strategy 3.4: Maintain a state of good repair on roadways

A safe and reliable transportation system requires that assets are maintained in a state of good repair. Metro partners and funds highway projects that upgrade or replace roadway elements to improve system safety.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
3.4a. Fund highway and arterial projects with state of good repair elements	●						●
3.4b. For more efficient investment, work with Caltrans to combine state highway repair and maintenance projects with Metro-funded capacity and operational enhancements	●					●	●

Strategy 3.5: Demonstrate sustainable design and construction practices

Metro strives to incorporate sustainable design and construction practices that reduce the impact of system growth. Metro aims to expand and improve the policy and related sustainability standards, while pursuing certifications set by national and state green building agencies.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
3.5a. Improve sustainability standards for project design and expand the Green Construction Policy (GCP)	●			●			
3.5b. Pursue green certification and implement sustainability and resiliency technical requirements and specifications	●			●			

Strategy 3.6: Reduce regional GHG and criteria air pollutant emissions

Metro is committed to reducing greenhouse gas (GHG) emissions and air quality pollutants. Transportation has the most significant impact on regional emissions, and to do our part, Metro plans to reduce our agency emissions by 79% relative to 2017 levels.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
3.6a. Implement projects identified in the Energy Conservation Project Portfolio	●			●			
3.6b. Decarbonize Metro's energy and fuel supply	●				●		
3.6c. Implement a Scheduled Maintenance Program for stationary and mobile emissions sources to reduce emissions	●					●	
3.6d. Support local and regional projects that decrease GHG emissions or reduce single-occupant vehicle (SOV) trips	●			●			●

Green Construction

Metro established a Green Construction Policy (GCP) in 2011 to reduce emissions during construction, as well as the Sustainability Plan Program to assist contractors with meeting CALGreen obligations. The GCP was updated in 2018, requiring contractors to use renewable diesel for all diesel engines and thus reducing the negative health impacts from diesel exhaust. This effort reaffirms Metro's commitment to protect the communities we serve, especially those disproportionately affected by air pollution.



Zero-Emission Fleet

Metro will transition to zero-emission buses systemwide. The G Line (Orange) will be the first to deploy electric-battery buses as part of its improvements project, scheduled for completion by 2025. Originally planned by 2040, Metro would like to fully electrify by 2030. Metro is also taking the lead in forming a Countywide Zero-Emission Trucks Collaborative to promote consistency among public agencies in working to catalyze the development and deployment of zero-emission trucks in LA County, beginning with the I-710 Clean Trucks Program. This collaborative will include the Ports of Long Beach and Los Angeles, Caltrans, Southern California Association of Governments and the South Coast Air Quality Management District.



Our plan helps reduce emissions, for a healthier LA.

Safety and environmental sustainability are core tenets of Complete Streets strategies. The 2020 LRTP will help Metro reduce our emissions and the emissions of the transportation sector as a whole. The improvements are projected to decrease greenhouse gas (GHG) emissions by 19% and particulate matter emissions by 17% relative to the future trend.

■ **Future Trend (2047)**
■ **With 2020 LRTP (2047)**

Figure 20
Annual Million Metric Tons of CO2 Equivalent

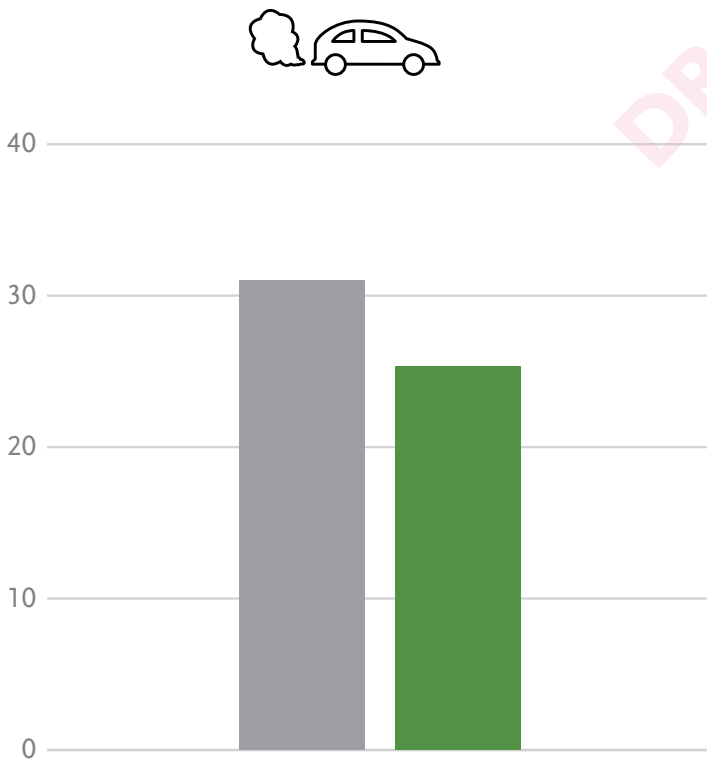
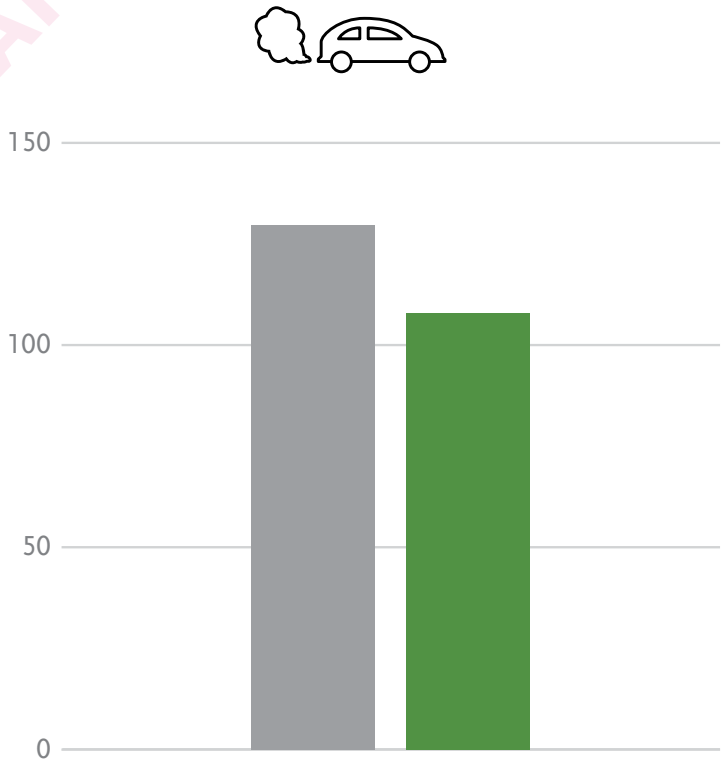


Figure 21
Annual Tons Particulate Matter (PM10)






Harbor Gateway Station, *Dreams*,
Béatrice Coron, artist.



**OUR
NEXT
LA* *is access
to opportunity.***



Access to opportunity means investing in communities to connect people to what they need. Travelers must get to where they need to go, when they need to be there – from their home to their job to their daily activities. Increasing access to opportunity brings better transit closer to jobs and homes, and supports small businesses, local economies and families.

We're investing in opportunity for communities that need it most.

For a transportation system to be successful it must allow everyone it serves to reach the things they need within a reasonable period of time. Access to jobs, education, healthcare, and other essential services must be the primary focus of transportation, as a stable foundation for vibrant communities. As stewards of the transportation system, Metro is responsible for providing transportation options, improving access, and investing in communities.

In 2018, Metro adopted its Equity Platform to help ensure system changes prioritize those most in need of improved access to opportunity. Metro recognizes that there are deep-rooted and pervasive racial and socioeconomic inequities that create disparate results and impacts, even when the intention is to help all. Accordingly, we need an understanding of those disparities and an intentional focus on those faring the worst in order to truly improve access to opportunity for all. The Equity Platform is structured around four pillars:

- I. Listen and Learn
- II. Define and Measure
- III. Focus and Deliver
- IV. Train and Grow.

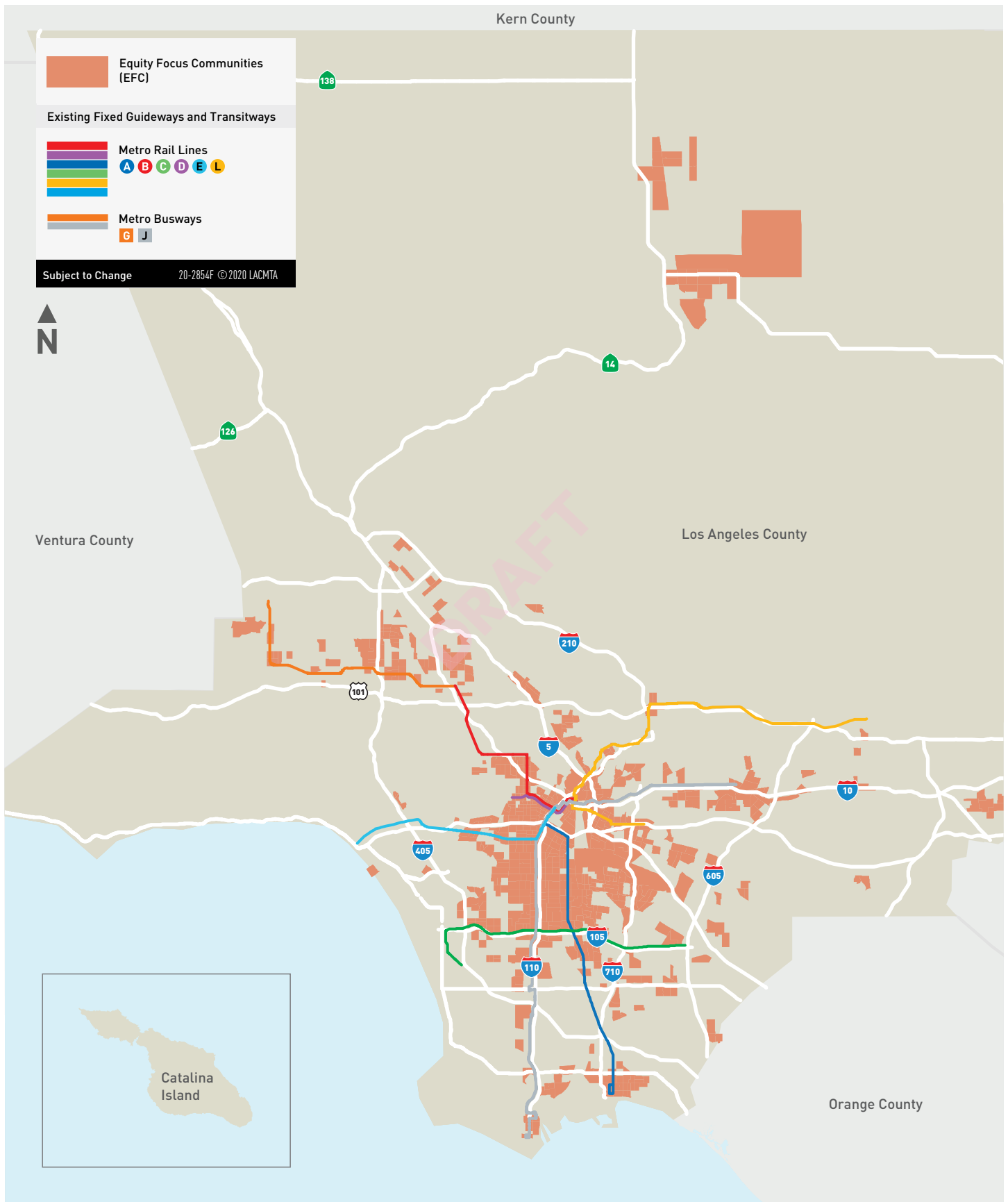
The LRTP was developed in accordance with these pillars, through robust public engagement, as well as clearly defining our goals and performance measures for tracking our effort to deliver better future access and mobility. This process and evaluation will ensure that Metro is transparent in our activities, that we continue to learn from our stakeholders, and that we use our resources effectively to benefit our communities.

Equity Focus Communities

As part of the LRTP, Metro has defined “Equity Focus Communities” (EFCs) as those communities most heavily impacted by gaps in inequity throughout the County. These communities represent geographic areas that have the following socioeconomic characteristics; more than 40% of households are low-income and either 80% of households are non-white or 10% have no access to a vehicle. Collectively, these areas represent about 30% of the county's population. EFCs are communities that have experienced historic disinvestments, reduced access to opportunity and housing, and policy decisions that have resulted in environmental justice disparities. As such, these communities have higher degree of various negative outcomes and are those with the greatest need.

Figure 22

METRO DESIGNATED EQUITY FOCUS COMMUNITIES



Priority Area 4: Access to Opportunity

Strategy 4.1: Advance equity through institutional transformation to eliminate disparities

Transportation can play an important role in economic development, increased opportunity and upward mobility. Metro seeks to ensure our programs, policies and investments expand opportunities for the communities in most need.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
4.1a. Implement Equity Platform	●				●		●
4.1b. Establish agency-wide definition of equity	●				●		
4.1c. Create and implement an equity assessment tool	●						●
4.1d. Prioritize investment to support those with the greatest mobility needs	●						●
4.1e. Prioritize improved access to opportunities for Equity Focus Communities	●			●			●
4.1f. Develop and advance a Racial and Socio-Economic Equity Action Plan		●			●		
4.1g. Explore funding opportunities and implementation strategies for Transit to Parks Strategic Plan			●				●

Strategy 4.2: Reduce household expenses on transportation

After housing, transportation is the second largest cost for many LA County households. Metro has fare assistance programs for targeted populations, including low-income households, youth and students.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
4.2a. Expand Low-Income Fare is Easy (LIFE) Program	●				●		
4.2b. Continue Youth on the Move Program	●				●		
4.2c. Continue U-Pass Program	●				●		
4.2d. Partner with transportation network companies (TNCs) to reduce the cost of accessing stations	●						●
4.2e. Explore free fares for students and the general public			●		●		●
4.2f. Complete Comprehensive Pricing Study to identify and evaluate pricing policy options relative to the goals of revenue, equity, security, ridership, and user experience	●				●		

Defining Equity

As part of our commitment to the Equity Platform Framework, Metro has developed the following definition of equity:

Equity is both an outcome and a process to address racial, socio-economic and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities. It is achieved when one’s outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic or social identities.

It requires community informed and needs-based provision, implementation and impact of services, programs and policies that reduce and ultimately prevent disparities.

Reduced Transit Fares

The Low-Income Fare is Easy (LIFE) program provides transportation assistance to low-income individuals in LA County. LIFE offers fare subsidies that may be applied toward the purchase of fares on Metro, any LIFE-participating transit agencies or free regional ride options. Reduced fare TAP cards are also eligible for additional savings with LIFE. Once enrolled, LIFE benefits can be loaded onto TAP cards at any participating vendor. Metro is considering free transit for students, and if additional revenue is raised through congestion pricing, Metro could subsidize transit for all riders.



Strategy 4.3: Build affordable housing near transit

Metro is working with our partners to address LA County's housing and affordability crisis through several initiatives aimed at developing more and affordable housing near transit.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
4.3a. Implement Transit Oriented Communities (TOC) Policy	●						●
4.3b. Implement Joint Development Program	●						●
4.3c. Partner to build affordable transit-oriented housing	●						●

Transit Oriented Communities (TOC)

In June 2018, the Metro Board of Directors adopted the TOC Policy, an ambitious effort that elevates Metro's commitment to prioritize equity and consider land use and community development as we plan and implement the transit system.

TOCs are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development. TOCs differ from Transit Oriented Development (TOD) in that TOD is a specific building or development project that is fundamentally shaped by proximity to transit.

TOCs promote equity and sustainable living in a diversity of community contexts by:

- > Offering a mix of uses that support transit ridership of all income levels (e.g., housing, jobs, retail, services and recreation)
- > Ensuring appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected by multi-modal transit
- > Elevating vulnerable users and their safety in design
- > Ensuring that transit related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.

In addition, the TOC Policy formalizes Metro's commitment to partner with the 88 cities and unincorporated areas in LA County and local communities to support "TOC activities". These activities are largely community development activities and support the TOC program's goals:

- > **Increase transportation ridership and choice**
- > **Stabilize and enhance communities surrounding transit**
- > **Engage organizations, jurisdictions and the public**
- > **Distribute transit benefits to all**
- > **Capture the value created by transit**

Metro's Joint Development program, whereby Metro partners with developers to build TODs on Metro-owned properties, is a key program where we can help foster equitable TOCs. Metro's Joint Development sites are a gateway to the Metro transit system and hold unique potential to advance community development goals while attracting new riders to transit.

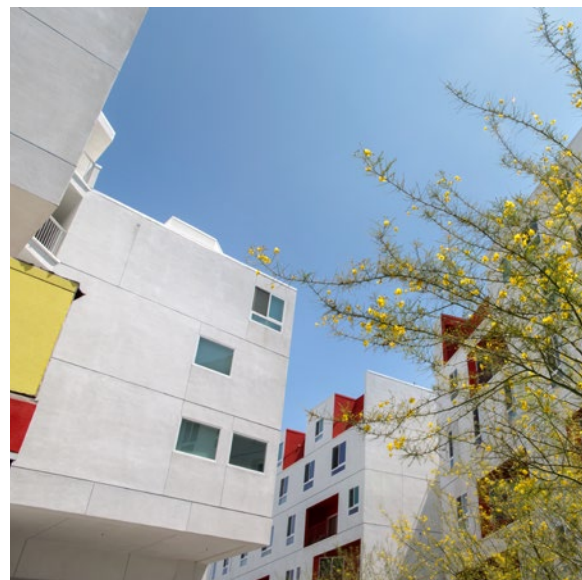


Figure 23

JOINT DEVELOPMENT PROJECTS



- 2 Grand Central Market
- 3 Willow
- 4 Hollywood/Highland
- 5 Del Mar
- 6 Sierra Madre Villa
- 7 Wilshire/Vermont Apts and School
- 8 Wilshire/Western
- 9 Hollywood/Vine
- 10 Hollywood/Western
- 11 Fillmore
- 12 Westlake/MacArthur Park (Phase A)
- 13 One Santa Fe
- 14 1st/Boyle
- 15 Taylor Yard Lots 1, 3, 4

- 2 North Hollywood
- 3 1st/Soto
- 4 1st/Lorena
- 5 Cesar Chavez/Soto
- 6 Cesar Chavez/Fickett
- 7 Division 6
- 8 Expo/Crenshaw
- 9 Mariachi Plaza
- 10 Vermont/Santa Monica
- 11 Little Tokyo/Arts District

* Sites Metro currently has in construction; is in negotiations with a developer; is conducting community engagement to inform development guidelines; or has an active Request for Proposals (RFP) out.

- 2 Sepulveda Park & Ride
- 3 El Monte
- 4 Wilshire/Crenshaw
- 5 Wilshire/La Brea

** Sites Metro expects to release a RFP for in the next one to three years.

Strategy 4.4: Invest in the regional workforce

Metro is investing in the regional workforce through training, education and employment opportunities. Metro has several existing programs in this area and plans to open its transportation school in 2022.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
4.4a. Expand training programs, career academies, apprenticeship programs and employment opportunities in LA County	●				●		●
4.4b. Implement Project Labor Agreement and Construction Careers Policy	●				●		
4.4c. Increase resources needed to train and place people in hard-to-fill positions (WIN-LA)	●				●		
4.4d. Develop logistics workforce initiatives and pilot programs		●					●

Strategy 4.5: Expand opportunities for small businesses

Metro is committed to supporting small businesses and local economies through our contracting procedures, our projects in local communities and our direct investments.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
4.5a. Ensure local transportation investments support local business district programs	●						●
4.5b. Support small businesses throughout construction (Business Interruption Fund and Business Solution Center)	●						●
4.5c. Expand Metro small business programs (DBE, SBE, and DVBE) through training, partnering and mentorship programs	●				●		●

Strategy 4.6: Maximize our local investments

State and federal funding sources allow Metro to maximize our local resources. Metro continues to explore all funding opportunities and innovative project delivery mechanisms to increase the impact of our investments.

ACTION	NOW	SOON	FUTURE	BUILD	MANAGE	MAINTAIN	PARTNER
4.6a. Support local jurisdictions to submit competitive grant applications	●				●		●
4.6b. Deliver projects through alternative delivery models, including Public-Private Partnerships, as appropriate	●			●	●		●
4.6c. Leverage local transportation dollars to secure state and federal grants	●						●

E3 Training Programs

Metro is investing in transportation workers through the E3 Initiative, to expose, educate, and employ the next generation of LA County. The initiative's mission is to prepare the LA County youth for career and college pathways in the global transportation infrastructure industry by teaching them transferrable industry skills. The programs include Metro's Transportation School, Teacher Externship Program, Entry Level Trainee Program, Transportation Career Academy Program, Rail Vehicle Maintenance Program at LA Trade-Technical College, Metro Joint Apprenticeship Committee (JAC), and Metro Bridge Academy.



Supporting Local Business

Metro's Business Interruption Fund (BIF) provides financial assistance to small businesses impacted by rail construction and located along the following corridors: Crenshaw/LAX Transit Project; the Little Tokyo and 2nd/Broadway areas along the Regional Connector Transit Project; and the D Line (Purple) Extension.

Metro's Pilot Business Solution Center (BSC) provides hands-on business assistance and support services to small businesses along the Crenshaw/LAX Transit Project corridor during the years of construction.



Our plan creates jobs and boosts LA's economic health.

The 2020 LRTP will benefit the local and regional economy. Direct and indirect economic benefits come from the expenditures on transportation projects. Furthermore, transportation system enhancements generate travel time savings, and increase economic output and competitiveness. Expenditures and improvements included in only the capital plan of the LRTP, not including the additional policies and programs, are anticipated to increase Gross Regional Product by \$196 billion and create 1.84 million jobs over the 30-year period.

Figure 24

Net Jobs Created and Increase in Gross Regional Product from Capital Investment



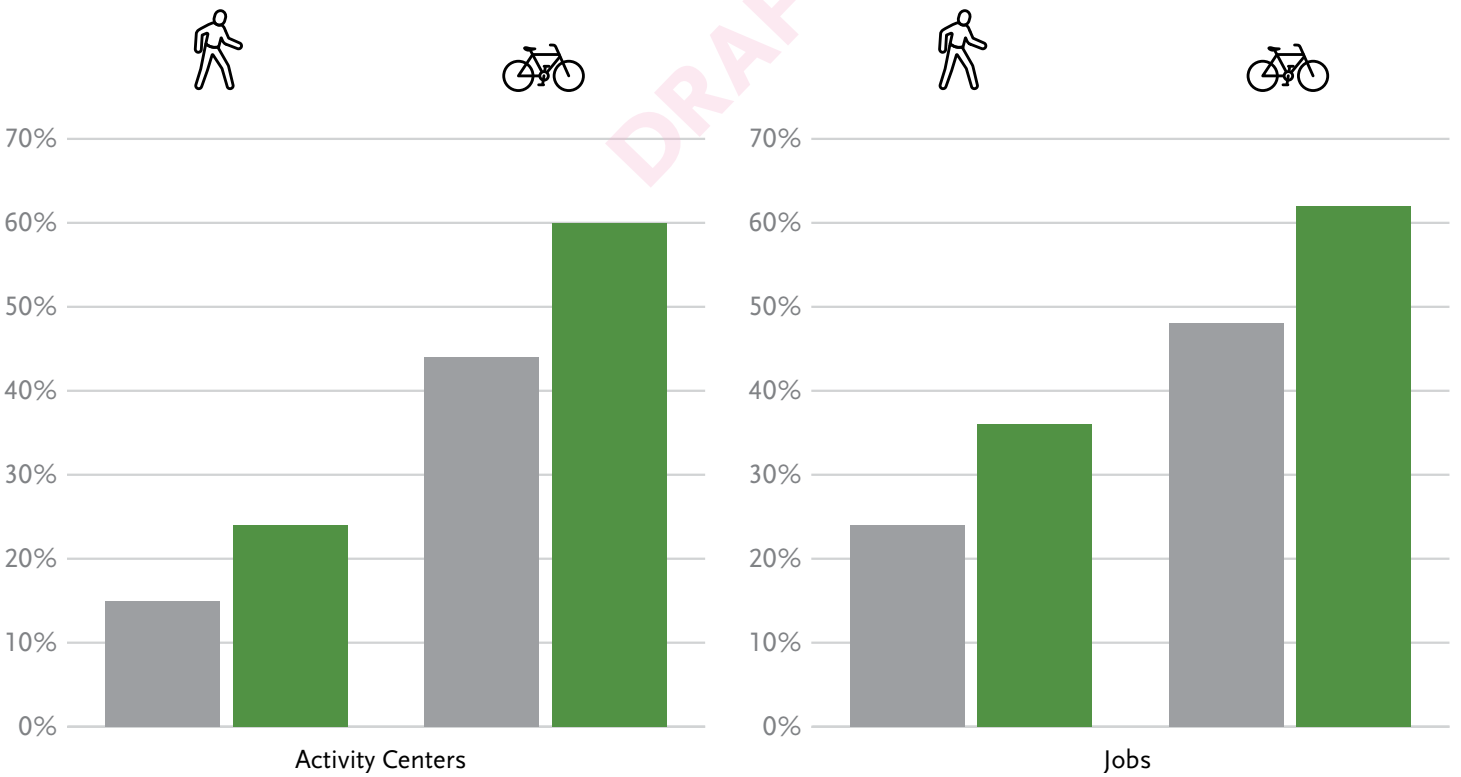
*A single year of employment for one individual

Transit should connect people to where they want and need to go. The 2020 LRTP will increase the number of jobs and activity centers within a 10-minute walk or roll of fixed guideway transit. For example, it will bring about a 50% increase in jobs accessible and 60% of activity centers within a 10-minute walk of a transit station.

Future Trend (2047)
 With 2020 LRTP (2047)

Figure 25

Percent of Activity Centers and Jobs within a 10-minute Walk or Roll of Fixed Guideway Transit



We're funding a transportation revolution, \$400 billion strong.

The 2020 LRTP provides the funding for the largest public works projects in North America, identifying \$400 billion to be spent on transportation over the 30-year period. The LRTP financial forecast includes revenue from local sales tax, state sources, federal programs and other sources. Approximately 74% of funding is controlled by Metro, either from federal and state programs or through locally generated revenues. LA County has passed four separate 1/2-cent transportation sales taxes over the past 40 years: Proposition A (1980), Proposition C (1990), Measure R (2008) and Measure M (2016).

Figure 26 highlights the estimated funding by use. This includes all funding for capital projects, operations and maintenance countywide, including funding sources that Metro does not control. Almost half of the expenditures are capital investments for transit, highway or multi-modal projects, including the subregional funding programs and Local Return allocated to cities. Investment in active transportation makes up about \$6.9 billion of the 30-year total, included primarily under the roadways program. Transit operations, both rail and bus, comprise more than one-quarter of the estimated future expenditures.

The LRTP is a financially constrained plan, which means our committed investments are programmed to match our anticipated funding. The forecast is based on estimated sales tax growth and existing project cost estimates. Future changes may present challenges that must be balanced within a constrained plan and updated or amended as appropriate. The financial model anticipates growth over the 30-year forecast and some economic disruptions; however, the LRTP is a living document which can be regularly updated as needed.

Almost half of all the funding is derived from LA County's four transportation sales tax measures. State programs, bolstered by the recent passage of SB 1 (the Road Repair & Accountability Act of 2017), make up about 20% of the projected funding. Local funding sources, including transit fare revenue, contribute 17% and federal sources, once a large share of local transportation funding, is only 8% of the future funding.

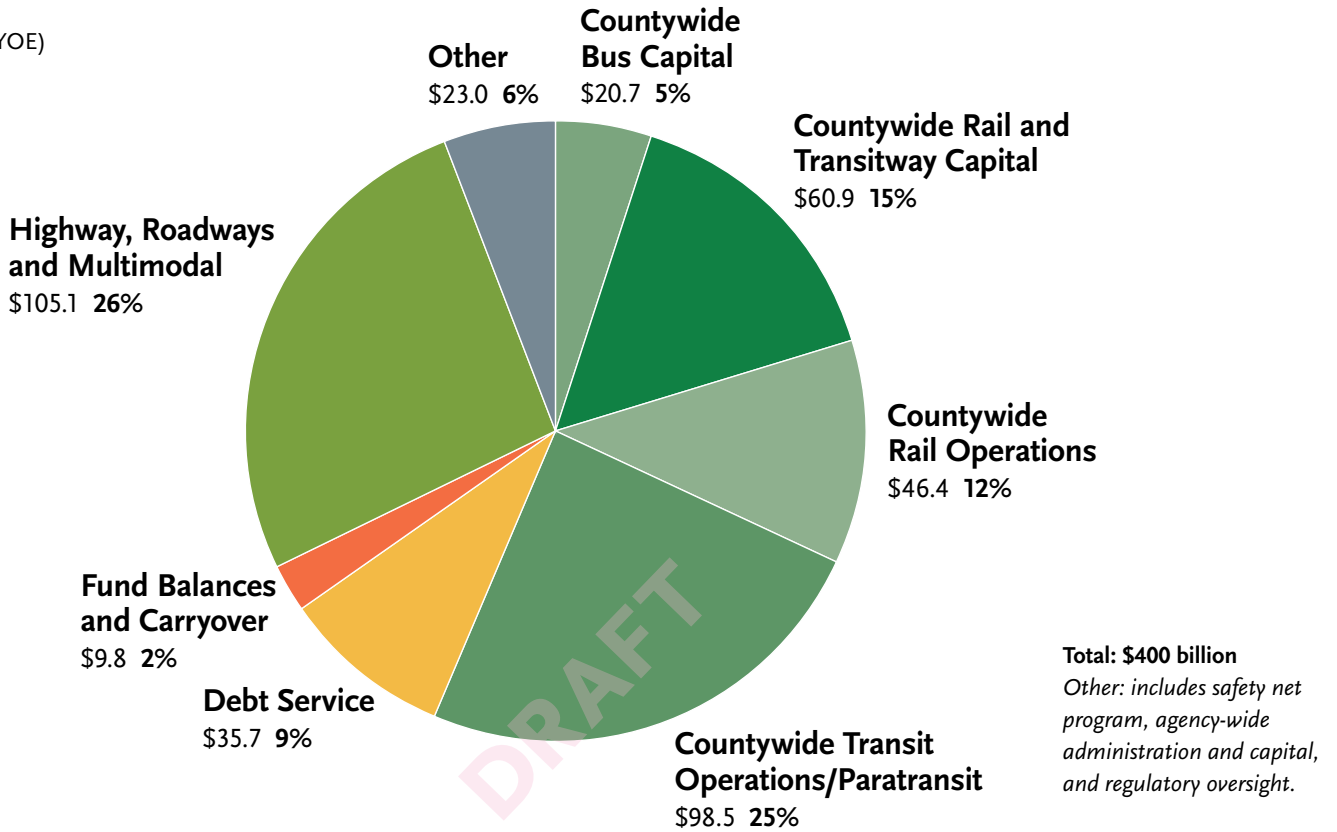
While the expanded programs, partnerships and policies of the 2020 LRTP represent additional expenditures, these will be balanced by future revenues anticipated through future policies, such as ExpressLanes and congestion pricing.

Figure 26

Countywide Uses and Sources of Transportation Funding (FY2021–FY2050)

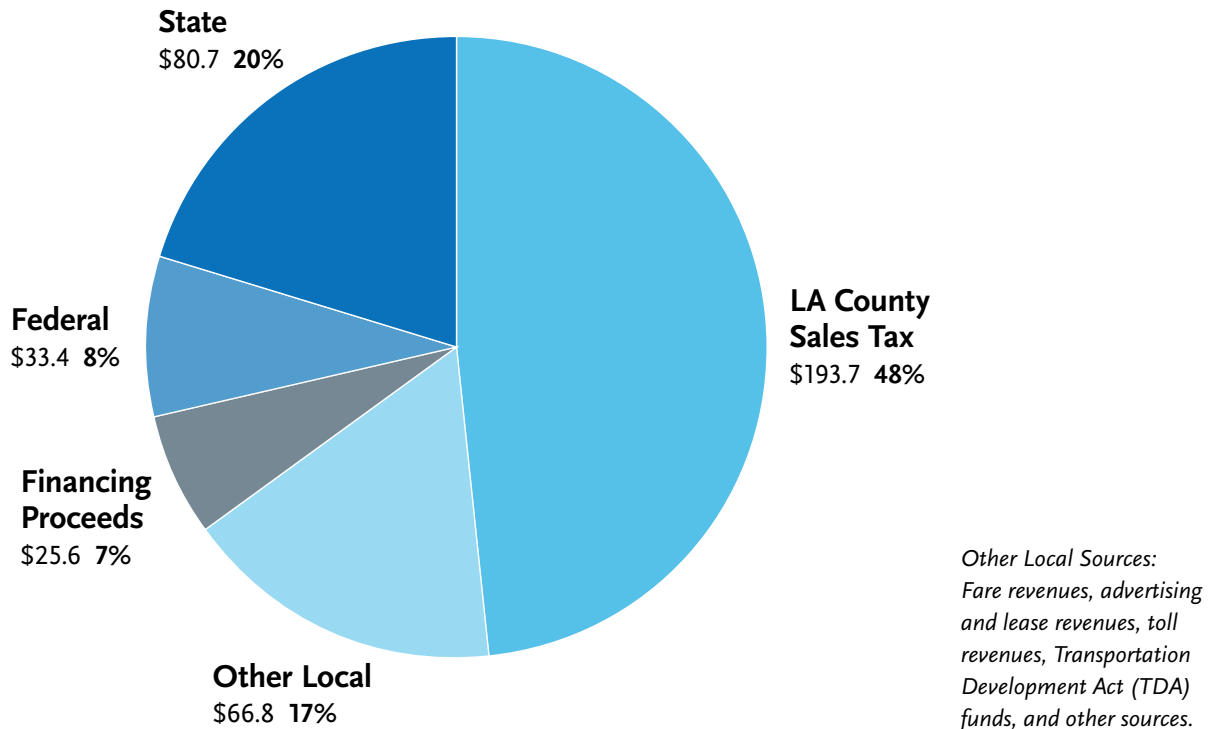
Total Uses

\$ in billions (YOE)



Total Sources

\$ in billions (YOE)



Supporting Our Partners

Metro, as the Regional Transportation Planning Agency, is the recipient agency for many state and federal funding programs that pass through to local jurisdictions. Furthermore, Metro administers the revenue from the four LA County transportation sales taxes, each providing substantial transportation funding for local jurisdictions.

Local Return

Local jurisdictions receive transportation funding from Metro through the Local Return program. Over the 30-year period, this amount is anticipated to be \$38 billion. The Local Return program is funded by each of the four sales taxes authorized by Metro, including 25% of Proposition A, 20% of Proposition C revenue, 15% of Measure R and 17% of Measure M (increasing to 20% in 2039).

The largest percentage of local return funding goes to support for local public transit and dial-a-ride services. Prop A required all funding be used for public transit; Prop C expanded the eligible uses of funding, but funded projects must demonstrate a public transit benefit or be performed on streets heavily used by public transit. Measures R and M expanded eligibility to most transportation purposes, and therefore, a large portion of local return funds are dedicated to active transportation projects, street resurfacing or other roadway improvements.



Measure M Multi-year Subregional Programs

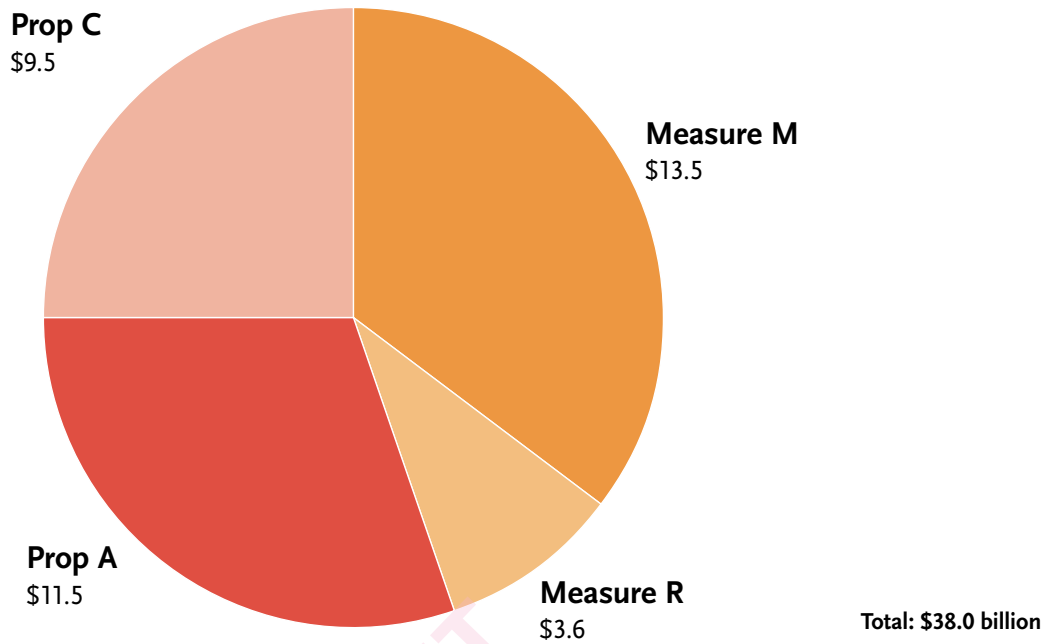
Measure M created 36 Multi-year Subregional Programs (MSP) that program \$13.5 billion to the nine subregions in LA County. These MSPs were created with input from the subregions and highlight the transportation priorities of various communities throughout LA County. Some subregions also dedicated resources to specific highway and transit projects included in the expenditure plan. The majority of the future MSP funding is allocated to roadway projects (56%) and a substantial amount is allocated to active transportation (23%) and transit (15%).



Figure 27

Local Return Funding

\$ in billions (YOE)

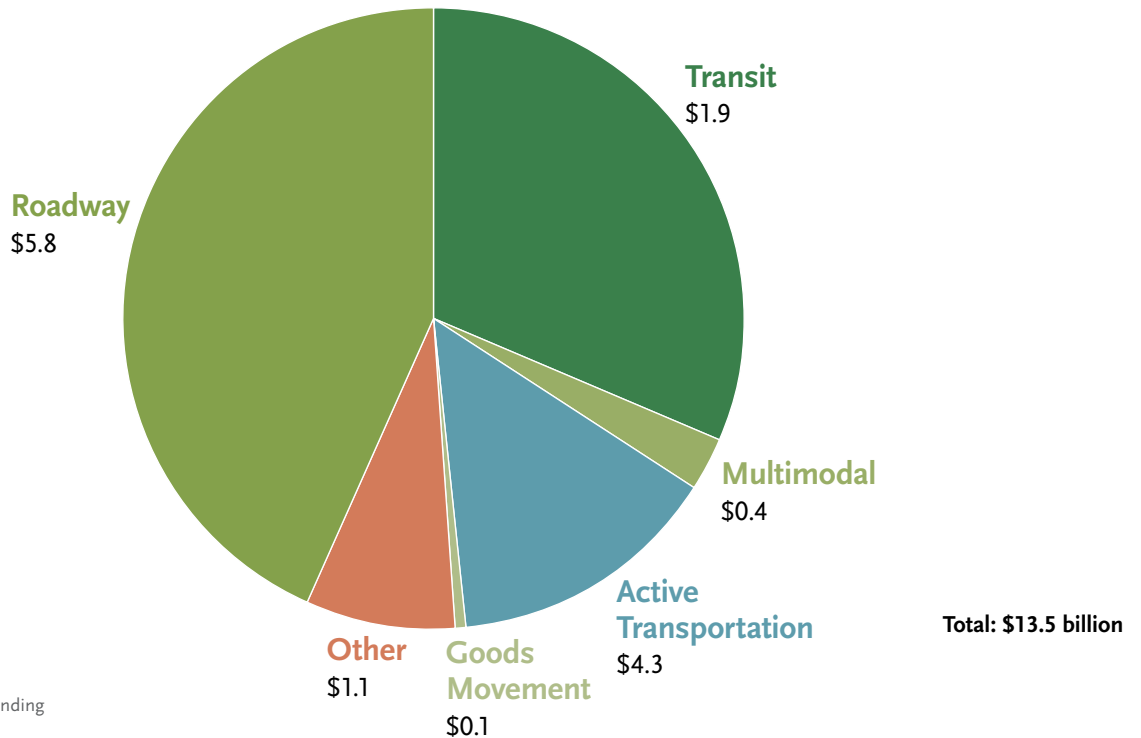


Numbers may not add due to rounding

Figure 28

Multi-year Subregional Program Funding

\$ in billions (YOE)



Numbers may not add due to rounding

Operations & Maintenance

A functioning, high-quality transportation system is essential for the efficiency of the system and the safety of users. The cost to operate and maintain LA County's transportation system is substantial, and we must continue to invest the resources to operate, maintain and rehabilitate the transportation system, including the expanding transit system and the vast network of roadways, and bicycle and pedestrian facilities.

The 30-year estimate for operations and maintenance included in the 2020 LRTP is over one-half of the 30-year investment estimate, with an estimated \$169 billion in transit operations and state of good repair (SGR), and \$32 billion in freeway operations and SGR.

Transit Operations and State of Good Repair (SGR)

LA County has almost 50 transit agencies that own more than 7,000 revenue vehicles, plus additional service vehicles, equipment and facilities. Metro bus and rail operations will require an investment of almost \$97 billion over the 30-year period, and an additional \$24 billion to rehabilitate and repair the assets. Municipal and local agency operations will require an additional \$33 billion.

Metrolink

The Metrolink system provides high-speed, long-distance regional commuter rail service over 538 route-miles, carrying an average of 38,000 weekday passenger trips. Metrolink is governed by the Southern California Regional Rail Authority (SCRRA), a joint powers authority representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. LA County, through Metro, provides an operating subsidy for Metrolink. Over the 30-year period, the 2020 LRTP financial plan assumes Metrolink funding amounts totaling over \$800 million in state of good repair, \$6.7 billion in operations and \$1.3 billion in capital expansion.

Access Services

Metro provides funding for countywide paratransit service for the elderly and people with disabilities, operated by Access Services. A flexible service paratransit is a federally mandated right through the Americans with Disabilities Act (ADA) for persons with disabilities who cannot access fixed-route buses and trains. Paratransit, typically provided in vans or mini-buses, is on-demand and does not follow fixed routes or schedules. A total of \$8.5 billion will be needed to operate paratransit over the 30-year period.

Roadway Operations

Highway and arterial operations and maintenance include activities to keep roadways properly maintained, such as roadway resurfacing and bridge rehabilitation, as well as solutions to improve the operational efficiency of the system. Examples of these strategies include traveler information, intelligent transportation systems (ITS) and incident management solutions.

Transportation System Management (TSM) strategies are tools that use traffic engineering and operational measures to maximize capacity and reduce traffic delays on streets and highways. Intelligent Transportation Systems (ITS) strategies, such as the Regional Integration of ITS (RIITS) program, are low-cost and dramatically improve traffic flow, movement of vehicles and goods, system reliability, air quality, and safety.

Freeway Service Patrol (FSP) is a congestion mitigation program managed in partnership with Metro, California Highway Patrol (CHP) and Caltrans on all major freeways in LA County and is the largest of its kind in the nation, performing approximately 25,000 assists each month. The program utilizes a fleet of patrolling tow and service trucks designed to quickly remove disabled passenger vehicles and freight trucks.

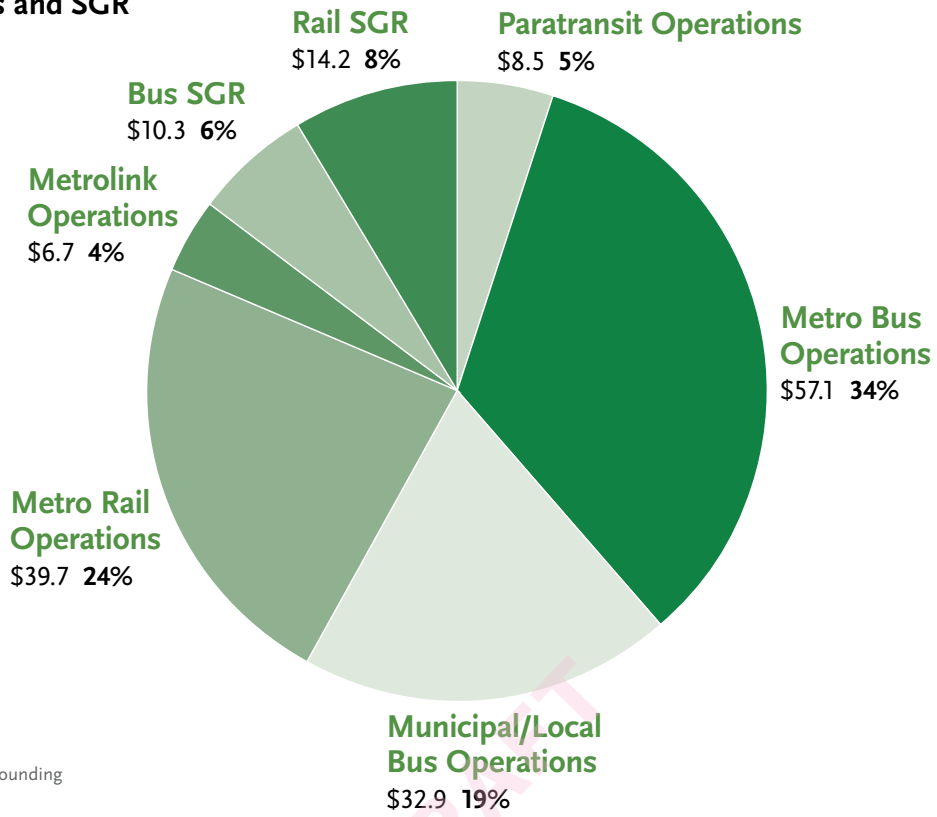
Roadway State of Good Repair

The State Highway Operations and Protection Program (SHOPP) is a Caltrans program to rehabilitate California's highway system. The program identifies and approves funding for projects consistent with California's Transportation Asset Management Plan. Over a 30-year period, the estimated funding available in LA County through the SHOPP program is close to \$22 billion. Local roadway rehabilitation is funded in large part by the Local Return program, described above.

Figure 29

Transit Operations and SGR

\$ in billions (YOE)

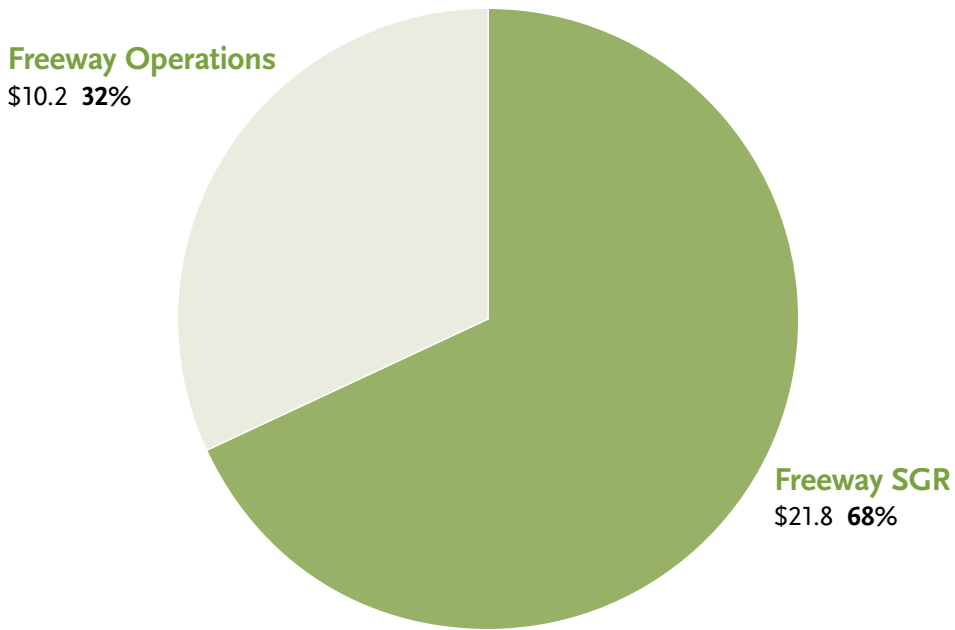


Numbers may not add due to rounding

Figure 30

Freeway Operations and SGR

\$ in billions (YOE)



Numbers may not add due to rounding

We're also building bold new programs and policies.

The preceding investment plan is the backbone of the LRTP, highlighting LA County's commitment to expanding transit, maintaining the transportation system, and facilitating the movement of people and goods. However, this investment alone will not address the challenges facing our region.

LA County must support the capital program by advancing additional policies and programs to catalyze the investment and bring about the transportation system benefits that are needed for the region, without creating additional financial burdens. To this end, Metro must provide more and better transportation options, and incentivize transit and active travel modes.

Provide More and Better Transportation Options

Better transportation options mean providing multiple viable transportation choices that meet the needs of travelers with different requirements, desires and means. Solutions include:

- > **Complete the ExpressLanes Strategic Network.** Completing the Tier 1, Tier 2 and Tier 3 ExpressLanes network (see page 43) would add high-occupancy toll lanes to the majority of LA County freeways. ExpressLanes free up capacity on general purpose lanes, generate revenues and offer a faster, more reliable trip for those who carpool or who are willing to pay the toll.
- > **Improve bus speeds.** Improving transit travel times is crucial to making transit competitive with driving private automobiles. To improve speeds, Metro is implementing transit priority initiatives and bus speed improvement projects, such as all-door boarding, making fare payment easier, bus stop optimization, signal synchronization and transit signal priority. However, to truly make transit competitive and realize the goals in Vision 2028, the NextGen Bus Plan must implement a network of bus rapid transit routes and bus-only lanes. This will require a commitment and strong partnership with local cities to dedicate roadway space to transit.
- > **Promote Trip Reduction Strategies.** Providing meaningful travel choices means that Metro must continue to provide and support travel solutions that align with our current and future priorities. Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. An increase in delivery services and virtual engagement practices also have reduced the need for personal travel. We will continue to collaborate with our local partners to support trip reduction benefits and opportunities, as part of our efforts to manage travel demand, reduce the number of SOV trips, and provide new transportation options.

Incentivize Transit and Active Travel Modes

Incentivizing transit and active transportation requires policies that make these modes more attractive compared to driving a private automobile. Solutions include:

> **Explore implementation of pilot traffic reduction program.**

As part of a pilot program to improve mobility in a congested area of LA County, Metro is exploring congestion pricing strategies coupled with a package of transportation improvements with the goals of providing more travel options, improving equity, and increasing environmental benefits. Metro will work with our partners to implement a pricing program that meets our mobility goals while balancing equity and economic concerns.

> **Provide more affordable transit.** Decreasing transit fares can potentially boost transit ridership. In order to meet our transit ridership goals, Metro must expand our reduced fare programs and make fare payment easier. Metro will assess current and new pricing models to develop a simplified, fiscally sustainable, system-wide approach to pricing that addresses affordability concerns for low-income and disadvantaged populations, while also providing better mobility and security for all users across Metro's portfolio of transportation services.

> **Expand first/last mile connectivity.** Metro will work with local and regional partners to improve access to transit by removing barriers to transit stations or destinations. We will collaborate with our partner agencies to dramatically increase the regional network of active transportation facilities, including shared-use paths and on-street bikeways, and develop a funding strategy to get them built.

> **Support transit-oriented communities.** We will implement a comprehensive approach to facilitating development on Metro-owned land around high-quality transit stations and will quantify the impact of these developments within a one to one-and-a-half-mile radius in the transit corridor. Metro will develop programs and processes, new policies and special projects that reflect Metro's commitment to realizing holistic, inclusive community development and land use planning along existing and proposed transit corridors. This effort disseminates a vast array of TOC initiatives along with lessons learned for Metro, its external partners and peer transit agencies.



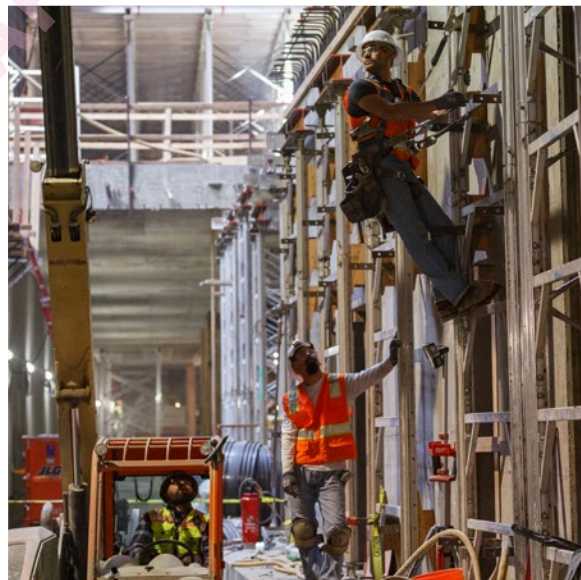
Plans for today, and the decades to come.

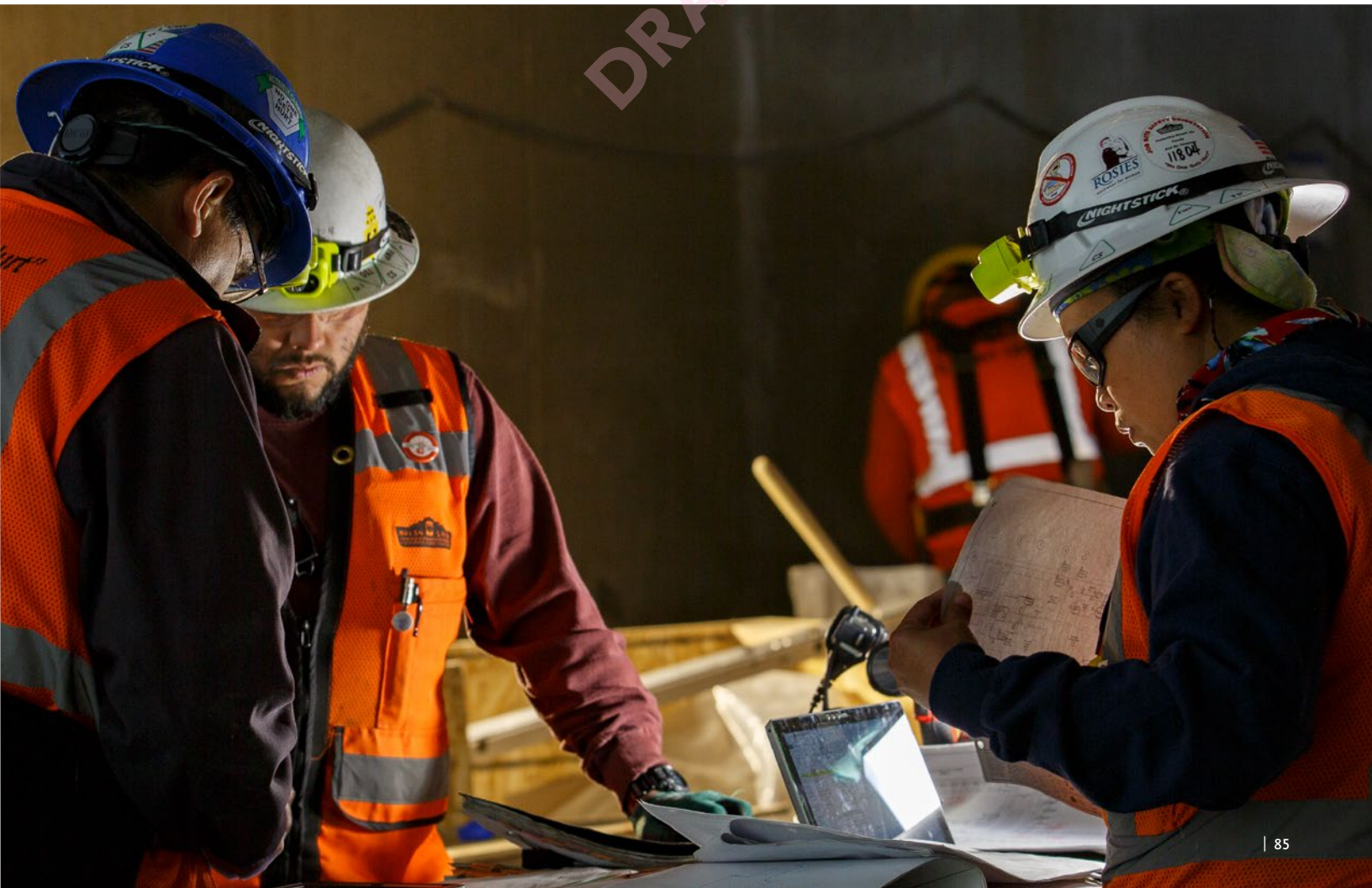
The 2020 LRTP is a financially constrained plan that examines how Metro's future transportation investments can be leveraged to achieve the maximum mobility benefits for all of LA County. It is the culmination of two years of sustained community engagement to establish stakeholder priorities, as well as technical analysis to determine the anticipated benefits of the LRTP over the next 30 years.

Building transportation infrastructure creates economic benefits. The jobs, spending, and increased access that these investments represent are needed now, more than ever. Our challenge is to proceed systematically, prioritizing strategies within this plan. The prioritization of Metro's infrastructure investments is the next step, which will be firmly rooted in equity and sustainability.

Metro's forthcoming Short Range Transportation Plan (SRTP) is a 10-year action plan for the investments, policies, and system improvements needed to advance the 2020 LRTP. The SRTP will acknowledge and analyze the region's new travel patterns and address regional economic recovery and resilience, while continuing to improve regional mobility, air quality, social justice and the advancement of equity. The SRTP will focus on achieving these outcomes through the transparent development of a fiscally responsible action plan that recognizes the near-term system improvements necessary to ensure maximum return on our transportation investments.

As part of the SRTP development Metro will create a strategic project list to include ideas for additional improvements through partnership priorities. The strategic project list will build upon the Mobility Matrix process previously established as part of Measure M, and other partner initiatives, to ensure a continuum of community-based ideas, evaluated against evolving regional needs. Essential to the development of a strategic project list will be analysis of equity impacts and sustainability benefits. Strategic projects do not require funding plans, but they will require statements about their overall benefits and future financial requirements. The SRTP will identify future programming capacity of anticipated resources within the SRTP timeline and beyond.





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323.GO.METRO



metroplan@metro.net



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Attachment B

2020 LRTP Technical Document



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We have a plan for **OUR NEXT LA***

2020 Long Range Transportation Plan
TECHNICAL DOCUMENT

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*By LA, we mean all 88 cities, unincorporated areas and hundreds of neighborhoods, in LA County.

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Introduction

The 2020 Long Range Transportation Plan Technical Document (Technical Document) is a companion document to the Los Angeles County Metropolitan Transportation Authority's 2020 Long Range Transportation Plan (LRTP). This technical document provides additional information regarding various technical components of the LRTP, including outreach efforts, priority areas, capital projects and programs, sustainability, equity, financial modeling and assumptions, travel demand modeling and assumptions, performance analysis, and sub-regional profiles. For more information on LRTP recommendations, please refer to the LRTP, available under separate cover.

LRTP Overview

As the state-designated transportation planning and programming agency for LA County, Metro is required to adopt and maintain an LRTP to satisfy federal and state funding requirements (per enabling legislation California Public Utilities Code §130050 et seq). Metro develops a LRTP for LA County. The LRTP is periodically updated to maintain at least a 20-year planning horizon, and to reflect changes since the last Plan was adopted. The 2020 LRTP extends the planning horizon from the 2009 LRTP by an additional seven years, from 2040 to 2047. It also updates the LRTP for a variety of factors, such as socio-economic data, financial conditions, changes in travel patterns, and the inclusion of additional projects and programs. The LRTP is a living document which can be amended through Board action as regional needs and priorities change.

LRTP Development

In developing the LRTP, Metro coordinated with a wide range of partners representing a variety of interests. Metro conducted community outreach meetings for the LRTP at locations throughout the County, and provided an opportunity for public review through a 45-day comment period (see Chapter 2 for more details). Metro also coordinated with its transportation partners, including the sub-regional agencies, the Southern California Association of Government (SCAG), Caltrans, Metrolink, and municipal and local transit operators. Finally, the LRTP benefited from regular consultation with the Metro Policy Advisory Council (PAC).

While the development of this LRTP occurred primarily over the past year, it is built on a multi-year process to engage community members and stakeholders. In 2013, the Metro Board directed that a holistic countywide "Mobility Matrices" approach be developed to assess the county's transportation needs. In February 2014, the Board approved the approach whereby subregional working groups would develop goals for analyzing unmet county transportation needs. The process ultimately resulted in a project list that met the expected revenue generated by the tax measure, and more importantly, it emerged as a plan from the people for the people. In November 2016, Measure M made history when 71.15 percent of LA County voters approved the ballot measure to fund an array of transportation projects and programs. The result was a half-cent sales tax with a no sunset provision and the indefinite extension of the existing half cent tax (Measure R) set to expire in 2039.

Together, Measures M and R provide LA County with a 40-year capital expansion program described in Section 4 of this document. However, the LRTP provides a 30-year vision for Metro to move beyond the capital program and develop bold policies and programs to transform mobility in LA County.

Document Contents

This technical document builds upon the LRTP by providing extended content in several topic areas with the following sections:

Outreach Summary

This chapter highlights the processes involved in public outreach and stakeholder engagement as a part of the LRTP.

Priority Areas

This chapter organizes Metro's projects and programs into the LRTP's four priority areas (Better Transit, Less Congestion, Complete Streets, Access to Opportunity) and takes a deep dive into Metro's sustainability and equity programs.

Financial Model and Assumptions

This chapter describes the financial model and analysis that supports the LRTP.

Travel Demand Model and Assumptions

This chapter describes the travel demand model and assumptions used to assess the performance of the LRTP.

Performance Measures

This chapter summarizes transportation system performance in LA County with the improvements recommended in this LRTP.

Subregional Profiles

This chapter describes each of Metro's nine subregions, their transportation facilities, land use, demographics, and major projects and programs.

Outreach Summary

Public engagement and stakeholder outreach are an integral part of the Long Range Transportation Plan (LRTP) update. It is done to guarantee that Metro is inclusive and responsive to its constituents, while ensuring responsible and transparent stewardship of public funds. The LRTP's Public Participation Plan Framework, which was presented to the Board in November 2017, outlined key principles, goals, and established a timeline for up to three rounds of engagement activities. Engagement activities took place across all of the nine LA County subregions.

This outreach effort was named “Our Next LA*” which is meant to illustrate that Metro values collaboration with our partners and constituents. The understanding of ‘LA’ in this case is that it is a diverse collection of distinct neighborhoods and cities throughout the County of Los Angeles that Metro serves. The outreach was guided by and centered in Metro’s Equity Platform which calls on Metro to ‘Listen and Learn’ as one of its four pillars.

The engagement process can broadly be defined by three distinct steps. The first round, named Baseline Understanding, was an open listening session meant to learn how stakeholders move through the county, what hurdles they might encounter, and how they think Metro might best solve transportation challenges in the county. The second round, the Values Framework, asked participants to rank the five priorities Metro heard most often in the first round of outreach. The last round is the culmination of the previous rounds of outreach and resulted in the release of the Draft LRTP Update to the public. The LRTP reflects all of the voices we heard throughout the outreach process and how Metro is addressing the public’s concerns.

Figure 1

Public Outreach Process

Phase 1	Baseline Understanding – Opening Listening	Summer 2018
Phase 2	Values Framework – Respond to What We Hear	Winter 2019
Phase 3	Draft LRTP – Public Review	Summer 2020

Phase 1 – Baseline Understanding

The first phase, named Baseline Understanding, was an open listening session meant to learn how people move through the county, what hurdles they encounter, and how they think Metro might best solve transportation challenges in the county. This initial round of outreach began in June 2018 where Metro used surveys, interviews, and pre-printed Post-It notes to ask the participants at public events what their visions or priorities were for the future of their community. Metro attended more than 52 community events, including health fairs, cultural events, open streets events, farmers markets, back to school giveaways, food fairs and more.

Phase 1 of outreach included the following strategies:

- > **Surveys** – The surveys collected information related to participant’s travel preferences, including usage of public transportation, and general interest in transportation options within LA County. The collection methods described were purposefully open-ended in order to collect the concerns of the public without having them feel limited by multiple choice options. Participants were also encouraged to complete post-it forms that asked the one thing they wanted realized for their future communities.
- > **In-Depth Interviews** – Beyond collecting surveys from participants, Metro also conducted more in-depth interviews with select and willing participants to further probe their thoughts and travel behavior. These interviews supplemented the surveys Metro collected and increased opportunities for Metro listening to unfiltered ideas in detail.
- > **Targeted Employer Outreach** – Metro also made in-roads with large employers throughout LA County. These employers ran the gamut of fields, including universities, healthcare, technology, and industrial companies. In total, Metro made contact with 31 employers, with a workforce of approximately 400,000 employees within LA County. Figure 2 is a sample of employers contacted, with estimated numbers for their workforce.
- > **Advisory Groups** – Metro also made presentations to various councils and committees within the agency, including the Metro’s Citizens Advisory Council (CAC), the Technical Advisory Committee (TAC), and the Policy Advisory Council (PAC), to ensure our diverse stakeholders had the opportunity to discuss their issues and ideas

regarding this engagement process. The PAC was established in 2017 to help guide the development of the LRTP, as well as Measure M guidelines. In order to be balanced and broadly representative, the PAC consists of local jurisdictions with all nine Councils of Government (and/or subregions), local transportation providers and agency partners, as well as transportation consumer groups, including community-based organizations and advocates.

Through all channels of outreach, participants were invited to visit the *OurNext.LA* website to learn more about the process and to sign up to receive information regarding the upcoming outreach rounds and, ultimately, the release of the LRTP.

As a result of the outreach in Phase 1, Metro attended more than 50 events, gathered over 20,000 surveys, and spoke to over 40 partners. These events, surveys, and partners were spread throughout the county, to capture the needs from geographic and socioeconomically diverse regions within the county.

Figure 2

Large Employer Outreach

EMPLOYER	NUMBER OF EMPLOYEES
County of Los Angeles	107,400
University of California, Los Angeles	65,600
City of Los Angeles	61,900
Kaiser Permanente	37,400
University of Southern California	21,000
Northrop Grumman Corp.	16,600
Cedars-Sinai Medical Center	14,900
Los Angeles Community College District	13,200
Walt Disney Co.	13,000
NBCUniversal	12,000
California State University, Long Beach	8,800
California Institute of Technology	8,700
Children’s Hospital Los Angeles	5,700
Compton Unified School District	3,600
Pasadena Area Community College District	3,500
City of Santa Monica	3,000
Montebello Unified School District	1,900



MY NEXT
Whittier **
is PUBLIC TRANSIT FRIENDLY

MY NEXT
Sierra Madre **
is more transit!

MI PRÓXIMO
Panorama City **
es más bicicletas

MY NEXT
South Gate **
is bike friendly

MY NEXT
Hacienda Heights **
is less traffic!

MY NEXT
Koreatown **
is more housing!

MY NEXT
Stevenson Ranch **
More aid for IS homeless

MY NEXT
Norwalk **
is Pro small business

Phase 2 – Values Framework

The second Phase, the Values Framework, began in January 2019 alongside the NextGen Bus Study workshops held throughout LA County. Metro asked participants to rank the five priorities Metro heard most often in the first phase of outreach—those being better transit, less congestion, more innovation, more affordable and inclusive, and safer more complete streets.

As in the prior phase of outreach, online presence continued to be a key component. In this round, Metro launched a Facebook and Instagram advertisement campaign, and utilized the preexisting Metro Twitter account to direct and encourage the public to rank their priorities through an online tool, available in English and Spanish. Other forms of advertisement for this round included small, neighborhood billboards and car cards, which are posters placed in Metro buses.

To elicit more input, Metro reached out to some of the first round's large employers, jurisdictions, municipal operators, and others to ask them to share the ranking exercise, as well as reached out to the faithbased community.

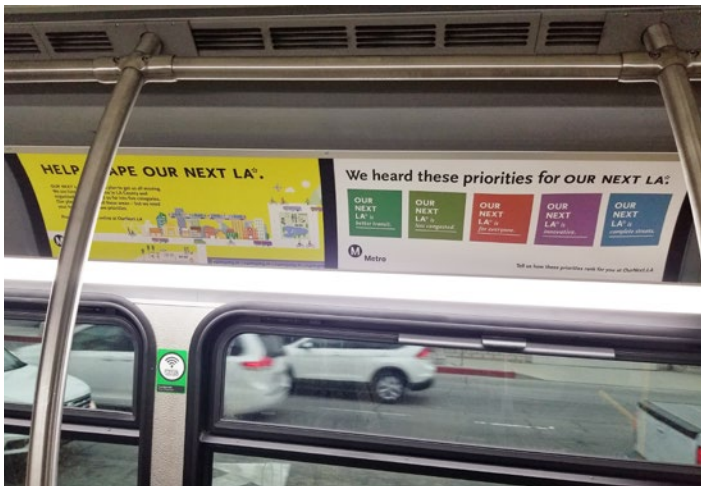
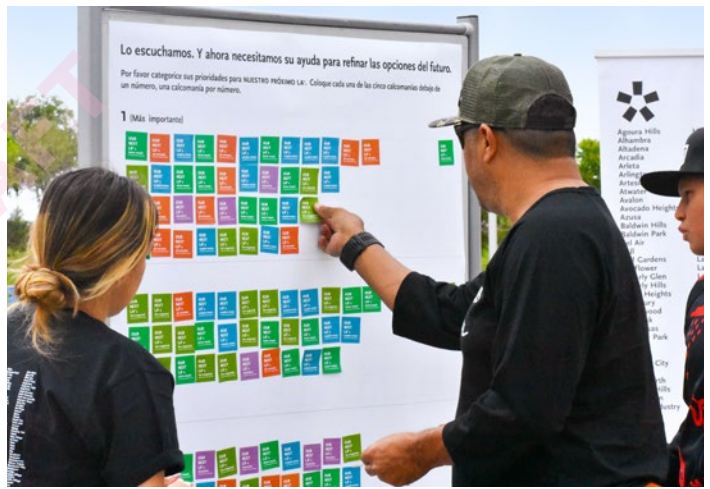
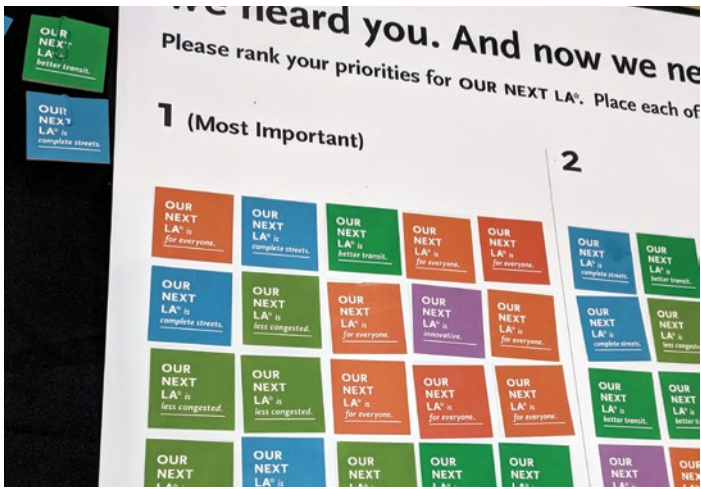
During this second phase, Metro attended approximately twenty-five events, attended twenty-eight public meetings, gathered over 48,000 priority rankings and spoke to 200 Community Based Organizations across all nine subregions.

Figure 3

LRTP COMMUNITY OUTREACH



Outreach locations include Phase 1 and Phase 2.



Phase 3 – Draft LRTP

In the third phase, we released the completed the Draft LRTP for public comment. The Draft LRTP was developed to reflect input gathered throughout the entire process. We asked for community input on the draft plan via several avenues:

- > Telephone Town Hall
- > Webinar
- > Social Media Posts
- > *OurNext.LA* Website
- > *Metro.net* Website
- > Emails
- > Postcards

As a result, the LRTP received more than 130,000 visits to *OurNext.LA* during the draft public comment period from stakeholders reviewing plan details. Metro also received 188 comments on the draft LRTP. With this robust feedback, the final LRTP was able to better reflect the needs and priorities of Metro’s communities.

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Figure 4

Outreach Tactics

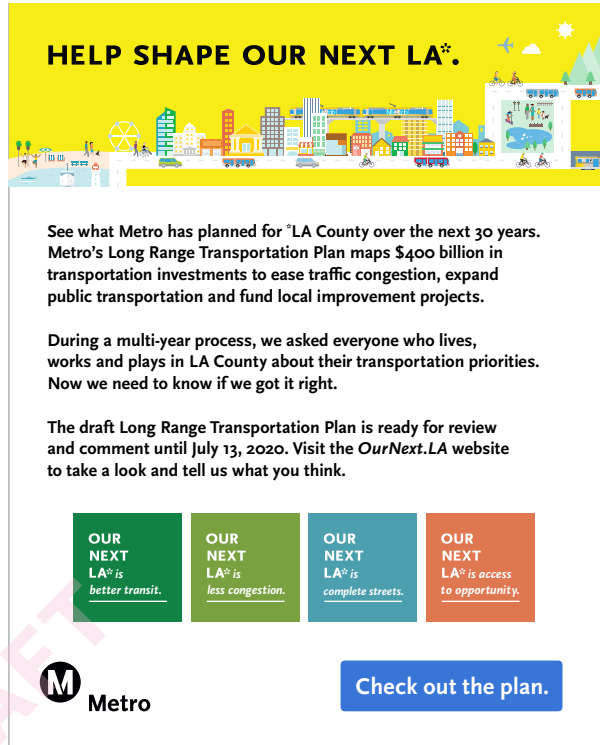
	PHASE 1	PHASE 2	PHASE 3	TOTAL
Public events	52	25	2*	79
Public meetings	10	28	13*	51
Surveys	20,645			20,645
Priority Rankings		48,759		48,759
Partners (inc. large employers)	41	18		59
Emails		16,200	2,448,430	2,464,630
Postcards			23,521	23,521
Media impressions **		6,540,080	15,255,546	21,795,626
<i>OurNext.LA</i> website visits		41,935	134,197	176,132

* Virtual or online event

** Media includes advertising and social media



Rail Poster



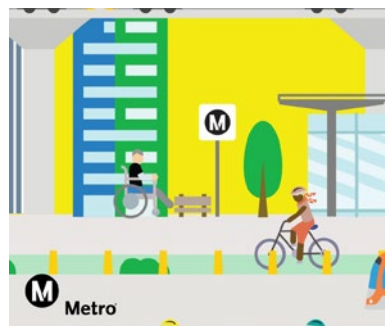
E-Blast



Postcard Front



Postcard Back



Animated Digital Ad

Priority Areas

The LRTP public outreach process resulted in the region's desires being distilled into four priority areas:

- > Better Transit
- > Less Congestion
- > Complete Streets
- > Access to Opportunity

Metro's expansive programs, policies, and partnerships fit into these four areas, guiding Metro towards a vision of the future that reflects the communities we serve. Better Transit projects and programs aim to expand transportation options and improve service. Less Congestion encompasses programs and highway projects that reduce or are expected to reduce the time people spend in traffic. Programs and projects to maintain and improve upon street safety for all users and convenience fall under the Complete Streets Priority. Access to Opportunity includes Metro's efforts to invest in communities to create jobs and housing near transit.

The LRTP identifies key strategies and actions under each of these four priority areas. For each action, the LRTP indicates whether the action is occurring now (ongoing), soon (in the next 5-10 years), or in the future (more than 10 years) and the goal area (build, manage, maintain, partner). While the LRTP embeds Metro's projects and programs into key strategies and actions, the following section expands on Metro's strategies and actions through a robust overview of our key projects, programs, plans, and policies. Although sustainability and equity are woven throughout the four priority area sections, this chapter also takes a deeper dive into Metro's sustainability and equity programs.

Better Transit



Less Congestion



Complete Streets



Access to Opportunity



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Better Transit

Better transit means faster, more frequent, secure and reliable public transportation, with more options and better customer experience. Since 1990, the Metro Rail system has become one of the largest urban rail systems in the United States. Metro operates a light and heavy rail system that provides more than 101.5 miles of revenue service track and 104 rail stations. Today, the Metro Rail system moves nearly 310,000 passengers each weekday. Figure 5 summarizes the existing rail lines and transitways and FY 2019 boardings.

Metro also operates a bus fleet of 2,308 vehicles that cover more than 1,479 square miles of service area. The estimated weekday ridership was nearly 870,000 in FY2019. Metro's existing bus network consists of the following route types:

- > **Metro Local (100-299)** – buses stop on average every two blocks.
- > **Metro Limited (300-399)** – modified local buses with wider stop spacing- that mostly operate during weekdays to supplement local service on major corridors that do not have Rapid service.
- > **Metro Express (400-500)** – travel routes on freeways for longer distances with fewer stops and have a higher premium (e.g., express routes between regional destinations and Downtown Los Angeles, Dodger Stadium Express from Union Station runs during selected special events , etc.)
- > **Metro Shuttles & Circulators (600-699)** – local shuttles and circulators connecting regional destinations (LAX, college and university campuses, medical facilities, etc.) to Metro rail stations or bus transfer hubs.

Figure 5

Existing Rail Network

LINE NAME	OPEN YEAR	MILES (MIN)	STATIONS	ESTIMATED WEEKDAY RIDERSHIP (FY19)
A (Blue) Line*	1990	21.3	22	47,517
B (Red) Line	1993	16.4	14	
D (Purple) Line	2006	6.4	8	137,201
C (Green) Line	1995	19.5	14	30,218
E (Expo) Line	2012	15.2	19	61,590
L (Gold) Line	2003	29.7	27	51,289
All Bus				867,326
TOTAL Weekday Ridership				1,195,141

*Note: Because the southern half of the Blue Line Stations were closed in part of 2019, Blue Line estimates only account for the northern half of the line and are solely based on APC counts from the trains. All other rail line estimates are based on manual rail ride checks.

- > **Metro Rapid (700-799)** – faster buses featuring transit signal priority and with fewer stops, only at major intersections. LA Metro currently operates 20 Metro Rapid lines traversing all portions of LA County. This format for service is proposed to be merged with Metro Local service to provide a single very high frequency transit service on major corridors, to better balance speed and accessibility for more competitive overall travel times. The only exceptions are three corridors (Wilshire, Vermont, Van Nuys-Westside) with very high demand where Rapid service will be maintained pending the opening of planned or under construction rail or Bus Rapid Transit service.
- > **Metro Busways** – bus rapid transit lines (BRT) that run on dedicated busways (e.g., Metro G [Orange] and J [Silver] lines).

In addition to Metro’s local bus operations, transit services in LA County are provided by 26 municipal operators. These operators provide services countywide outside the urban core and are an integral part of LA County’s transit network. The non-Metro operators collectively manage a fleet of more than 1,911 vehicles. Metro and the County’s municipal operators carried 273 million boardings annually in FY19.

Metro is continuing construction of the largest public works program in America by focusing on rail projects which will expand and extend the existing rail network alongside new Bus Rapid Transit (BRT) projects that will focus on congested corridors. The 2020 LRTP will expand the Metro Rail network from 104 rail stations to over 200 stations covering nearly 240 miles. Investments in transit over the next 30 years include the construction or improvement of 22 transit corridors and the addition of 106 miles of fixed guideway transit.

Transit Investment

Funded by Measure M and Measure R, the transit investments at Metro are listed in Figure 6.

Figure 6

Transit Investment

TRANSIT PROJECT	\$ IN MILLIONS	OPEN YEAR	DESCRIPTION
Crenshaw/LAX Transit Project (LRT)	2,058	2021	The Crenshaw/LAX Transit Project, currently in construction, will extend from the existing E Line (Expo) at Crenshaw 8.5 miles southwest to the C Line (Green). With opening expected in 2021, the Crenshaw Line will add eight new stations, including one at the Automated People Mover currently under construction at the Los Angeles International Airport (LAX).
Regional Connector Transit Project (LRT)	1,756	2022	This project will allow passengers to transfer between the A (Blue), E (Expo), B (Red) and D (Purple) Lines, bypassing the need to change trains at Union Station.
D Line (Purple) Extension (HRT)			The Purple Line Extension will provide a high-capacity, high-speed alternative for commuters to travel between downtown Los Angeles and the Westside beyond the existing terminus at Wilshire/Western. The project is divided into three sections.
Section 1 (Wilshire/Western to Wilshire/La Cienega)	2,779	2023	Section 1 will add three new stations and 3.92 miles of new rail to Metro's Rail system. The three new stations will be located at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. The project will extend the current Purple Line from Koreatown through Miracle Mile.
Section 2 (Wilshire/La Cienega to Century City/Constellation)	2,441	2026	Section 2 includes 2.59 miles of additional tracks to Metro's Rail system and two new stations at Wilshire/Rodeo and Century City/Constellation. Construction for Section 2 began in 2018. The extension will continue the Purple Line from Miracle Mile through Beverly Hills and into Century City.
Section 3 (Century City/Constellation to Westwood/VA Hospital)	3,224	2027	Section 3 will add 2.56 miles of new rail to Metro's Rail system. The two new stations will be added at Wilshire/Westwood and on the U.S. Department of Veterans Affairs property. The project began construction in 2019 and is anticipated to open for operations in 2027.
Airport Metro Connector/g6th Street Station/Green Line Ext LAX	626	2024	The Airport Metro Connector will provide a connection along the Crenshaw/LAX Line to a future Automated People Mover (APM) to be built and operated by Los Angeles World Airports (LAWA). This will serve as a transit "Gateway" to LAX. The AMC Transit Station is envisioned to include the following basic components: three at-grade LRT platforms to be served by the Crenshaw/LAX Line and an extension of the Metro Green Line, a bus plaza and terminal facility for Metro and municipal bus operators, a bicycle hub with secured parking, a pedestrian plaza, a passenger vehicle pick-up and drop-off area, and a Metro transit center/terminal building ("Metro Hub") that connects passengers between the various modes of transportation.

L RTP project costs may not match Measure M expenditure plan due to year of expenditure escalation and prior spending. Final mode, alignments, and station locations to be confirmed during environmental processes. Estimated open year is a three-year range.

*Includes projects through 2057, the horizon year of Measure M

TRANSIT PROJECT	\$ IN MILLIONS	OPEN YEAR	DESCRIPTION
North San Fernando Valley Transit Corridor (BRT)	207	2025	The North San Fernando Valley (NSFV) project is a proposed new 18-mile BRT line that would enhance existing bus service and increase transit system connectivity. The project will travel primarily east-west across the northern San Fernando Valley, potentially connecting to the East San Fernando Valley Transit Corridor Project, the Chatsworth Metrolink Station, and the North Hollywood Metro G/B (Orange/Red) Line Station.
G Line (Orange) Improvements	314	2025	The nearly 18-mile long Metro Orange Line (MOL) Bus Rapid Transit (BRT) Improvements Project includes building up to 35 railroad-style gates at intersections along the Orange Line and constructing grade separated structures at Van Nuys and Sepulveda Blvds. The project seeks to improve bus speeds, safety, and provide a critical link in the transportation network Metro is building to transform the San Fernando Valley and improve regional mobility.
North Hollywood to Pasadena Transit Corridor (BRT)	315	2026	The North Hollywood (NoHo) to Pasadena BRT Corridor extends approximately 16 to 18 miles from the North Hollywood Metro Red/Orange Line Station to Pasadena City College. The project aims to build a high-quality bus rapid transit (BRT) line that will connect the San Fernando and San Gabriel Valleys. It will traverse the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. Current plans estimate 21 to 23 potential stations along the corridor.
East San Fernando Valley Light Rail Project (LRT)	1,568	2027	A 9.2 mile high-capacity transit project with 14 stations connecting the Orange Line Van Nuys stations to the Sylmar/San Fernando Metrolink Station. This project is in the design phase.
Gold Line Foothill Extension to Claremont (LRT)	1,571	2028	This project will extend the existing Gold Line to Claremont, providing a 45 or 75 minute ride to Pasadena or Los Angeles, respectively. This project will serve many regional destinations as well as regional parks and two dozen colleges and universities. The project is in the design-build construction phase.
Vermont Transit Corridor	524	2028	Adds a 12.5-mile high capacity transit corridor from Hollywood Blvd to 120th St. Measure M includes a provision for a potential future conversion to rail based on ridership demand.
Antelope Valley Line Capacity and Service Improvements Program	221	2028	Builds four rail infrastructure improvement projects (Balboa Double track extension, Brighton to McGinley Double track, Canyon to Santa Clarita Double track and Lancaster terminal improvements) on the Antelope Valley Line that would enable hourly service to Palmdale and Lancaster and 30 minute bi-directional service to Santa Clarita.
West Santa Ana Branch Transit Corridor (LRT)	1,250	2028	The Project will consist of 12 stations and is a 19-mile corridor that will connect southeast LA County to downtown Los Angeles, serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community of LA County and downtown Los Angeles.
	5,061	2041	
C Line (Green) Extension to Torrance	1,167	2030	Extension of the light rail line from its current terminus at the Redondo Beach Station to the Torrance Transit Center at Crenshaw Blvd. Consisting of up to 2 stations and 4.7 miles, the project is under reinitiated environmental phase.

TRANSIT PROJECT	\$ IN MILLIONS	OPEN YEAR	DESCRIPTION
Sepulveda Transit Corridor (Mode TBD)			The Sepulveda Transit Corridor is described in two phases, with high-capacity transit service between the San Fernando Valley and the Westside in FY2033 and an extension to LAX in FY2057. The Valley-Westside portion of the project is identified for potential acceleration in time for the 2028 Olympic and Paralympic Games in Los Angeles (LA 2028).
Phase 2 – Valley to Westside	7,685	2033	
Phase 3 – Westside to LAX	10,587	2057*	
Eastside Extension Phase 2 Transit Corridor (1st Alignment) ¹	4,409	2035	Extension of the Gold Line Eastside light rail corridor beginning at the existing L (Gold) Line Atlantic Station eastward.
Crenshaw Northern Extension (LRT)	4,744	2047	This project extends the future Crenshaw Line Rail north from the Expo/Crenshaw Station to Hollywood at the B (Red) Line Rail Hollywood/Highland Station.
Lincoln Bl (BRT)	220	2047	The Lincoln Boulevard BRT links the Airport Metro Connector to the E Line (Expo). The project could be converted to rail service at a later date if ridership demand outgrows the bus rapid service capacity.
SF Valley Transportation Improvements	257	2050	Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
C Line (Green) Eastern Extension (Norwalk) (LRT)	1,891	2052*	Extends the C Line (Green) 2.8 miles from Norwalk to the Norwalk/Santa Fe Springs Metrolink Station.
G Line (Orange) Conversion to Light Rail	4,069	2057*	The G Line conversion of the 18-mile bus rapid transit line to light-rail service.
Historic Downtown Streetcar	581	2057*	Builds a 3.8-mile streetcar along existing traffic lanes from 1st St to 11th St in downtown Los Angeles.
Eastside Extension Phase 2 Transit Corridor (2nd Alignment) ¹	8,707	2057*	Extension of the Gold Line Eastside light rail corridor beginning at the existing L (Gold) Line Atlantic Station eastward.

L RTP project costs may not match Measure M expenditure plan due to year of expenditure escalation and prior spending. Final mode, alignments, and station locations to be confirmed during environmental processes. Estimated open year is a three-year range.

¹Metro Board approved a separate feasibility study to be completed along SR-60 to identify potential mobility solutions and options in the short and long-term for the San Gabriel Valley.

*Includes projects through 2057, the horizon year of Measure M

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Better Transit Programs, Plans, and Policies

Beyond the physical expansion and upgrades to transit corridors, Metro continues improving transit through programs, plans, and policies. Better Transit actions include plans for the future bus and BRT system, new mobility programs, and Metro’s efforts to provide services that make transit more accessible to customers who face added barriers, such as people in need of paratransit services and women riders. Metro’s transit programs, plans, and policies are shown in Figure 7.

Figure 7

Better Transit Programs, Plans, and Policies

TRANSIT PROJECT	DESCRIPTION
Bus Rapid Transit Vision & Principles Study	This study will define standards for future Metro (and Metro funded) BRT projects. Along with the design criteria/guidelines, the BRT standards will assist and guide Metro and other municipal transit operators with the planning, design, and monitoring of an efficient and effective BRT system that helps support the creation of a world class bus system in LA County.
NextGen Bus Plan	In 2018, Metro began the process of reimagining our bus system to better meet the needs of current and future riders. The proposed plan improvements would double the number of frequent Metro bus lines; provide more than 80% of current bus riders with 15-minute or better frequency; create an all-day, every day service; ensure a one quarter-mile walk to a bus stop for 99% of current riders; and create a more comfortable and safer waiting environment. The “Transit First” approach would include capital projects that speed up buses (bus lanes and traffic signal priority, etc.), make bus stops more comfortable, expand all-door boarding and add even more frequent services, among other improvements. NextGen will be rolled out in coordination with the upcoming Metro Micro service, which will pilot an on-demand format for service, utilizing on-demand vans equipped with bicycle racks, to maintain and expand service coverage for existing and potential new riders in areas where there is lower-usage or nonexistent fixed route bus service today.
City-Run Transit Circulators (Local Return Program)	Local Return is the city’s share of the various transportation sales taxes. Proposition A, approved by voters in 1980, provides a 25% local return share of the fund to benefit public transit. Proposition C, approved in 1990, expanded the definition to provide for in-direct transit uses with a share of 20%. Measure R was approved in 2008 with a share of 15% and expands the definition even further to include public transportation uses. Measure M was approved in 2016 and provides a 17% share.
Complementary Paratransit (Access Services)	Access Services, a local public entity, is the Los Angeles County Consolidated Transportation Services Agency (“CTSA”) and administers the Los Angeles County Coordinated Paratransit Plan on behalf of the County’s 45 public fixed route operators (i.e., bus and rail). As required by applicable regulations, Access Paratransit service is available for any ADA paratransit eligible individual for any purpose to or from any location within ¾ of a mile of any fixed route bus operated by the LA County public fixed route bus operators and within ¾ of a mile around Metro Rail stations during the hours that the systems are operational.
Call for Projects	The Call for Project (CFP) process is a competitive grant program that co-funds new regionally significant capital projects. Various discretionary federal, state, and local transportation funds have been awarded by Metro to the most competitive projects through the CFP process. The process is typically held biennially in odd-numbered years, when funding is available. As funding needs are addressed throughout LA County, Metro will revisit the CFP process to determine financial feasibility and resources required to implement any future rounds.

TRANSIT PROJECT	DESCRIPTION
Regional Rail	Regional Rail plans, programs and implements certain commuter and intercity rail capital improvement projects along the Metro owned railroad right of way with partner agencies. Metro owns approximately 150 route miles of Class 1 commuter rail right-of-way with 152 at-grade crossings in LA County spanning up to Lancaster in the north, Chatsworth in the west and Claremont in the east. Regional Rail advances projects that improve regional mobility in LA County including modernizing Los Angeles Union Station to transform it into a World Class transit and mobility hub.
Transit Security and Law Enforcement	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department.
Security Certification	As part of a continuing effort to build system-wide resiliency, Metro will be adopting the FTA's Security Certification Management Guidance (FTA C 5800.1) to ensure preparedness for all hazards, meeting 21st century threats, unique to transit systems. An enhanced security design criteria program will also be advanced to provide agency-wide guidance on best practices related to security protective measures. Collectively, these efforts will buy down risk and increase the ability of Metro to provide uninterrupted service to the community.
Emergency Security Operations Center (ESOC)	As the heart of transit-centered emergency management and coordination for the Southern California Region, this collaborative and interactive facility, replete with centralized security technologies will support 24 hour situational awareness and total enterprise security to detect, deter, delay and deny serious risks to the agency while providing daily security operation management of all Metro security functions. Supported by the Metro Security & Emergency Preparedness Plan (SEPP), Threat Vulnerability Assessments, Continuity of Operations Plans, this facility is the culmination of federal, state and local guidance to best prepare the Agency for the decade of large-scale events (i.e. Super Bowls, 2028 Olympics, etc.)
Homeless Task Force	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH.
Transit Watch App	Metro utilizes a Transit Watch mobile application, which provides an easy way to report incidents on our trains or buses. The app allows the patron to report incidents and photos to the security dispatcher, allows for push notifications to all users, and in the future will provide a Spanish language option, GPS locating, and video uploads. If they choose, app users can remain anonymous when sending messages or filing a report. The new, Metro-developed app has the ability to push upgrades to our users seamlessly.
Metro Call Point	In response to the need for a consistent standard for communications equipment, Metro has developed a design solution 'Metro Call Point' units. The Call Point unit is intended to replace all existing, customer-facing P-TELEs, E-TELEs, and G-TELEs. These units support station safety and security, as well as passenger experience. The units will provide both information and emergency communication capability within public areas of the station, parking structures and plaza area for all Metro rail and BRT stations. A Call Point unit shall be placed adjacent to the Ticket Vending Machines (TVMs).

TRANSIT PROJECT	DESCRIPTION
Sexual Harassment Prevention	<p>In 2017, Metro partnered with Peace Over Violence to provide a 24/7 sexual harassment counseling hotline. The hotline, 1-844-Off-Limits (633-5464), is staffed by counselors with extensive experience counseling victims of sexual abuse in LA County. Metro has installed a video-based monitoring system in the operating cabs of each rail car. Metro uses this video-based system to supplement the random monitoring and enforcement of its operating rules, including rules and policies governing the use of electronic devices. Victims of sexual harassment will make contact with officers via LA Metro Dispatch or in person. Metro's Dispatch may be accessed through the Metro Transit Watch App.</p>
SCORE Program	<p>Metrolink's Southern California Optimized Rail Expansion (SCORE) program is an ambitious capital program that will upgrade Metrolink's system in time for the 2028 Olympic and Paralympic Games. LA Metro is a partner in this Southern California Regional Rail Authority Program. Metrolink is operated by the Southern California Regional Rail Authority (SCRRA) and serves Los Angeles, Orange, Riverside, San Bernardino, Ventura and North San Diego counties. SCRRA, a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties, governs the service.</p>
TAP mobile app	<p>Metro is currently upgrading its regional fare collection system that serves all 26 TAP agencies, including Metro. Upgrades include near real-time fare availability and the ability to pay fare with the tap of a smart phone using the Apple Wallet. Live system testing of the app is currently being performed on fareboxes, station validators, gates and TVMs in preparation for a 2020 launch of the Apple Pay functions. The Android platform will follow thereafter.</p>
Supportive Transit Parking Program Master Plan	<p>The Supportive Transit Parking Program Master Plan is an analysis of the supply and demand for parking at LA Metro facilities that is designed to assist LA Metro, its parking team, and Metro riders. The Program aims to ensure parking resources for transit patrons using a fee based model to control parking demand.</p>
Mobility as a Service (MaaS) Platform	<p>The Mobility-as-a-Service (MaaS) solution, called TAPforce uses the Salesforce platform and will provide a unified payment system across Metro and cloud-based partner programs. It includes the ability for cloud-based mobility services to connect to TAP payment. Fare can be paid for these services through various payment methods including credit/debit cards and cash.</p>
Transfer Design Guide	<p>Almost two-thirds (64%) of Metro riders transfer at least once as part of their journey. The Metro Transfers Design Guide serves as a useful resource to a variety of audiences including Metro, local and regional transit providers, local jurisdictions, developers, and community groups by providing guidance on what riders need to quickly and easily make decisions, safely move between transit vehicles, and comfortably wait for their next bus or train.</p>
Metro Systemwide Station Design Standards Policy	<p>In order to continue building and maintaining a state-of-the-art transit system, the Metro Board of Directors has determined that all future Metro Rail and Bus Rapid Transit (BRT) station designs shall follow a consistent, integrated systemwide design approach, with integrated public art and sustainable landscaping as variable elements. In 2012, following a thorough review and evaluation of other leading state-of-the-art transit systems and international best practices for transit station design, Metro developed the Systemwide Station Design Standards, using a modular system, or "kit-of-parts". These Standards are continually refined and updated to help ensure Metro stations provide an ever-improving customer experience.</p>
Understanding How Women Travel Study	<p>Metro was the first transit agency in the nation to study and report on women's unique mobility needs. This 2019 report found that women take more Metro trips, ride public transit more often and prioritize safety more often than men.</p>

TRANSIT PROJECT	DESCRIPTION
Gender Action Plan	Following the How Women Travel Study, Metro plans to develop a Gender Action Plan, which will pivot from research findings to actionable changes, ensuring that the agency's policies, programs and activities include a gender perspective and promote the considerations of gender issues at all levels.
Accessible Wayfinding (NaviLens)	Metro is testing wayfinding strategies for the visually impaired so they can more easily navigate the transit system. This technology, NaviLens, allows users to access arrival and departure information and descriptions of how to get to different platforms at Union Station from a mobile application. The pilot deployment of NaviLens technology has allowed visually impaired riders to feel more comfortable traveling alone and improved the experience for passengers with disabilities.
Link Union Station (Link US)	Link US plans to transform Union Station into a modern, world-class transit and mobility hub, offering an improved passenger experience to meet the region's long-term transportation needs. As a part of the project, Metro is coordinating with the California High-Speed Rail Authority (CHSRA) to accommodate future high-speed rail (HSR) service at LAUS. Phase A of the Link Union Station project, expected to be complete in 2025, will transform Union Station from a "stub-end" station to a "run-through" station by constructing a new viaduct structure over the US-101 freeway that accommodates up to ten (10) run-through tracks. Phase A will enable the initial operation of two (2) run-through tracks that connects to the mainline tracks on the west bank of the LA River to the south, as well as the mainline tracks on the west bank to the north via a new northern loop track. Phase A will also include early track, rail signal and communication work to the throat north of the station, acquisition of properties along Commercial Street, and utility relocation and street improvement work south of US-101.
Mobility On Demand (MOD) Pilot	In October 2016, Metro was awarded \$1.35 million from FTA to partner with a transportation network company (TNC) and explore the viability and benefit of using TNC services to provide first/last mile solutions. Metro is partnering with NoMad Transit LLC to provide first/last mile shared rides for trips originating and ending at North Hollywood, Artesia and El Monte Stations. Through this Mobility On Demand Pilot, Metro aims to open up the mobility benefits provided by TNCs to a larger group of users.
Metro Micro	Metro Micro is an innovative, new Metro transit service consisting of on-demand shared rides for short trips in vans that will be operated by professionally trained Metro employees. This service will start with an initial soft launch of 60 days in which it will be available 7 days per week and 12 hours per day. The service zones include Watts/ Willowbrook, LAWA/Inglewood, Northwest San Fernando Valley, Highland Park/ Eagle Rock/ Glendale, Altadena/ Pasadena/ Sierra Madre and UCLA/VA Medical Center/ Century City. Metro Micro is intended to supplement Metro's fixed route network in these areas by operating in zones with less bus and rail coverage. It can be taken to connect to another mode of transit or can be used to arrive at one's final destination. Additionally, vehicles will be equipped with bicycle racks. Riders will be able to order a Metro Micro vehicle through the upcoming app, a web browser, or by calling the customer service number.
Customer Experience (CX) Plan	Metro's CX vision is to always put you first – your safety, your time, your comfort, and your peace of mind – when we connect you to people and places that matter to you. The 2020 CX Plan will start by identifying the most pressing pain points from Metro customer research and focus on COVID recovery. In 2021, the Plan will dig into journey mapping and a review of best practices internationally.

Less Congestion

Less congestion means managing the number of vehicles using LA County streets and highways to reduce the amount of time buses, cars, and trucks spend stuck in traffic each day.

Metro, in partnership with the California Department of Transportation (Caltrans), advances the planning, environmental clearance, design and construction of major capital projects such as ExpressLanes, carpool lanes, freeway widening, interchange improvements, auxiliary lanes, freeway ramp improvements and other freeway capacity and operational improvement projects.

A key element of the Less Congestion Priority Area is the ExpressLanes Program, which in 2012, converted carpool lanes on I-110 and I-10 to ExpressLanes where single occupant vehicles (SOVs) are given the option to pay a variable fee to use the lanes and avoid delay, while carpoolers, vanpoolers and buses are permitted to use the lanes at no charge. Metro also works with local agencies to implement smaller scale improvements such as arterial widenings, intersection upgrades, ramp metering, traffic signal synchronization, corridor management and intelligent transportation systems (ITS) solutions.

Highway Investment

Funded by Measure M and Measure R, the highway investments at Metro are listed in Figure 8.

Figure 8

Highway Investment

HIGHWAY PROJECTS	\$ IN MILLIONS	ESTIMATED OPEN YEAR	DESCRIPTION
I-5 Capacity Enhancement (I-605 to Orange County Line)	1,410	2023	Constructs one carpool lane and one mixed-flow lane in each direction extending 6.4 miles through Cerritos, La Mirada, Santa Fe Springs and Norwalk. Includes interchange reconstruction and arterial modifications.
I-5 North Carpool Lanes – SR-134 to SR-170	637	2023	Adds a 10-mile segment of carpool lanes in each direction along the I-5 freeway to improve connections between the Burbank Media Center, Burbank Airport, Downtown Santa Clarita and Downtown Los Angeles. It includes the modification of the Empire Avenue intersection to a full diamond interchange, the re-alignment and elevation of the Metrolink commuter railroad adjacent to the freeway and the construction of a railroad grade separation.
Alameda Corridor East Grade Separations Phase II	1,685	2024	Constructs bridges or underpasses and improves the operation of other railroad intersections along a 35-mile stretch of the San Gabriel Valley.
Rosecrans/Marquardt Grade Separation	155	2024	Builds a grade separation at the intersection of Rosecrans/Marquardt in the City of Santa Fe Springs.
SR-71 Gap from I-10 to Rio Rancho Rd	379	2025	Adds three additional miles of SR-71 general purpose lanes in each direction, providing three continuous lanes in each direction to eliminate bottlenecks and improve traffic flow in sections where only two lanes exist today.
I-105 ExpressLanes from I-405 to I-605	530	2027	Caltrans in cooperation with Metro is evaluating alternatives to convert the existing high-occupancy vehicle (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, also called ExpressLanes, in the eastbound and westbound directions of Interstate 105 (I-105) in LA County from the terminus of the existing HOV lanes west of Interstate 405 (I-405) in the City of Los Angeles to Studebaker Road in the City of Norwalk. The I-105 ExpressLanes Project limits include the installation of a new overhead tolling system and signage.
I-5 North Capacity Enhancements (SR-14 to Parker Rd)	679	2026	Constructs 14 miles of HOV lanes from SR-14 interchange to Parker Rd along the median. Other enhancements include extension of the northbound truck lane from Gavin Canyon undercrossing to Calgrove Bl off-ramp, addition of a southbound truck lane from Calgrove Bl on-ramp to SR-14, and addition of auxiliary lanes.

HIGHWAY PROJECTS	\$ IN MILLIONS	ESTIMATED OPEN YEAR	DESCRIPTION
Sepulveda Pass Transit Corridor (Ph 1) – ExpressLanes	311	2026	Metro is making strides to improve travel between the San Fernando Valley, the Westside, and Los Angeles International Airport (LAX). Measure M provides funding for ExpressLanes on the I-405 between the US 101 and I-10.
Highway Operational Improvements in Las Virgenes/Malibu subregion	175	2026	The Las Virgenes/Malibu highway operational improvements include widening, off-ramp, and overpass projects.
SR-57/SR-60 Interchange Improvements	422	2027	The SR-57/SR-60 Interchange Improvements are the next and final step in completing improvements to the 57/60 Confluence. Project improvements will stretch from just south of the northbound SR-57/SR-60 merge to eastbound SR-60 and south of the Golden Springs Drive overpass and along a portion of Grand Avenue from the City of Industry to the City of Diamond Bar.
I-10 ExpressLanes from I-605 to LA/ San Bernardino Line	197	2028	The I-10 ExpressLanes Extension project is identified as a Tier I (near-term) priority in the 2017 Metro Countywide ExpressLane Strategic Plan. This project will convert existing and future HOV lanes to a single HOT lane in each direction across 34.2 lane miles.
SR-138 Capacity Enhancement	200	2028	Widens SR-138 by adding new lanes in each direction to the San Bernardino County line.
Highway Operational Improvements in Arroyo Verdugo subregion	170	2030	The Arroyo Verdugo highway operational improvements include projects such as Central Ave Improvements/ Broadway to SR-134EB Offramp, Grandview At-Grade Rail Crossing Improvements, and SR-134/Pacific Ave Westbound Offramp Widening.
I-605 Corridor “Hot Spots” Interchange Improvements	2,639	2030	<p>Metro completed a Feasibility Study analyzing and identifying several “hot spots” along the SR-91, I-605, and I-405 corridors. These “hot spots” are chronic traffic congestion areas attributed to population/employment growth, increased trucking activity due to economic growth in the goods movement industry, and deficiencies in design, capacity, and operations of an older freeway system.</p> <p>The Early Action “hots spot” Projects (EAP) on I-605 are currently undergoing environmental assessment or final design approvals and will be constructed within the next 2-5 years.</p>
High Desert Multi-Purpose Corridor (ROW)	393	2034	The High Desert Corridor (HDC) project is considering construction of a new multi-modal link between State Route (SR)-14 in LA County and SR-18 in San Bernardino County. This project would connect some of the fastest growing residential, commercial and industrial areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley.
I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)	1,413	2039	Constructs improvements in the South Bay to reduce traffic congestion. Examples include auxiliary lanes and ramp reconfigurations.

HIGHWAY PROJECTS	\$ IN MILLIONS	ESTIMATED OPEN YEAR	DESCRIPTION
Countywide Soundwall Construction	590	2040	SB-45 amended the California Street and Highway Code to transfer the programming and funding responsibilities of the Post 1989 Soundwall Retrofit Program to Regional Transportation Planning Agencies. In LA County, Metro assumed this responsibility. This program addresses the estimated 230 miles of freeways that are eligible for soundwalls within the County.
I-710 South Corridor Project (Ph 1 and Ph 2)	Ph 1 -5,697 Ph 2 - 1,512	Ph 1 – 2040 Ph2 - 2041	Evaluates modernization of the 710 freeway to improve truck/ traffic flows and safety on 18 miles of the freeway between the Ports of Los Angeles and Long Beach and the SR-60 freeway.
I-5 Corridor Improvements (I-605 to I-710)	2,036	2042	Adds one general purpose lane and one carpool lane in each direction, for a total of seven miles. When complete, there will be a total of five general purpose lanes and one carpool lane in each direction.
I-405/I-110 Int. HOV Connect Ramps & Interchange Improvements	504	2044	The new project provides direct connector ramps between ExpressLanes on the I-110 and I-405.
I-110 ExpressLanes Ext South to I-405/I-110 Interchange	599	2046	Extends the existing I-110 ExpressLanes southward one mile to the I-405 interchange while maintaining current general purpose lanes.
I-605/I-10 Interchange	1,287	2047	Interchange improvements in all directions (North, South, East and West).
SR 60/I-605 Interchange HOV Direct Connectors	1,055	2047	Improves interchanges from I-605 Rose Hills to I-10, and SR-60 from Santa Anita to Turnbull Canyon. Improvements include new auxiliary lanes, wider lanes and bridges, interchange connectors and ramp improvements.
I-405 South Bay Curve Improvements	883	2047	Adds segments of auxiliary lanes in each direction to improve traffic flow at on/off ramps for ten miles from Florence Av to I-110.
SR-710 North Corridor Mobility Improvement Projects	1,086	Varies	Since the inception of this project, Caltrans and Metro have been working in partnership to alleviate mobility constraints and traffic congestion in this study area that encompasses western San Gabriel Valley and the east/northeast area of Los Angeles. Metro is coordinating efforts with the various cities to begin implementation of the TSM/TDM projects identified in the Final EIR/EIS.

L RTP project costs may not match Measure M expenditure plan due to year of expenditure escalation and prior spending. Final alignments and limits to be determined during environmental processes.

Less Congestion Programs, Plans, and Policies

The capital projects to lessen congestion are supplemented by several programs, policies, plans, and partnerships. In this area, most actions fall into the categories of Transportation System Management, Intelligent Transportation Systems, Transportation Demand Management, and goods movement programs. Metro’s Less Congestion programs, plans, and policies are shown in Figure 9.

Figure 9

Less Congestion Programs, Plans, and Policies

TRANSIT PROJECT	DESCRIPTION
Transportation System Management (TSM)/ Intelligent Transportation Systems (ITS) Strategies	Transportation System Management (TSM) strategies are tools that use traffic engineering and operational measures to maximize capacity and reduce traffic delays on streets and highways. Local TSM improvements, which include signal synchronization and Intelligent Transportation Systems (ITS) strategies, are known to improve traffic flow, movement of vehicles and goods, air quality, and safety.
Arterial ITS	Metro funds approximately \$28 million per year in local arterial ITS projects which include improvements to traffic signals, signal synchronization, transit signal priority (TSP), and other ITS strategies. By using ITS on our local streets to address local traffic concerns and improve regional transportation corridor operational performance, overall mobility benefits are significantly enhanced. Arterial ITS projects are predominately funded by Prop C, Measure R, and Measure M through sub-regional programs.
Bus Signal Priority	Bus signal priority is a strategy that uses technology to communicate with the traffic signal at an intersection to request bus priority. Bus signal priority is currently being used on Metro’s Rapid Service, Culver City Bus, Torrance Transit, Foothill Transit, and Gardena (G-Trans). Metro wishes to expand this system to all major corridors, not just those with Metro’s Rapid service. Metro’s Countywide Signal Priority (CSP) Program is the largest implementation of multi-jurisdictional signal priority in the nation.
Arterial Performance Measurement	The Arterial Performance Measurement Program, known as Measure UP!, was developed to help local agencies understand how the arterial system performs historically and in real-time conditions. Performance measures such as vehicle hours of delay, person-hours of delay, travel-time variability, travel-time reliability, vehicle miles traveled, average travel speed, and average travel time are used when analyzing streets and freeways. Metro plans to implement an analysis tool that provides all performance measures for LA County.
The LA County Information Exchange Network (IEN)	The Los Angeles County Information Exchange Network (IEN) is a system that shares traffic signal information between agencies and facilitates the coordination of signal timing across jurisdictional boundaries. The IEN primarily shares second-by-second intersection data, incident and planned event tracking, and scenario management capabilities. IEN closely coordinates with Regional Integration of ITS (RIITS) to ensure regional transportation information sharing to support regional project needs.

TRANSIT PROJECT	DESCRIPTION
Regional Integration of Intelligent Transportation Systems (RIITS)	<p>RIITS is a program that enables the efficient compilation, management, and exchange of transportation information and systems. RIITS integrates and presents transportation information via data feeds to allow government agencies to exchange data with each other, and provides private companies access to the data to share with the public. RIITS consists of a physical network, operational system, and administrative processes. Information is currently exchanged with Caltrans Districts 7, 8, and 12, Los Angeles Department of Transportation, California Highway Patrol (CHP), Metro, Foothill Transit, LA County Department of Public Works and others. RIITS also houses applications such as Measure UP! and supports operational programs such as Southern California 511 and integrated corridor management (ICM) projects. A strategic planning exercise is currently underway to provide a 5-year roadmap for RIITS. New and emerging technologies and initiatives are being examined to determine how RIITS should be utilized and position. Items/activities such as Connected and Automated vehicles, Internet of Things, Big Data and other related impacts will be evaluated to best determine how RIITS can support, lead and/or champion these items.</p>
Integrated Corridor Management (ICM)	<p>ICM is an Intelligent Transportation System (ITS) strategy to manage non-recurring congestion along a corridor by utilizing advanced technologies and systems. ICM components include active monitoring of all transportation modes and facilities within the corridor, on and off the freeway, including ramp metering, traffic signal coordination, incident traffic management, advanced traveler information system, and other advanced technologies and techniques. Caltrans, Metro, and local agencies are piloting the I-210 Connected Corridor project that includes Integrated Corridor Management (ICM) strategies along I-210 in the San Gabriel Valley.</p>
Connect-IT: Los Angeles County Regional ITS Architecture	<p>Connect-IT (Los Angeles County Regional ITS Architecture) is a framework to guide the planning and deployment of ITS strategies. The framework helps local agencies and stakeholders to collaboratively operate its systems and address transportation issues and challenges in LA County. Connect-IT is accessed through a website for local agencies and stakeholders to view and add ITS projects and find information on ITS innovations and advanced technology.</p>
ITS Field Inventory Resource Sharing Tool (ITS FIRST)	<p>The ITS Field Inventory Resource Sharing Tool (ITS FIRST) is a website that is used to collect and share ITS assets and inventory information between local agencies. ITS assets include but are not limited to traffic signals, traffic controllers, CCTV cameras, fiber-optic communications, changeable message signs, and vehicle detection. This tool gives local agencies a database to maintain an inventory of ITS field assets and a mechanism to perform asset management.</p>
HOV (Carpool) Lanes	<p>In LA County, the HOV system includes freeway HOV lanes, HOV access ramps, park-and-ride lots, and transit stations along HOV corridors. Metro, in cooperation with Caltrans, is in various stages of planning, design and construction for additional HOV facilities across LA County.</p>
ExpressLanes	<p>In 2012, the carpool lanes on I-110 and I-10 were converted to ExpressLanes, where single occupant vehicles (SOVs) are given the option to pay a variable fee to use the lanes and avoid delay, while carpoolers, vanpoolers and buses are permitted to use the lanes at no charge. By using variable pricing based on the current usage level, traffic flow in the ExpressLanes is continuously managed to maintain speed and flow, providing a more reliable option.</p>
ExpressLanes Strategic Plan	<p>The 2017 Countywide ExpressLanes Strategic Plan builds on the success of the I-110 and I-10 Congestion Reduction Demonstration pilot program (also known as ExpressLanes) by establishing a vision for Metro to deliver a system of ExpressLanes for LA County using a network approach to maximize regional benefits. The network would be implemented in tiers approximately ten-years apart: Tier 1 – near-term (within 5-10 years), Tier 2 – mid-term (within 15 years), and Tier 3 – longer-term (within 25 years).</p>

TRANSIT PROJECT	DESCRIPTION
Traffic Reduction Program/ Congestion Pricing	Metro is conducting a Traffic Reduction Study (formerly called the Congestion Pricing Feasibility Study) to: determine if a traffic reduction program would be feasible and successful in LA County; determine where and how a pilot program with congestion pricing and complementary transportation options could achieve the project goals of reducing traffic congestion; and identify willing local partners for collaboration on a potential pilot program. The goals of the traffic reduction pilot program are to reduce traffic congestion, which makes it easier for everyone to get around, regardless of how they choose to travel, and provide additional high-quality transportation options.
Freeway Service Patrol	The Metro Freeway Service Patrol (FSP) is a congestion mitigation program managed in partnership with Metro, CHP, and Caltrans on all major freeways in LA County. It is the largest of its kind in the nation performing approximately 25,000 assists each month. The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently getting disabled vehicles running again, or by quickly towing those vehicles off of the freeway to a designated safe location.
LA SAFE	LA County Service Authority for Freeway Emergencies (LA SAFE) is the driving force and sponsor behind the Southern California 511 program and the Kenneth Hahn Callbox system. The goal is to help improve mobility and traffic in the LA County region by giving drivers the tools they need to travel safely and efficiently.
Southern California 511	511 was deployed in June 2010 consisting of an automated Interactive Voice Response (IVR) phone service and a website (Go511.com). The service provides users with real-time traffic information as well as transit, rideshare, and other related information. Since the deployment in June 2010, the system has supported over 18,000,000 users and has undergone a number of changes, such as the addition of real-time transit and parking information, and the deployment of a mobile app (go511). In addition to the traveler information services, 511 also allows callers to request motorist assistance similar to using a roadside call box.
The Kenneth Hahn Callbox System	The Kenneth Hahn Callbox System is comprised of over 1,000 callboxes installed throughout LA County freeways. The call box system was established to provide motorist aid service to the public and now acts as a safety net for motorists. An average of over 250 calls per month are generated from the callbox system. The Los Angeles County SAFE is the largest and most active motorist aid callbox system in California.
Los Angeles County Goods Movement Strategic Plan (Draft 2020)	The Los Angeles County Goods Movement Strategic Plan (2020) strives to achieve a comprehensive and holistic approach to addressing a multitude of interconnected challenges so that LA County will grow and thrive while balancing goals, including the efficient and effective flow of goods to support economic sustainability and prosperity. To achieve the goals, goods movement stakeholders across the County collaborated to provide a framework to evaluate LA County's freight competitiveness.
Goods Movement Technology	Metro uses ITS and advanced technologies to improve the movement of goods in and out of the Ports of Long Beach and Los Angeles. Goods movement technology projects have included truck platooning, drayage and container efficiency, and freight traveler information.
Clean Truck Program	At its January 2020 meeting, Metro Board passed Motion 8.1 directing staff to develop 710 Clean Truck Program as an Early Action Item under both the Goods Movement Strategic Plan (Plan) and I-710 South Corridor Project. The Program includes \$50 million in Metro-controlled funding sources as seed funding for the 710 Clean Truck Program.
Transportation Demand Management (TDM)	Transportation Demand Management (TDM) refers to strategies that increase transportation system efficiency and eliminate solo driver trips. Getting people out of their cars or encouraging forms of travel other than solo driving produces benefits ranging from increased travel efficiency, cost benefits, travel safety, and health benefits to helping reduce traffic congestion, reduce pollutants, and increase transit ridership. TDM often comprises a program of information, encouragement, and incentives to optimize the use of all modes in the transportation system.

TRANSIT PROJECT	DESCRIPTION
Metro Regional TDM Program	Metro's Regional TDM Program is a countywide transportation demand management toolkit that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM goals and initiatives. The TDM Toolkit and corresponding website is in development and will be available to all eighty-nine cities in LA County in early 2020. The website will promote TDM strategies by coordinating local TDM objectives and creating a comprehensive marketing strategy.
Regional Rideshare/Shared Mobility & Implementation	Metro, through policy, programming, advocacy, and education, is helping to develop a shared mobility resource. Some of the program's core functions involve assisting Employee Transportation Coordinators (ETC) in meeting the Southern California Air Quality Management District's (SCAQMD) Rule 2202 Employee Commute Reduction Program (ECRP). The program promotes implementing congestion management strategies by encouraging employees to use alternatives to single occupancy vehicles such as: carpooling, vanpooling, transit ridership, biking, and walking.
Carpooling Program	Carpooling is an inexpensive and effective travel option and involves finding nearby commuters to share the ride. Metro offers ride-matching services to find local SoCal residents looking to share the ride. User services involve finding someone in your area to match your commute trip. Metro also partners with the Orange County Transportation Authority (OCTA) and Ventura County Transportation Commission (VCTC) in RideMatch, a ridesharing service that matches individuals with similar commutes interested in ridesharing.
Metro Vanpool Program	Metro operates one of the largest publicly funded vanpool programs in the country. Metro provides coordination, administration support, and a financial subsidy for commuters and a convenient mobility option to getting around LA County, especially in areas less served by transit options.
Car Share Program	Metro partners with qualified car share companies to provide an effective first and last mile option for communities that need affordable car sharing alternatives at Metro-owned park-and-ride lots. The program includes designated parking spaces at various transit stations' park and ride facilities, allowing patrons to easily locate and pick up vehicles to use for anything from local errands to weekend getaways. This program provides ways/means to improve customer service and transit connection experience with more mobility options for transit patrons.
Parking Management	Metro's Parking Management Program was developed to enhance the transit rider's experience by more closely managing anticipated parking demand. Parking spaces at stations with paid lots are prioritized for transit customers through the use of a TAP-based rider verification system, which works to retain parking resources for Metro patrons. To make parking availability more transparent, Metro has also implemented the Parking Guidance System at highly utilized facilities to provide real-time parking availability information to transit riders looking for a spot.
Connected and Autonomous Vehicles	Connected vehicle (CV) technology is the use of advanced technologies and communication for vehicles to connect with other vehicles, infrastructure, and people. Metro continues to pursue potential CV applications that would benefit local agencies in LA County. Autonomous vehicle (AV) technology has the potential to disrupt existing transportation systems and cities through the deployment of self-driving vehicles that are safer and faster than human-operated vehicles. Metro continues working with local jurisdictions, agencies, and vendors/manufacturers to advance CV and AV technology in the region.

Complete Streets

Metro's Complete Streets Policy defines complete streets as a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users.

A complete streets network serves many users in a safe manner including: pedestrians, public transit users, bicyclists, people with disabilities, seniors, children, motorists, and movers of goods. Complete streets also have more greenery and sustainable elements to enhance the environmental sustainability of the transportation system. As a transportation funder, Metro can incentivize funding recipients to develop projects that meet complete street goals.

DRAFT

Active Transportation Corridor Projects

The 2020 LRTP includes close to \$7 billion in funding for active transportation projects, including major facilities and bicycle and pedestrian programs at the local level. The major multi-use active transportation facilities funded in the LRTP are described in Figure 10.

Figure 10

Active Transportation Investment

MAJOR TRANSIT PROJECT	\$ IN MILLIONS	ESTIMATED OPEN YEAR	LENGTH (MILES)	DESCRIPTION
Rail to Rail Active Transportation Corridor Segment A	140	2024	6	A 5.6 mile multi-use path connecting the Fairview Height Station of the soon-to-be-open Crenshaw Line in Inglewood to the Slauson A (Blue) Line station in South Los Angeles.
Rail to River Active Transportation Corridor Segment B				An approximate 4.5 mile active transportation corridor between the LA River to the Slauson A (Blue) Line station that connects to Segment A.
LA River Path – Central LA	365	2025 – 2027	8	An eight-mile bicycle and pedestrian path gap closure between Elysian Valley and Maywood, through downtown Los Angeles.
LA River Path – San Fernando Valley	60	2025	13	The San Fernando Valley LA River Path will connect the San Fernando Valley to the existing LA River Path near Griffith Park. This 13-mile path will help create a 51-mile continuous active transportation corridor from Long Beach to Warner Center.
City of San Fernando Master Bike Plan	5	2054	TBD	This project will create a bike path to run along the Pacoima Wash.

Complete Streets Programs, Plans, and Policies

In addition to the major capital commitments, Metro advances complete streets through three foundational documents including Metro’s Complete Streets Policy (2014), First/Last Mile Strategic Plan (2014), and Active Transportation Strategic Plan (2016), which are the catalyst for several more plans and programs. Figure 11 shows the full range of complete streets programs, plans and policies.

Figure 11

Complete Streets Programs, Plans, and Policies

PROGRAM NAME	DESCRIPTION
Metro’s Complete Streets Policy	Metro’s Complete Streets Policy views transportation improvements as opportunities to create safe, accessible streets for all users, including but not limited to pedestrians, public transit users, bicyclists, people with disabilities, seniors, children, motorists and movers of commercial goods. Through incremental changes in capital projects and regular maintenance and operations improvements, the street network will gradually become safer and more accessible for travelers of all ages and abilities. In partnership with state, regional and local efforts, this policy will create a more complete and integrated transportation network for all modes of travel in LA County.
Active Transportation Program	Measure M establishes the Metro Active Transport, Transit and First/Last Mile (MAT) Program, which over the course of 40 years, is anticipated to fund more than \$857 million (in 2015 dollars) in active transportation infrastructure projects throughout the region. This is a competitive discretionary program available to municipalities in LA County and will fund projects to improve and grow the active transportation network and expand the reach of transit.
Active Transportation Strategic Plan	Adopted in 2016, the Active Transportation Strategic Plan (ATSP) is Metro’s ongoing commitment to enhance access to transit stations, create safer streets, and develop a regional network to improve mobility for people who walk, bike, and take transit. The ATSP is a roadmap for Metro and stakeholders, including local jurisdictions and regional governments to set regional active transportation policies and meet transportation goals and metrics established in local, regional, state, and federal plans.
First/Last Mile (FLM) Program	In 2016, the Metro Board of Directors adopted policies (Motion 14.1 and 14.2), which prompted the creation of Metro’s FLM program. The three primary goals of Metro’s FLM are: (1) To identify and remove barriers for people walking or bicycling to their transit station or destination and plan/implement improvements to an individual’s trip. (2) Improve transit riders’ safety by providing safe infrastructure to complete their trips safely, regardless of their travel mode. (3) Enhance the customer experience for transit riders by addressing visual aesthetics and livability through infrastructure improvements.
FLM Strategic Plan	Metro developed a First/Last Mile Strategic Plan in 2014 to address the challenge that riders face getting from their home to transit and from transit to their final destination. FLM strategies extend station areas, improve safety and enhance the visual aesthetic. The Plan identifies barriers and potential improvements for the FLM portions of a transit trip.
Blue Line FLM Plan	This First/Last Mile (FLM) Plan was adopted in April 2018 and represents a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line. The Plan covered all 22 stations on the Metro A (Blue) Line and piloted an inclusive, equity focused community engagement process. The Plan included planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of each A Line station. The Plan executed the methodology from the FLM Strategic Plan, including walk audits of every station area, development of draft Pathway Networks and project ideas, community engagement events, and finalization of Pathway Networks and project ideas.

PROGRAM NAME	DESCRIPTION
Inglewood FLM Plan	This plan, adopted by the Metro Board of Directors in January 2019, identifies pedestrian and bicycle improvements for stations in the City of Inglewood, including three stations on the Crenshaw/LAX Line (Fairview Heights, Downtown Inglewood, Westchester/Veterans), and one station on the Green Line (Crenshaw). This is the first FLM plan with committed implementation funding from the City of Inglewood via the City's 3% local contribution.
Gold Line Foothill Extension 2B FLM Plan	Adopted by the Metro Board of Directors in June 2019, the Plan includes FLM station area plans for five stations on the Gold Line Foothill Extension Phase 2B (Glendora, San Dimas, La Verne, Pomona, Claremont). The development of the station plans included close coordination with the Foothill Gold Line Construction Authority and the five cities around the station areas.
Aviation/96th St Station (Airport Metro Connector) FLM Plan	A new major transit hub will connect the LAX/Crenshaw and Green Metro Rail lines and a number of bus routes with the LAX Automated People Mover. Adopted by the Metro Board of Directors in June 2019, the Plan addresses FLM connections in the area surrounding the future station, located near the border of Los Angeles and Inglewood.
Westside Purple Line Extension FLM Plan Sections 2 and 3	Adopted by the Metro Board of Directors in May 2020, the Plan includes FLM station area plans for four stations on the Westside Purple Line Extension Sections 2 and 3 (Wilshire/Rodeo, Century City/Constellation, Westwood UCLA, and Westwood/VA). The development of the station plans included close coordination with local jurisdictions, institutional stakeholders such as UCLA and the Veterans Administration, along with neighborhood and community groups.
Metro Micro Mobility Vehicles Program	The Metro Micro Mobility Program seeks to manage e-scooters and dockless bike share on Metro properties and right-of-way (ROW) focusing on maintaining a clear path of travel for transit patrons, developing an organized parking system, operating safety for users and pedestrians, and providing equitable availability and access. Through this program, Metro leases designated spaces for e-scooter and dockless bike share parking on Metro property, parking facilities, and Metro ROW.
New Mobility Regional Roadmap	Metro is building a coalition of civic partners to determine the best tools for managing new mobility in LA County and achieving Metro's Vision 2028 goal of doubling non-SOV driving trips by 2028. New Mobility includes, but is not limited to, ride-hailing, carsharing, e-scooter, bike share, and courier network services such as Postmates and Uber Eats.
Bicycle Education Safety Team (BEST) Program	Metro offers free classes for the community to learn how to bike safely, conveniently, and confidently. Metro also offers group rides that includes stopping at local destinations to help people feel more comfortable on a bike and realize where they can ride to in their neighborhood.
Connect Union Station Action Plan	The Connect US Action Plan was developed to improve historical and cultural connections in downtown Los Angeles by enhancing pedestrian and bicycle travel options through and between communities. At the center of the study is access to Los Angeles Union Station, a regional transportation hub for numerous rail, bus and shuttle services, as well as the future Regional Connector station at 1st/Central. The Connect US Action Plan is a joint effort between Metro and the Southern California Association of Governments (SCAG) and was developed in collaboration with various City of Los Angeles and County departments and agencies through the project's Technical Advisory Committee (TAC).
Metro Bike Share	Metro Bike Share is a docked bike share system which offers access to bikes at specific locations across the county. Smart Metro Bikes are available on the Westside and in North Hollywood. The Electric Metro Bike is a pedal-assisted bike that allows expanded opportunities for riders to complete their first/last mile connections from farther distances with less effort required to pedal.

PROGRAM NAME	DESCRIPTION
Metro Bike Hub	The Metro Bike Hub also offers onsite staff assistance, same-day repairs, accessory sales, bike classes and more at four locations across LA County. Hubs are located at Hollywood/ Vine, Union Station, El Monte, and Culver City. Secure bike parking is operated by BikeHub, Metro's Small Business Enterprise-certified contractor. Registered users may access the secure bike parking area 24 hours a day, seven days a week.
Green Construction Policy	Metro established a Green Construction Policy (GCP) in 2011 to reduce emissions during construction, as well as the Sustainability Plan Program to assist contractors with meeting CALGreen obligations. The GCP was updated in 2018, requiring contractors to use renewable diesel for all diesel engines and thus reducing the negative health impacts from diesel exhaust. This effort reaffirms Metro's commitment to protect the communities we serve, especially those disproportionately affected by air pollution.
Zero-Emission Fleet	Metro will transition to zero-emission buses systemwide. The G Line (Orange) will be the first to deploy electric-battery buses as part of its improvements project, scheduled for completion by 2025. With an original goal of 2040, Metro would like to fully electrify by 2030. Metro is also taking the lead in forming a Countywide Zero-Emission Trucks Collaborative to promote consistency among public agencies in working to catalyze the development and deployment of zero-emission trucks in LA County. This collaborative will include the Ports of Long Beach and Los Angeles, Caltrans, Southern California Association of Governments and the South Coast Air Quality Management District.
Metro Active Transport Program (MAT)	The MAT Program is a discretionary funding program in Measure M, and is the first dedicated funding for active transportation in a LA County sales tax measure. The program funds the development of new active transportation corridors and first/last mile projects, with a focus on equity. The MAT program will proceed in funding cycles of 2-5 years with the expectation of varying program emphasis areas over time.

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Access to Opportunity

Access to opportunity means investing in communities to connect people to what they need (jobs, education, healthcare, etc.) in a reasonable amount of time. Increasing access to opportunity involves bringing Metro’s transportation options closer to jobs and homes, and supporting small businesses, local economies and families. Many of the actions in this area are closely tied to Metro’s Equity Platform and related work, which is expanded on in the equity section.

Figure 12 describes the programs, plans and policies that comprise the Access to Opportunity Priority Area.

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Access to Opportunity Programs, Plans, and Policies

Figure 12

Access to Opportunity Programs, Plans, and Policies

PROGRAM NAME	DESCRIPTION
Transit Oriented Communities	Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout LA County. At the forefront of this effort is Metro's vision to work with communities to create transit oriented communities (TOCs) across LA County. TOCs are places that, by their design, make it more convenient to take transit, walk, bike or roll than drive.
Metro's TOC Policy	In 2018, Metro adopted the Transit Oriented Communities (TOC) Policy. The TOC Policy defines: <ol style="list-style-type: none"> 1. TOCs for Metro and establishes Metro's goals and objectives to enable TOCs; 2. TOC activities that will be considered a transportation purpose and thus eligible for funding under the Measure M Guidelines by Metro and by its municipal partners through Local Return as well as for other eligible sources at the federal, state, and local level; and 3. Defines areas where Metro leads (implements directly) and where Metro supports partners to undertake TOC Activities.
Draft TOC Implementation Plan	Metro is currently in the process of developing the Draft TOC Implementation Plan that will outline a series of initiatives and strategies with corresponding measures and reporting that Metro can realize directly or in partnership with others. This draft TOC plan is expected to be presented to the Metro Board for adoption in 2020.
TOD Planning Grant Program	Since 2011, Metro has provided \$24.6M grant funding to 32 jurisdictions across LA County to develop and adopt transit supportive plans around a half-mile radius around 95 Metro/MetroLink transit stations.
West Santa Ana Branch TOD Strategic Implementation Plan and Program (TOD SIP)	The TOD SIP provides an overarching vision and strategic guidance for local West Santa Ana Branch (WSAB) jurisdictions to use as a resource as they develop and implement their own plans, policies and economic development and mobility strategies in the 12 WSAB station areas along the alignment. Additionally, in 2019, the Metro Board approved a \$1M implementation program to fund WSAB jurisdictions to implement TOD SIP recommendations.
Joint Development (JD) Program	Joint Development (JD) helps foster TOCs by leveraging properties Metro owns to advance community development goals while attracting new riders to the Metro system. These properties are often parcels of land acquired for transit projects for Metro stations, construction staging or other supportive uses and have been determined to have transit-oriented development potential. Following a multilayered community engagement and selection process, Metro collaborates with qualified developers to develop its sites through joint development agreements, typically culminating in a long-term ground lease.
Metro Affordable Housing Policy	In July 2015, the Metro Board of Directors adopted an updated JD Policy to encourage development of affordable housing in LA County. The JD Policy includes a goal that 35% of total housing units in the JD portfolio be affordable to households earning 60% of area median income (AMI) or below and allows Metro to discount JD ground lease rents below fair market rent to accommodate affordable housing. The JD Policy is in the process of being revised as Metro seeks to further strengthen its commitment to addressing the region's pressing affordable housing and homelessness crisis.

PROGRAM NAME	DESCRIPTION
Metro Adjacent Development Review	This program works with local municipalities and developers building near the Metro system to ensure safety during and after construction and identify synergies between new development and Metro stations and stops to increase ridership and reduce auto dependency.
Metro Adjacent Transit Connected Housing (MATCH) Loan Fund	In August 2016, the Metro Board approved investing \$9,000,000 into the Metro Adjacent Transit Connected Housing (MATCH) Program which through a partnership with Community Development Financing Institutions (CDFIs) and philanthropic organizations, offers low interest loans to support the development and preservation of affordable housing units near transit.
TOC Small Business Loan Program	In August 2016, the Metro Board approved a \$1,000,000 investment in the TOC Small Business Loan Program. Originally geared toward funding tenant improvements in TODs, in the spring of 2020, the Metro Board authorized changes to allow the funding to be used to provide emergency relief to small businesses near transit impacted by the COVID-19 health pandemic and economic crisis. Metro is currently exploring opportunities to improve upon the original TOC Small Business Loan Program.
Metro's Co-Powerment Programs	Co-powerment programs expand access to opportunities for small businesses and traditionally underrepresented residents in Metro's service area. The two areas of focus are economic development and workforce development.
Disadvantaged Business Enterprise Program (DBE)	The DBE program applies to Federal Transit Administration (FTA) funded contracts and exists to increase the number of historically underutilized (minority or women-owned) disadvantaged businesses and to equip them with tools and resources they need to do business with Metro. The groups that this program covers are: African Americans, Asian Pacific Americans, Native Americans, Hispanic Americans, Subcontinent Asian Americans, and women (including Caucasian women). In 2020, there are more than 1,400 DBE firms at Metro.
Small Business Enterprise Program (SBE)	Applicable to state and locally funded contracts (non-federal), SBE is similar to the DBE certification, except it is race and gender-neutral, and contracts businesses with a net worth of less than \$1.32 million and average revenue over the previous three years of less than \$23.98 million. In 2020, there are more than 2,100 SBE firms that are certified.
Small Business Prime Program	The Small Business Prime Program sets aside applicable contracts (\$3,000 to \$5 million) for which only Metro certified Small Business Enterprises (SBEs) can compete. SBE Primes are required to perform a minimum of 30% with their own workforce, and may subcontract 70% of the work to SBEs, medium or large firms. Metro actively encourage SBEs to use traditional primes as subcontractors to help mentor and fulfill increased contracting responsibility.
Disabled Veteran Business Enterprise Program (DVBE)	This program establishes a goal of contracting with DVBEs at 3% for all goods and services over \$100,000 for non-federally funded competitive contracts.
Medium Size Business Enterprise Program (MSZ)	Metro has established a Medium-Size Business Enterprise (MSZ) program to provide contracting opportunities for medium-size businesses and allow for competition with similar size firms, The MSZ program may be applied to contracts ranging from \$12M to \$30M, bridging the gap between small businesses and large business concerns by creating contracting opportunities for which only MSZs may compete. MSZs are defined as firms with a three (3) year average of \$25 million to \$250 million in gross annual revenue and with more than 25 employees.
Contracting, Outreach, and Mentorship Program Protégé (COMP)	This is required on applicable contracts over \$25 million. Proposers responding to Request for Proposals (RFPs) with this requirement must outline how they will provide technical assistance such as estimating, scheduling, management and other best practices to DBE, SBE, and DVBE subcontractors on their project. This mentoring plan will be documented in the COMP submittal and scored as part of the RFP evaluation. The COMP is designed to increase the practical and technical capabilities of the small business subcontractor (protégé).

PROGRAM NAME	DESCRIPTION
Contractor Development and Bonding Assistance Program (CDBAP)	The CDBAP assists Metro-certified SBE, DBE, and DVBE firms to secure necessary bonding required to bid on Metro construction projects. The program also assists with obtaining or increasing bonding capacity and collateral support for bids, performance and payment bonds, along with technical education, training, and contractor support. This program helps to increase the participation of small/disadvantaged businesses on Metro projects. Additionally, the CDBAP is comprised of a consortium of local agencies including Los Angeles World Airports, the Los Angeles County Department of Water and Power and the Port of Los Angeles to support the development and growth of small businesses.
Workforce Initiative Now-Los Angeles (WIN-LA)	WIN-LA is an initiative to build the workforce of the future through a career pathway that provides opportunities for people to work in the transportation sector and move up through the ranks. The initiative delivers workforce development and skills training for transportation jobs by partnering with private-sector employers, community colleges, labor organizations, and others. The focus is on construction, operations/maintenance, administration, and professional services. Participants include veterans, previously unemployed, emancipated foster youth, those involved with the justice system, those receiving public assistance, single custodial parents, and formerly homeless.
Project Labor Agreements (PLAs)	PLAs articulate goals for Metro construction contractors to train and employ economically disadvantaged residents, specifically targeting minorities and women. Each month the contractors must report how successful they have been in meeting their goals. As of May 2020, there have been 43 projects with PLAs to date since 2012, worth over \$8B in construction, with over 2,000 apprentice workers on three mega projects alone. The PLAs encourage the hiring of female workers on construction jobs, with a goal of 6.9% participation. Metro's Women Build Metro LA (WBMLA) committee was established in support of Metro's PLAs and Construction Careers Policy to increase female participation in the transportation-related workforce.
Business Interruption Fund (BIF)	BIF provides some financial support (\$10,000,000 annually) for "mom and pop" businesses immediately adjacent to the Crenshaw/LAX corridor, Purple Line Extension corridor, Little Tokyo area around the Regional Connector, or a designated construction staging/storage area. The maximum \$50,000 grants are provided to cover verified business losses due to Metro construction.
Business Solutions Center (BSC)	Authorized by the Metro Board in 2014, this program helps "mom and pop" businesses with 25 or fewer full-time employees that are directly impacted by Metro rail projects. Through this program, professionals assist and teach business owners about long term business planning, website development, marketing on social media, assessment of their IT systems, accounting management, and access to financial capital.
Workforce Of Tomorrow – E3 Initiative	Metro is investing in the next generation of transportation workers through the E3 Initiative to expose, educate, and employ the next generation of LA County. The initiative's mission is to prepare LA County youth for career and college pathways in the global transportation infrastructure industry by teaching them transferrable Science, Technology, Engineering, Arts and Mathematics (STEAM) industry skills.
Metro's Transportation School	Metro, in partnership with the County of Los Angeles, is developing a Transportation School, which will prepare LA County youth for career and college pathways in the global transportation industry. The school's curriculum will be developed to teach students transferrable STEAM industry skills focused on science, technology, engineering, arts and math.
Teacher Externship Program	This is a six-week summer program for teachers from LA County middle and high schools to learn about the transportation industry and develop a project-based learning experience for their students. Teachers who participate are given stipends.

PROGRAM NAME	DESCRIPTION
Entry Level Trainee Program (ELTP)	This is an entry-level program for recent college graduates to get work experience and job skills as a Transportation Associate 1 at Metro.
Transportation Career Academy Program (TCAP)	This is a summer internship program at Metro for transit dependent juniors and seniors in high school who live or attend school near Metro rail. This offers the students real-world experience and a chance to learn about transportation careers.
Los Angeles Trade and Technical College (LATTC) Metro Joint Apprenticeship Committee (JAC)	JAC is a training program designed to provide rail maintenance personnel with introductory skills, abilities, techniques, tools, and practices to perform duties related to maintenance of rail vehicles.
Metro Bridge Academy	This is a free, paid four-week academy that trains unemployed individuals to become a Metro operator. This academy is built through a partnership between Metro, Los Angeles Valley College, and Community Career Development, Inc.
Regional EZ Transit Pass	The Regional EZ pass is a monthly pass good for local travel on 23 different public transit carriers throughout the Greater Los Angeles region. The EZ pass works with fare levels, referred to as zones, and eliminates the need for multiple passes when transferring between Metro transit and other participating municipalities. Seniors and persons with disabilities have the opportunity to receive additional discounts with appropriate verification.
LIFE Program	The Low-Income Fare is Easy (LIFE) program, considered a fare subsidy program, provides transportation assistance to low-income individuals in LA County. LIFE offers fare subsidies that may be applied toward the purchase of a Metro pass, a LIFE-participating operator pass, or free regional ride options. Qualifying riders can save more on Metro 7-Day, 30-Day or toward fare on participating transit operators with LIFE benefits. These benefits are loaded directly onto TAP cards. The system launch eliminated the use of paper coupons and tokens, enabling LIFE patrons to load their subsidies on their TAP cards.
Universal College Student Transit Pass (U-Pass Program)	In May 2016, the Metro Board approved the Universal College Student Transit Pass (U-PASS) Pilot Program. The U-PASS Program provides college students of participating schools with greater fare discounts and an expedited activation process administered on campus. The U-Pass is currently valid on Metro and nine municipal agencies.
Transitional Pass Program (GradPass Program)	The GradPass Program, also a transitional reduced fare program, is for graduating U-Pass holders allowing eligible participants to purchase Metro fare at the reduced college/vocational rate. It offers an additional 12 months after graduation to help students as they transition out of academia and into the workforce.
Employer Annual Pass Program (EAPP) – Annual Transit Access Pass (ATAP)	A regular ATAP is good on all Metro bus and rail services including Freeway Express services (Silver Line, Express). The program allows employers to purchase annual non-discounted passes for individual employees. Employers and employees may qualify for commuter benefits, which will significantly reduce the cost of the employee pass and act as a business tax benefit for the employer.
Employer Annual Pass Program (EAPP) - Business Transit Access Pass (BTAP)	Under the BTAP Program, employers are required to purchase reduced fare annual passes for all employees at a worksite. A small percentage of employees may be exempted for approved reasons, such as Metrolink and vanpool users or those with unconventional work assignment, such as having a night shift work schedule.
Employer Annual Pass Program (EAPP) - Staff and Faculty Pass Pilot Program (E-Pass)	In 2016, with the inception of the U-Pass Program, college staff and faculty requested a similar program for the administration. Commute Services is currently working with the Office of Management and Budget (OMB) on a Pilot Program based on a per-boarding cost and administered through partnership agreements, similar to the U-Pass Program. As of May 2018, OMB has approved 16 businesses for participation in this program.

PROGRAM NAME	DESCRIPTION
Employer Annual Pass Program (EAPP) - Promotional Employer Pass (PEPP) Program	As an introduction to EAPP Programs, the Promotional Employer Pass is open to new businesses who are not currently participating in the EAPP Program.
Residential Transit Access Pass (RTAP)	Based on past practice, the current Residential TAP (RTAP) program offers discounted passes to official Metro Joint Development projects under the Business Transit Access Pass (BTAP) program.
K-12 U-Pass Pilot Program	In the fall of 2019, Metro partnered with MoveLA, LA Promise Fund, The South Los Angeles Transit Empowerment Zone (SLATE-Z) and LAUSD to promote a U-Pass K-12 Pilot Program. The grant, funded from the 11th Hour Schmidt Family Foundation, provided 400 students with an unlimited U-Pass for the 2019-2020 academic year.
Youth on the Move Pilot Program	Metro is approving a one-year pilot program to explore multiple options, which include, but are not limited to, lowering, and extending the eligible age range of the Youth on the Move program to reach out to more youth participants. The program benefits include providing transportation assistance to foster youth transitioning out of foster care into self-support through the Independent Living Program managed by the Los Angeles County Department of Children and Family Services.
Unsolicited Proposals Policy	In May 2018, Metro established an Unsolicited Proposals Policy which established a process for Metro to engage the private sector by accepting written proposals for the purpose of developing partnerships that are not in response to an issued request from Metro. This policy provides a pathway for Metro to implement projects that otherwise might not have happened until well in to the future, if at all. Unsolicited Proposals can lead to a demonstration, pilot project, such as the Mobility on Demand first/ last mile pilot with Via, or even full deployment across Metro's system.
Comprehensive Pricing Strategy	The Metro Comprehensive Pricing Study (CPS) is a system-wide review of Metro's pricing policies for all of its transportation services, including fares, bike share, parking and tolls. Vision 2028 directs staff to conduct a comprehensive transportation system pricing study to determine options for meeting goals of revenue, equity, security, ridership, and user experience, and to implement pricing policies arising from the study.

Sustainability

Metro's mobility investments are largely oriented towards sustainable outcomes, and therefore sustainability is woven throughout actions that comprise the four priority areas. Investments in bus, rail, walking, bicycling and shared-mobility inherently produce less harmful emissions than a single-occupant motor-vehicle trip while consuming less natural resources. But Metro's work in sustainability does not stop there. Sustainability is a value at Metro that influences our work across the agency.

Sustainability is fundamentally about meeting the needs of the present without compromising the ability of future generations to meet their own needs. In this way, sustainability aspires to achieve intergenerational equity to ensure that future generations benefit from the opportunities and resources that prior generations enjoyed. This section explores the work Metro is undertaking to ensure that our sustainable mobility systems reduce harmful emissions, reduce water and energy use and are resilient in the face of a warming climate.

Sustainability Vision: Create an organizational culture and workforce that continually integrates the principles of sustainability into all aspects of decision making and execution to enhance communities and lives through mobility and access to opportunity.

Metro's commitment to sustainability is guided by the following principles:

1. Implement sustainable practices and initiatives that advance and enhance the goals of Metro's Vision 2028 Strategic Plan.
2. Align sustainability projects and initiatives to support Metro's Long Range Transportation Plan.
3. Establish measurable key performance indicators to track the implementation and success of our sustainability strategies and actions.
4. Achieve our sustainability goals through transparent and authentic engagement with our stakeholders and community members.
5. Foster a culture of sustainability at Metro through staff education, workforce development and increased capacity.
6. Encourage innovation in strategic planning and sustainable practice through adaptability and resilience.
7. Strengthen regional sustainability efforts by providing leadership and collaborating with regional partners and agencies.

Further, the very nature of our sustainability work requires close collaboration and partnership with local, regional and state public agencies as well as private sector partners to achieve our shared climate and sustainability goals.

Key California Climate and Sustainability Practices

California continues to lead the nation as one of the most progressive states for sustainability and climate change policy. Below is a concise summary of some of the more prominent policies that guide Metro's work directly or through partnerships.

Greenhouse Gas Emissions Reduction

Senate Bill 32 (Pavely, 2016) and Assembly Bill 32 (Nunez, 2006) – AB 32 requires California to reduce its overall greenhouse gas emissions to 1990 levels by 2020 and established the state's cap-and-trade program to help achieve this goal. SB 32 goes further to require California to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030.

Cap-and-Trade Extension

Assembly Bill 398 (Garcia, 2017) – Law extending California's cap-and-trade program, established by AB 32, through 2030

Sustainable Transportation Planning

Senate Bill 375 (Steinberg, 2008) – Transportation planning legislation that requires Metropolitan Planning Organizations (MPOs) that prepare a Regional Transportation Plan (RTP) to adopt a Sustainable Communities Strategy (SCS) that sets goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. The California Air Resources Board (CARB) sets the greenhouse gas reduction targets in consultation with the MPO for the LA County region, the Southern California Association of Governments (SCAG), and then works with Metro and the cities to help achieve those targeted greenhouse gas reduction targets through a combined RTP/SCS strategy.

California Air Resources Board Oversight and Reporting

Assembly Bill 197 (Garcia, 2016) – A companion bill to SB 32 requiring CARB to report regularly to the state legislature on its progress in implementing the state's climate policies, including progress on the aforementioned RTP/SCS.

Renewable Energy Procurement

Senate Bill 100 (de Leon, 2018) and Senate Bill 350 (de Leon, 2015) – Energy legislation that requires the state to procure 60 percent of all electricity from renewable sources by 2030 and 100 percent from carbon-free sources by 2045; double the energy efficiency of existing buildings; and allow greater electric utility investment in electric charging infrastructure.

Community Air Protection

Assembly Bill 617 (Garcia, 2017) – Companion bill to AB 398 that extends California's cap-and-trade program for greenhouse gas emissions. The legislation increases air monitoring requirements and penalties for polluters who exceed limitations in vulnerable communities.

California Climate Registry

Senate Bill 1771 (Sher, 2000) – Established the California Climate Registry, which cataloged early greenhouse gas emission reductions and set reduction goals and standards for measurement and verification, as a precursor to AB 32 as well as other state efforts.

Key Metro Climate and Sustainability Policies and Programs

Metro continues to evolve its policies and programs to adapt the latest innovative practices and be responsive to our evolving climate challenges. The following climate and sustainability policies and programs provide a sample of the breadth and depth of sustainability work that Metro is pursuing.

Southern California Association of Governments Regional Transportation Plan & Sustainable Communities Strategy (SCAG RTP/SCS)

SCAG prepares an RTP/SCS, a long-range regional planning document that coordinates land use and transportation strategies across the five county SCAG region to help the state of California achieve its climate goals. The Plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic and policy circumstances change. Metro is a key participant in this process, contributing many of the sustainable mobility projects that will help achieve the GHG emissions reductions identified in the Plan.

Zero Emission Buses (ZEB)

Metro's vehicle fleet accounts for 80 percent of its total energy consumption per year. Reducing criteria air pollutant emissions is critical to protecting public health and reducing air pollution. Metro has already replaced over 220 aging bus engines with near-zero emission engines and plans to continue, replacing at a rate of 180 engines per year. This initiative is not only increasing the operating life of existing buses, but more importantly, it is reducing NOx and PM emissions from our bus fleet. Additionally, we have adopted a comprehensive plan to transition to a 100 percent zero emission electric bus fleet by 2030. These initiatives will significantly reduce NOx, PM and GHG emissions. The following documents have more details on Metro's plans to transition vehicle fleets:

- > Zero Emissions Bus Master Plan (2020)
- > Electric Vehicle Implementation Plan (2020)

Climate Action and Adaptation Plan (CAAP)

Metro completed an update of the CAAP in 2019 which further commits our agency to reducing GHG emissions and building climate change resilience within our transportation system and across the region. Thus far, Metro has completed several energy assessments and implemented large-scale projects, including LED lighting retrofits, a transition to RNG for our bus fleet, a bus electrification schedule and various system upgrade installations at rail and bus maintenance divisions.

Climate Safe Infrastructure Adaptive Design (AB 2800)/ Climate Safe Infrastructure

Metro has participated in this statewide initiative to understand how the state of California can better prepare its existing and new infrastructure for climate conditions that will be increasingly different from the current ones. The overarching goal is to ensure a climate-safe future by incorporating climate change data into infrastructure design, construction, and operations and maintenance. Metro is taking steps to fully incorporate climate adaptation into its planning, procurement, asset management and operations.

Sustainable Design Training

All successful Metro Call for Projects grant recipients, beginning with the 2013 Call for Projects, are required to attend a Metro-sponsored Sustainable Design Training and submit a Sustainable Design Plan for their project. The training has four main objectives – 1) Train Call for Project applicants on how to develop a sustainable design plan, 2) Educate applicants on the components of a sustainable design plan, 3) Provide examples of sustainable outcomes and 4) Estimate performance results and quantify benefits.

Metro's Growing Greener Workforce

Implemented in 2017 to create a more resilient and sustainable Los Angeles by providing people with knowledge through Metro sponsored trainings and professional development. Trainings are available in-person or online and allow for local professionals to continue to advance their career and gain relevant industry certifications.

Metro Environmental Construction Awareness (MECA)

The Program is a set of video, text, and hotlink resources focused on specific environmental regulations and practices to be considered in proposal preparation and implementation. The resources provided should be used as a basis for understanding project expectations; to apply proven sustainability solutions throughout a project from its inception; and to learn the concepts, terminology, and procedures Metro's Environmental Compliance and Sustainability Department (ECSD) uses.

Sustainable Acquisition Program

Currently in development, the program identifies strategies to change existing behavioral and purchasing practices to minimize both the upstream and downstream impacts of procured materials.

Transportation Electrification Partnership

Metro is a key partner in the Transportation Electrification Partnership (Partnership), an unprecedented multi-year partnership among local, regional, and state stakeholders to accelerate transportation electrification and zero emissions goods movement in the Greater Los Angeles region. The Partnership was established by the Los Angeles Cleantech Incubator (LACI) in May 2018 to accelerate the adoption of transportation electrification across light and heavy-duty vehicles, to reduce greenhouse gas emissions and to improve air quality.

Water Action Plan (2010)

The Plan provides recommendations for water conservation and cost-benefit analysis of those recommended actions for Metro's consideration. It also recommends next steps for the refinement, implementation, and ongoing optimization of the Plan and its associated strategies. The intent of this Plan is to determine the potential for water conservation opportunities and cost-saving measures consistent with Metro's environmental policies and its implementation of an Environmental Management System (EMS). An update to the Water Action Plan is forthcoming.

Environmental Management System (EMS)

EMS creates a framework for implementing best practices that help ensure compliance with federal, state and local environmental regulations, pollution prevention and sustainability goals and maintains the International Organization for Standardization (ISO) 14001:2015 certification by conducting both internal and external third-party audits. Using the ISO 14001:2015 framework of Plan-Do-Check-Act, Metro EMS builds on Metro's Environmental Policy to synchronize operational best practices with the agency's larger environmental and sustainability goals and helps to increase employee awareness on how to reduce impacts on the environment.

Resiliency Indicator Framework (2015)

The Resiliency Indicator Framework established a mechanism to measure and evaluate climate adaptation implementation priorities to ensure infrastructure resilience and maintain a good state of repair. These indicators have a broad, multi-hazard application across Metro as they facilitate continual improvement, tracking the effectiveness of our planning, construction, and operational activities in increasing agency-wide resilience.

Moving Beyond Sustainability

In the fall of 2020, Metro released the Moving Beyond Sustainability Plan (MBS) – a comprehensive sustainability strategic plan framework to guide sustainability activities over the next ten years and beyond. The title is a reflection of the fact that while our day-to-day mobility operations inherently advance sustainability by reducing GHG emissions, we can and will do more. Our work intends to move beyond sustainable mobility as we increase access to opportunity, conserve resources, foster vibrant communities, improve public health, drive economic development and transform LA County.

Building on over a decade of sustainability policies, plans and programs, MBS will be Metro's most comprehensive sustainability planning document to date and sets goals, strategies and actions that align with and emanate from other key Metro guidance documents, including: Vision 2028, Long Range Transportation Plan, Equity Platform Framework and our Resiliency Indicator Framework. In addition, recognizing that Metro's success is dependent on collaboration with our public agency partners, MBS, aligns with and supports parallel efforts and plans underway at LA County and the City of Los Angeles, including LA's Green New Deal and Our County plans.

MBS will be a living document, adaptive to people's needs, a rapidly changing climate, new learning, continuous improvement and new opportunities for partnerships. Upon final adoption of the Plan by the Metro Board of Directors (anticipated Fall 2020), the plan will be available at Metro's sustainability website: <https://www.metro.net/projects/sustainability/>

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Equity

The LRTP update began with equity as a guiding theme. In February 2018, the Metro Board adopted the Equity Platform, confirming the agency's commitment to evaluate areas of the most need in the County and intentionally reevaluate agency priorities to advance opportunities for those who are faring the worst in the region. The following section describes Metro's Equity Program and the LRTP's relationship to advancing equity through the Equity Platform, a Definition of Equity, Equity Focus Communities, and Title VI analysis. Title VI of the Civil Rights Act of 1964 applies to programs and activities receiving federal assistance to protect people from discrimination based on race, color, and national origin. Transit operators are required to apply Title VI to operational decisions and contracting practices.

Equity Platform

In 2018, Metro adopted its Equity Platform to help ensure system changes prioritize those most in need of improved access to opportunity. Metro recognizes that there are deep-rooted and pervasive racial and socioeconomic inequities that create disparate results and impacts, even when the intention is to help all. Accordingly, we need an understanding of those disparities and an intentional focus on those faring the worst in order to truly improve access to opportunity for all. The Equity Platform is structured around four pillars:

- I. Listen and Learn;
- II. Define and Measure;
- III. Focus and Deliver; and
- IV. Train and Grow.

The LRTP was developed in accordance with these pillars, through robust public engagement, as well as clearly defining our goals and performance measures for tracking our effort to deliver better access and mobility in the future.

Defining Equity

As part of our commitment to the Equity Platform Framework, Metro has developed a definition of equity. This definition gives each facet of Metro and our community partners a starting place for understanding what equity means in our projects, plans and partnerships. The definition was developed with input from the Metro PAC in 2019.

Equity is both an outcome and a process to address racial, socio-economic and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities. It is achieved when one's outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic or social identities. It requires community informed and needs-based provision, implementation and impact of services, programs and policies that reduce and ultimately prevent disparities.

As it relates to the LRTP, the definition of equity is intended to apply broadly across Metro's range of activities and investments described in the Plan.

Equity Focus Communities

As part of the LRTP, Metro has defined “Equity Focus Communities” (EFCs). EFCs are a set of geographies that Metro staff developed with the Equity Working Group of the Policy Advisory Committee (PAC). The purpose of the Working Group was to determine the location of underserved communities and analyze data that identified disparate outcomes. The development of a definition of Equity Focus Communities was reviewed by experts at the University of Southern California (USC) Program for Environmental and Regional Equity (PERE) in consultation with the Metro PAC.

As part of defining EFCs, Metro looked at more than 30 indicators of opportunity across the following categories:

- > Jobs
- > Housing
- > Education
- > Public Health/ Environment
- > Safety/ Security

Indicators such as households within a half mile of parks were calculated for the LA County population across a variety of socio-demographic risk factors including:

- > Race
- > Income
- > Age
- > Gender
- > Birthplace
- > Disability
- > Family Structure
- > Car Ownership
- > Housing Tenure
- > English Speaking

As part of the process of understanding EFCs in LA County, these socio-demographic risk factors were correlated with opportunity factors. Ultimately, in partnership with the PAC Equity Working Group and USC PERE, we determined EFCs based on two demographic factors that have historically been determinants of disinvestment and disenfranchisement, household income and race/ethnicity, and a third factor, households with low vehicle ownership. Incorporating the characteristic of households without a car presents an opportunity to target new mobility investments in neighborhoods with a higher propensity to take full advantage of them.

The identified communities represent geographic areas that have the following socioeconomic characteristics: more than 40 percent of households are low-income and either 80 percent of households are non-white or 10 percent have no access to a vehicle. Collectively, these areas represent about 30 percent of the county’s population. EFCs are communities that have experienced historic disinvestments, reduced access to opportunity and housing, and policy decisions that have resulted in environmental justice disparities. As such, these communities have a higher degree of various negative outcomes and are those with the greatest need. EFCs are used to calculate several performance measures in the LRTP.

Title VI Analysis

A Title VI analysis is performed as part of the LRTP to assess the transportation impacts on distinct socioeconomic groups in LA County. Similar to analysis done with EFCs, Title VI analysis uses census data as the foundation for understanding socio-economic characteristics and evaluating differences in opportunities based on those population characteristics. The Title VI analysis uses the census tract geography to analyze the following transportation impacts:

- > Job accessibility within 60 minutes via transit; and
- > Mode choice by income quintile.

The results of the Title VI analysis using these designated geographies are described in Chapter 5.

Financial Model and Assumptions

The 2020 L RTP financial forecast is Metro's plan for funding the capital program. It helps determine funding strategies for capital projects and the allocation of state and federal grants. It demonstrates to our funding partners, at the state, federal, and local level, that we anticipate having the resources to meet our financial commitments. For federal New Starts funds, the financial forecast helps demonstrate to the Federal Transit Administration (FTA) that Metro has the financial capacity to build and operate the grant funded transit line.

The financial forecast covers the 30-year time horizon of the LRTP and is based on numerous cost and revenue assumptions. It funds an estimated \$400 billion of transportation capital and operating costs countywide. This figure includes all forecasted investment in transportation projects and services in LA County from FY21-2050.

The LRTP financial forecast includes all projects and programs approved by the Metro Board, including the commitments in the Measure R and Measure M Expenditure Plans. The financial forecast shows that Metro can fund these commitments on their planned schedule, as well as future state of good repair. However, the financial forecast is subject to significant risks relating to ongoing sales tax growth, successful receipt of grant funds, additional capital and operating needs, and higher than anticipated capital and operating costs. Should these risks occur, Metro will need to reassess our capital program and prioritize the funding of the many projects and programs in the LRTP.

This section of the LRTP financial forecast covers, in detail, the following.

> Revenue assumptions

- Local sales tax
- Other local revenue
- State revenue
- Federal revenue

> Expenditure assumptions (with funding plans for major projects)

- Bus program
- Rail program
- Highway program
- Multimodal program

Major Revenue Assumptions

Metro receives revenue primarily from four separate voter-approved local sales tax measures that are dedicated for transportation purposes. Three of the sales taxes have no sunset date, and provide an unprecedented level of local financial commitment towards the construction and ongoing operations and maintenance of the capital plan. Metro also expects to benefit from a significant amount of State grant funding and other assistance created by Senate Bill 1 (SB 1), which increased the gasoline and diesel excise tax and vehicle licensing fees in California, as well as ongoing federal support through longstanding discretionary and formula transportation grant programs.

The key revenue assumptions for the LRTP include the forecasted amount of sales tax and availability of future state and federal grant funding.

This financial forecast was developed before the COVID-19 pandemic and the long-term revenue impact from the pandemic on local sales tax, state SB 1, and fare revenue, as well as the impact of federal stimulus funding is still to be determined.

Local Sales Tax Revenues

Sales Tax Revenue Growth

There are four separate 0.5 percent transportation sales taxes in LA County – Proposition A, Proposition C, Measure R, and Measure M. The revenue that Metro receives is determined by the amount of taxable sales in the county. Forecasted taxable sales are obtained from the University of California at Los Angeles (UCLA) Anderson Forecast. Based on a moving average of the forecast released in 2017 through 2019, the average sales tax growth rate is 3.66 percent from FY21 to FY50. The starting point for the sales tax forecast is the FY20 budgeted amounts of \$873 million for each of the four countywide sales taxes.

Proposition A Eligible Uses

A half-cent sales tax, passed by LA County voters in 1980, is to be used to improve public transit throughout LA County. A portion of the revenues is returned to local jurisdictions, based on population, for use on public transit projects. Revenues, after 5 percent is allocated to Metro for administration, are divided as follows:

USES	PERCENTAGE
Local Return Program	25%
Rail development and operations	35%
Discretionary (bus operations per Metro Board policy)	40%
Total	100%

All Proposition A discretionary funds (40%) are used for bus operations in accordance with established formulas.

Proposition C Eligible Uses

A half-cent sales tax, passed by LA County voters in 1990, is to be used for public transit purposes in LA County. Revenues after 1.5 percent is allocated to Metro for administration, are divided as follows:

USES	PERCENTAGE
Rail and bus security	5%
Commuter rail/transit centers/park and ride	10%
Transit-related streets/state highways	25%
Local return (direct to cities and county)	20%
Discretionary	40%
Total	100%

The discretionary funds (40%) are assumed split among rail capital and operations and bus capital and operations. Allocations between bus and rail capital and operating requirements shift over time as capital projects are built and operations begin. These funds are also used for planned replacement and rehabilitation, of capital items including buses, facilities and rail cars.

Most of the transit-related highway funds (25%) are programmed for highway-related projects, such as carpool or high occupancy vehicle (HOV) lanes. These funds are also eligible for portions of transit projects that are on a state highway or freeway and for public mass transit improvements to railroad rights-of-way.

The Commuter Rail and transit funds (10%) are used for Metrolink commuter rail, debt service, and regional park-and-ride facilities and transit centers through the Call for Projects.

The Act of 1998

Both Proposition A and Proposition C sales tax are not eligible for expenditures on “new subway,” pursuant to the Act of 1998 that was approved by county voters. This includes spending on the planning, design, construction, operation, and debt service for new subway.

Measure R Eligible Uses

A half-cent sales tax effective July 1, 2010, passed by LA County voters in 2008, is used for projects and programs as specified in the Measure R Expenditure Plan. This sales tax has a sunset date of June 30, 2039. Revenues, after 1.5 percent is allocated to Metro for administration, are divided as follows:

USES	PERCENTAGE
New Rail and/or Bus Rapid Transit Capital	35%
Metrolink Capital Improvements within LA County	3%
Metro Rail Capital System Improvements	2%
Highway Capital	20%
Local Return	15%
Rail Operations	5%
Bus Operations	20%
Total	100%

Measure M Eligible Uses

A half-cent sales tax effective July 1, 2017, which increases to a one-cent sales tax on July 1, 2039, was passed by LA County voters in 2016, and is used for the 91 projects and programs identified in the Measure M Expenditure Plan. Revenues, after 0.5 percent is allocated to Metro for administration, are divided as follows:

USES	PERCENTAGE
Rail Operations	5%
Bus Operations	20%
Paratransit Operations; Fare Discounts	2%
Transit Construction	35%
Metro State of Good Repair	2%
Highway Capital	17%
Active Transportation	2%
Local Return	16%
Regional Rail	1%
Total	100%

The capital percentage allocations or subfunds, can only be used for capital, and the operations subfunds only for transit operations.

Transportation Development Act (TDA Article 4)

Transportation Development Act (TDA) revenues are derived from one-quarter cent of the 7.25 percent statewide base retail sales tax. The funds are apportioned to each county by the State Board of Equalization according to the amount of tax collected in the county. Each year, the actual funds are allocated according to the Metro Transit Fund Allocations. Generally Metro receives approximately 74 percent and the Municipal Operators receive 26 percent of the county allocation. TDA Article 4 funds are available for bus and rail capital and operations.

Other Local Revenues

Fare Revenues

The financial forecast includes bus and rail fare revenues, initially equal to the budgeted amount in FY20. The projected fare revenues increase steadily over time to achieve a “fare recovery ratio” (fare revenue divided by transit operations and maintenance costs) of approximately 30 percent by FY50.

This key assumption may entail a combination of strategies such as reducing unproductive service, achieving operating efficiencies, reducing costs, and increasing fares and other operating revenues. The number of riders anticipated on the Metro system has declined over the last several years and has led to a historical low fare recovery ratio.

Local Agency Contributions

The Measure M Ordinance specifies that each city that has a Measure M transit station located in its boundaries shall pay 3 percent of the project costs, depending on the number of stations within the city (or unincorporated county). The financial forecast includes a 3 percent local agency contribution as a source of funding for all Measure M rail transit projects.

Lease and Advertising Revenues

Metro receives funding from land leases on Metro-owned property, advertising on Metro property, and advertising on Metro vehicles. Lease and advertising revenues total \$40.5 million in FY20 and are projected to increase proportionally with inflation over the timeframe of the financial forecast.

Toll Revenues

Metro operates ExpressLanes on both I-10 and I-110, which generate net income that is included in the financial forecast. Toll revenue from future ExpressLanes on I-105 and I-405 Sepulveda Pass, are used to pay for the costs of the respective ExpressLane.

Bonds/Debt Financing

Sales Tax Bonds – Debt financing is needed for the timely completion of scheduled major capital construction projects when annual sales tax receipts and fund balance are not sufficient to support annual expenditures. The bonds proposed are for planning purposes to assist in making long-range financial decisions and will be issued when needed to fund transit and highway capital projects. The financial forecast assumes that 4.5 percent interest on 30-year bonds.

At the time of actual need, bond issuances will be analyzed individually and approved by separate Metro Board action.

Grant Revenue Bonds – Metro has received federal New Starts grants for the Regional Connector and Westside Subway Extension projects, and anticipates future New Starts funding for additional rail projects. The grant funding is paid to Metro over time and a portion will be paid after completion of the projects. Borrowing is needed to provide funding during construction. The financial forecast assumes grant revenue bonds are used for some of the New Starts projects. The bonds are paid solely from the New Starts receipts.

Toll Revenue Bonds – The Measure M Expenditure Plan includes 2 new ExpressLanes on I-105 and I-405 through the Sepulveda Pass. Toll revenue bonds secured by the ExpressLanes revenue are included in the financial forecast for these projects. Future toll revenue bonds will explore use of system toll revenues, as opposed to corridor-specific revenues.

The total amount of debt to be issued in the financial forecast through FY49, by type of debt and by decade, is as follows (in millions\$):

TYPE OF DEBT FINANCING	'20-'29	'30-'39	'40-'49	'50-'57
Proposition A	\$810	\$495	\$910	-
Proposition C	\$1,489	\$1,821	\$680	\$6,609
Measure R	\$2,828	\$1,259	-	-
Measure M	\$6,710	\$4,697	\$3,308	\$12,681
Grant Revenue	\$1,727	-	-	-
Total	\$268	-	-	-

Debt Policy – Metro maintains a Debt Policy that identifies the types of debt that Metro will issue and places caps on the amount of sales tax that can be used to pay debt service. The financial forecast conforms to the Debt Policy, including the percentage maximums per sales tax category, as follows:

SALES TAX CATEGORY	DEBT POLICY PERCENTAGE MAX.	FINANCIAL FORECAST MAX.
Proposition A Rail 35%	87%	56%
Proposition C Transit-Related Streets 25%	60%	58%
Proposition C Discretionary 40%	40%	38%
Measure R Transit 35%	87%	85%
Measure R Highway 20%	60%	59%
Measure M Transit 35%	87%	84%
Measure M Highway 17%	87%	61%

State Revenues

The financial forecast includes all state revenues that Metro currently receives and expects to receive, with the assumption the funding program will continue to exist over the time horizon of the LRTP. A brief description of the major state revenues is provided.

Active Transportation Program (ATP)

This is a state grant program for projects, both infrastructure and non-infrastructure, that further ATP goals. Funding for the program was increased through SB 1 (as discussed see herein). Metro and all cities in the county are eligible to apply. Metro expects to receive a portion of the regional funding for highly competitive projects like the Los Angeles River Bikeway.

Low Carbon Transit Operations Program (LCTOP)

This program is funded from five percent of cap-and-trade auction proceeds and is intended for projects that increase transit mode share, replace conventional vehicles with electric zero emissions vehicle projects, support new or expanded bus or rail services, and expand intermodal transit facilities, equipment acquisition, fueling, and maintenance and other costs to operate the above services or facilities. Metro expects to receive about \$30 million per year from this program primarily for funding rail operations.

Regional Improvement Program (RIP) Funds

The Regional Improvement Program (RIP) is part of the State Transportation Improvement Program (STIP). The STIP is divided 75 percent by county shares, the RIP, and 25 percent for interregional statewide shares. The 75 percent RIP share allows Metro to select projects for funding upon approval by the CTC. Metro uses its Long and Short Range Transportation Plans to select the projects to receive such funding and be programmed in the STIP. The Metro Board approves the programming of the RIP share for capital improvements to eligible highway, bus, rail, fixed guideway, and other capital projects.

The financial forecast incorporates the RIP awards from the 2018 and 2020 STIP. The biennial STIP adds two new years of programming. The financial forecast assumes \$120 million per year will be available for Metro from the RIP, beyond the expected 2020 STIP awards. The RIP is allocated to projects including: East SF Valley Transit Corridor Project, Sepulveda Pass Transit Corridor (Ph 2), SR-710 North, I-5 and I-405 Carpool Lane Connector, and Retrofit Soundwalls Phase 1.

Senate Bill (SB 1)

SB 1 was signed into law on April 28, 2017 and contains new revenues to make road safety improvements, repair local streets, expand public transit, improve highways, and build bridges and overpasses. SB 1 provides \$5.4 billion per year over the next decade to fund transportation improvements through increases in the state excise tax on gasoline and diesel fuel, sales tax on diesel fuel, and vehicle registration fees.

The major funding programs under SB 1 are:

- > **Local Partnership Program (LPP)** – The LPP provides local and regional agencies that have passed sales tax measures, tolls, or fees or that have imposed fees which are dedicated solely to transportation improvements with a continuous appropriation of \$200 million annually (statewide) to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. There is a competitive and formulaic portion, and Metro expects to receive about \$60 million per year from both. Projects to be funded in the financial forecast include bus replacements, Orange Line BRT Improvements, Division 20, I-5 and I-405 Carpool Lane Connector, and I-605 Corridor ‘Hot Spot’ Interchange Improvements.
- > **Solutions for Congested Corridors Program (SCCP)** – The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Metro expects to receive, on average, \$65 million per year in awards from this grant program for funding of projects including Airport Metro Connector, Sepulveda Pass Transit Corridor (Ph 2), and Gold Line Eastside Extension (one alignment).
- > **State of Good Repair (SB-1 SGR)** – These funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects. The state distributes these funds using the State Transit Assistance Fund (STA) distribution formula and LA County subrecipients receive these funds through the annual Transit Fund Allocation process, after submittal of the required project list.
- > **Trade Corridor Enhancement Program (TCEP)** – TCEP provides funding for infrastructure improvements along corridors with high volumes of freight movement. Eligible projects will increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking. Metro anticipates that as much as \$200 million per year, on average, could be available from this grant program. Projects receiving funds in the financial forecast include SR-57/SR-60 Interchange Improvements and I-710 South Corridor Project (Ph 1).

State Transit Assistance (STA)

STA funds are derived from the State Public Transit Account, which is funded mostly from sales tax statewide on gasoline and diesel fuels. SB 1 provides an additional \$250 million per year to STA. This additional funding will go to transit capital projects and operational costs via current funding formulas based on agency revenue and population. Metro expects to receive about \$100 million per year from STA.

The regional STA allocation for LA County is based on the County’s shares of population and transit operator revenue compared to the rest of the state. The population portion of STA is used for Metro rail operations and the operator revenue share is used mostly for Metro and municipal operator bus operations.

Transit and Intercity Rail Capital Program (TIRCP)

TIRCP was created to provide grants for capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California. The program is funded from both cap-and-trade auction proceeds and SB 1 tax revenue. Metro expects to rely heavily on TIRCP with funding of as much as \$200 million per year, on average, for rail projects including West Santa Ana Transit Corridor, Green Line Extension to Crenshaw Blvd in Torrance, East SF Valley Transit Corridor Project, Sepulveda Pass Transit Corridor, Gold Line Eastside Extension, and Gold Line Foothill Extension to Claremont.

Federal Revenues

The financial forecast includes all federal transportation funding that Metro currently receives and assumes the major funding programs will continue to exist through ongoing multiyear reauthorization bills. Metro expects that major capital funding sources like the federal New Starts program will continue to be a large funding component for our planned future rail lines.

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program is designed to fund projects that contribute to attainment of national ambient air quality standards. CMAQ funds cannot be used to construct facilities providing additional capacity for single-occupancy vehicles. The financial forecast assumes that all new rail lines and various Metro bus rapid transit projects will receive CMAQ funding for operating costs during the first three years of operation. CMAQ will also be used for bus purchases, carpool lanes, and new rail projects. Metro estimates that, on average, \$130 million per year will be available.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are appropriated by Congress for highway improvements but are flexible and eligible for transit capital projects, Transportation Demand Management (TDM), and improvements to highways and arterial roads. Half of the STBGP allocation to the state is assumed to go to the California State Highway Account with the remainder allocated to the regions by formula in accordance with Section 182.6 of the California Streets and Highways Code. Most of Metro's regional share of STBGP funding is assumed for paratransit uses by Access Services. Some STBGP funds have been assumed for carpool lanes and freeway gap closures/arterial widening in LA County. On average, \$140 million per year is estimated available from this program.

Section 5307 Urbanized Formula

Federal funding from FTA's Section 5307 Program is determined by federal and Southern California Association of Governments (SCAG) formulas. The funding assumed in Metro's financial forecast is equal to the actual allocation to Metro, with future estimates increased by 1.0 percent per year. Federal regulations allow Section 5307 funds to be used for preventive maintenance costs as well as capital costs. The financial forecast assumes the continued use of these funds for eligible bus preventive maintenance costs in the operating budget and for future bus replacements.

The forecast also assumes that these funds will be allocated to all eligible bus operators by formula for identified capital requirements, pursuant to the current Transit Fund Allocation (85 percent by formula and 15 percent discretionary).

Section 5309 New Starts and Small Starts

Metro has received a significant amount of funding from the federal New Starts program, with funding of almost \$400 million per year (through FY22) for Westside Subway Extension Segment 1, Segment 2, and the Regional Connector. Metro will apply for future rail projects based on their estimated competitiveness. This could include West Santa Ana Branch and Sepulveda Transit Corridor.

No future funds have been assumed from the discretionary Small Starts, Expedited Project Delivery pilot, or Core Capacity program.

Section 5339 Bus and Bus Facilities

Federal funding from FTA's Section 5339 Program totals \$65.5 million. Each state receives \$1.25 million, each territory receives \$500,000 and the remaining funding is allocated based on a formula that includes population, transit vehicles revenue miles, and transit passenger miles. The financial forecast includes \$27 million of formula funds in FY20, growing at 1.0 percent per year. Metro was awarded funding from the discretionary component of this program but no future discretionary funding is assumed. Formula funds are applied to bus midlife costs and future bus facility state of good repair.

Section 5340 Growing States and High-Density Formula

Half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent census. Metro expects to receive \$9 million in FY20, increasing approximately 1.0 percent per year. The funding is allocated for Metro rail operations in the financial forecast.

Build America Bureau's Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal resources to stimulate capital market investment for developing transportation infrastructure by providing credit assistance in the form of direct loans or loan guarantees to projects of national or regional significance. Metro has participated in this program since FY12 on various rail corridors.

Revenue Assumptions

Bus Program

The major bus program assumptions include: level of bus and rail service, cost per service hour, fleet replacement schedule, and future cost per vehicle. The projected level of service is multiplied by cost per service hour, and projected fleet purchases are multiplied by the cost per vehicle. The financial forecast does not reflect any changes related to the NextGen Bus Plan and includes only the cost of replacing the Metro CNG bus fleet, as an implementation plan for a zero emission bus fleet has not yet been determined.

Bus Capital

Major Metro Rapid Bus Projects – Measure M includes several bus rapid transit (BRT) and potential BRT projects. Funding plans for five BRT projects in the financial forecast are provided, in year of expenditure dollars, in the table below.

AMOUNT OF FUNDING BY SOURCE (MILLIONS)				
PROJECT	LOCAL FUNDS	STATE FUNDS	FEDERAL FUNDS	TOTAL COST
BRT Connector Orange-Red Line to Gold Line	\$265.1	\$50.0	-	\$315.1
Lincoln Blvd BRT	\$220.3	-	-	\$220.3
North San Fernando Valley Bus Rapid Transit Improvements	\$206.5	-	-	\$206.5
Orange Line BRT Improvements	\$247.9	\$75.0	\$3,308	\$322.9
Vermont Transit Corridor	\$201.4	\$267.6	\$55.0	\$524.0

Bus Operations

New Buses and Added Service – The financial forecast estimate is for planning purposes only and does not commit Metro to any specific expenditure level or continuation of the service if restructured. The financial forecast does not incorporate any potential modifications to bus service resulting from the NextGen Bus Plan initiative.

Metro Bus Operations – Operations and maintenance cost projections are based on the Metro FY20 budget cost per service hour and revenue service hours projected by Metro Operations. The cost per service hour increases approximately 2 percent per year. Revenue service hours remain relatively flat from a low of 7,030,361 to high of 7,308,639 by FY49. Total bus operating costs increase from \$1,268.6 million in FY20 to \$2,465.7 million in FY50.

Access Services, Incorporated (ASI) – The LRTP funds complementary parallel transit services required by the Americans with Disabilities Act (ADA) at the Metro subsidy consistent with the FY20 budget plus inflation. In order for Metro to meet its share of cost growth for mandated parallel ADA services that exceed inflation, a combination of revenue increases or transit operating cost reductions will be necessary. The forecast assumes that Surface Transportation Block Grant Program (STBGP) funds will continue to be programmed for ASI. Proposition C 40 percent is also programmed to match the FTA funds.

Rail Program Assumptions

Rail Capital

Near-Term Transit Corridor Projects – Over the first ten years of the LRTP, nine transit projects may be under construction. Descriptions for each of the projects are included below. The funding sources shown are those assumed in the LRTP but may change upon future Board programming actions. All funding and cost is shown in year of expenditure dollars. The estimated opening dates are based on awarded construction contracts or most recent Metro estimate, including the preliminary start dates in the Measure M Expenditure Plan.

1. **Crenshaw/LAX Transit Corridor (scheduled to open FY21)** – The capital costs and life of project budget as of spring 2020 for the light rail line is \$2,058.0 million.
2. **Regional Connector (scheduled to open FY22)** – The estimated capital cost and current life of project budget is \$1,755.8 million. This project is funded with a New Starts grant and TIFIA loan.

D Line (Westside/Purple) Extension

3. **Segment 1 (scheduled to open FY24)** – The estimated capital cost and life of project budget as of spring 2020 is \$2,778.9 million. With grant revenue bond debt service, the cost is \$3,363.9. This project is funded with a New Starts grant and TIFIA loan.
4. **Segment 2 (scheduled to open FY26)** – The estimated capital cost and life of project budget as of spring 2020 is \$2,441.0 million. This project is funded with a New Starts grant and TIFIA loan.
5. **Segment 3 (scheduled to open FY27)** – The estimated capital cost and life of project budget as of spring 2020 is \$3,223.6 million. With grant revenue bond debt service, the cost is \$3,911.4. This project is funded with a New Starts grant.
6. **East SF Valley Transit Corridor Project (scheduled to open FY27)** – The estimated capital cost is \$1,567.7 million.

7. **Gold Line Foothill Extension to Claremont (Phase 2B) (scheduled to open FY28)** – The estimated capital cost is \$1,573.9 million. This project is being designed and constructed through the Gold Line Foothill Construction Authority. Metro will fund the design and construction and take over as operator. The current scope and budget extends the project from Azusa to Pomona.
8. **West Santa Ana Branch Transit Corridor LRT FY28 (scheduled to open FY28)** – The estimated capital cost is \$1,250.2 million for the FY28 segment that was initially envisioned in the Measure M Expenditure Plan. However, Metro is currently planning to combine the FY28 project with portions of the FY41 projects.
9. **Green Line Extension to Crenshaw Blvd in Torrance (scheduled to open FY30)** – The estimated capital cost is \$1,166.8 million.

RAIL PROJECT	AMOUNT			
	LOCAL FUNDS	STATE FUNDS	FEDERAL FUNDS	TOTAL COST
Crenshaw/LAX Transit Corridor	\$1,656.5	\$287.0	\$114.5	\$2,058.0
Regional Connector	\$599.3	\$267.0	\$889.5	\$1,755.8
D Line (Purple) Extension Segment 1	\$1,574.9	\$2.6	\$1,786.4	\$3,363.9
D Line (Purple) Extension Segment 2	\$1,085.0	-	\$1,356.0	\$2,441.0
D Line (Purple) Extension Segment 3	\$1,906.1	\$31.8	\$1,973.4	\$3,911.4
East SF Valley Transit Corridor Project	\$1,158.8	\$407.9	\$1.0	\$1,567.7
Gold Line Foothill Extension to Claremont	\$1,283.7	\$290.2	-	\$1,573.9
West Santa Ana Branch Transit Corridor	\$922.5	\$323.9	\$3.8	\$1,250.2
C Line (Green) Extension to Torrance	\$935.4	\$231.3	-	\$1,166.8

Rail Operations

Rail operations costs are based on the current cost per service hour (FY20), revenue service hour projections from Metro Operations, and estimated revenue service dates for future rail lines. The cost per service hour is escalated by the historical growth rate over the last five years. The future cost per service hour is reduced for estimated fixed administrative costs that are not expected to be incurred upon the opening of each new rail line.

Metrolink Commuter Rail – The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority, or Metrolink, plans, constructs, and operates the five county commuter rail system. Metro funds the portion of the capital and operating costs for commuter rail lines and projects located within LA County. Metro also funds and manages additional commuter rail and related improvements. The financial forecast assumes continued funding for the current commuter rail system from Proposition C (10 percent) and Measure M (2 percent) commuter rail revenues.

Other Rail Costs and System Improvements – In addition to the costs associated with the construction of individual rail lines, costs to upgrade the overall rail system and for miscellaneous enhancements are included.

Transit Asset Management

Metro maintains an inventory of its rail and bus vehicles, purchases replacements at the end of the useful life and performs midlife overhauls at periodic intervals. Metro has existing replacement and midlife contracts for much of its existing vehicle fleet, with allocated funding. The financial plan includes funding for all future vehicle replacements and midlife overhauls.

In FY 2020, approximately \$530 million was allocated to maintain Metro's bus, rail and technology infrastructure in a state of good repair, including bus replacements, and related technology, on-going bus maintenance midlife and engine replacement, rail vehicle procurement, and rail overhaul. Vehicle procurement costs and other facility, infrastructure, and vehicle procurements/maintenance costs are estimated based on the existing composition and age of the vehicle fleet. From FY21 to FY50, the financial forecast funds \$14.2 billion of total SGR expenditures for Metro rail and \$10.3 billion for bus.

Vehicle Replacement Schedule – Bus vehicle replacement is based on a 12-year bus cycle and rail vehicle replacement is based on a 30-year schedule.

Vehicle Costs – Total bus and rail vehicle costs are presented below. These costs assume replacements with alternative-fueled vehicles and are escalated annually by CPI starting in FY20. The costs are based on Metro's most recent procurements.

TYPE	AMOUNT
40-Foot Bus	\$693,338
60-Foot Bus	\$1,070,308
Heavy Rail Vehicle	\$4,978,716
Light Rail Vehicle	\$4,681,971

Facilities and Support Equipment – Costs for bus capital projects are based on Metro's Transit Asset Management database.

Highway Program Assumptions

The highway component adds the estimated total escalated cost of all Measure R, Measure M, and other Board-approved highway projects and programs.

Active Transportation

The financial forecast includes \$559.4 million for specific active transportation projects, in addition to those in the Measure M multi-year subregional programs. The projects are funded with a combination of Measure M funds and state active transportation grants.

Freeway Carpool Lanes [High Occupancy Vehicle Lanes (HOV)]

The financial forecast provides for the implementation of HOV projects identified in the Measure R and Measure M Expenditure Plans. Project cost estimates are provided by Caltrans District 7 or Metro. Carpool lanes, not including ExpressLanes, and related project expenditures are \$1.5 billion (escalated) from FY20 to FY50.

Freeway Gap Closures, Interchanges, and Arterial Widening

Project cost estimates were provided by Caltrans District 7 or Metro. These projects have total expenditures of \$16.2 billion (escalated) in the financial forecast.

Freeway Service Patrol

Continued funding for this program is assumed primarily through Proposition C 25 percent, Freeway Service Patrol State Highway Account Funds, and HOV violation funds. The Proposition C 25 percent funding is assumed to grow annually by CPI.

Intelligent Transportation System (ITS)

This program aims to efficiently utilize advanced technologies in Southern California's transportation systems. For the Regional Integration of the ITS, the financial forecast assumes an average of \$1.7 million of Proposition C 25 percent funds escalated by CPI.

Local Streets and Roads

Estimated local funding through the State Gas Tax subventions, earmark exchange, use of surplus Measure R, and allocation of STBGP local funds of \$21.7 billion are assumed received by the County and the cities in LA County through FY50. The funding includes augmented gas tax funding from SB 1.

Multi-year Subregional Programs

Highway eligible funding for the Measure M Multi-Year Subregional Programs totals \$6.9 billion escalated through FY57. The specific projects are and will be identified by the subregions, subject to Metro guidelines and Ordinance restrictions, which include active transportation, first-last mile, highway efficiency, and modal connectivity eligible projects.

Operations, Caltrans

Estimated State Highway Account funds of \$8.0 billion are assumed for Caltrans District 7 operations.

Retrofit Soundwalls

The Retrofit Soundwalls program encompasses freeways previously constructed without necessary soundwalls. This program has been a Metro responsibility since Senate Bill 45 took effect in 1998. The program has two phases: three priorities in Phase I and unprioritized projects in Phase II. Completion of Phase I totals \$459.2 million through FY40 funded with Proposition C 25 percent, Measure R, and RIP funds. Phase II, for soundwalls on freeways without carpool lanes and therefore not eligible for Proposition C 25 percent, are not funded in the financial forecast.

Rideshare/Vanpool Program

Since FY03, Metro has directly operated countywide rideshare services with over 100,000 registrants currently. In May 2007, the Vanpool Program was added, providing lease and fare incentives to new and existing vanpools. Total funding of \$452.5 million (Proposition C 25 percent and RIP) is assumed through FY50.

Service Authority for Freeway Emergencies (SAFE)

A separate legal entity that is housed within Metro, SAFE operates call boxes along the freeways, the #399 Mobile Call Box program, and the 511 Traveler Information System. It is funded by a \$1 surcharge on each of the seven million registered vehicles in the County. Cost estimates and assumptions are based on the SAFE Ten-Year Financial Plan and include capital requirements and operations and maintenance expenses.

State Highway Operation and Protection Program (SHOPP)

Every four years, Caltrans prepares a SHOPP plan that identifies needed projects for maintenance and safety repairs. Caltrans administers this program and allocates funding throughout California as-needed. Funding for this program is significantly increased from SB 1 fuel taxes. An estimated amount allocated to LA County is assumed for reference and comparison to other counties.

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Travel Demand Model, Assumptions, and Forecast

The development of the 2020 LRTP was preceded by a rigorous assessment of the analytical tools, assumptions, and performance criteria that would be employed in the evaluation of potential plan alternatives. The primary analysis tool is the Metro Travel Demand Simulation Model. This appendix provides a technical summary of the travel demand modeling process and performance measure analyses conducted as part of the 2020 LRTP development effort.

Metro Model Overview

Travel demand modeling evaluates existing and future socioeconomic conditions, transportation networks, land-uses, and pricing data to estimate future travel patterns.

Key inputs include:

- > Demographic and socioeconomic data (population, households, income, auto ownership, and jobs)
- > Transportation network data (existing and approved roadway and transit projects)
- > Pricing data (transit fares and fuel costs, maintenance estimates, parking, tolls, etc.)

Key outputs include:

- > Trip generation (number of trips made)
- > Trip distribution (where those trips go)
- > Mode choices (how the trips will be divided among the available modes of travel)
- > Trip assignments of vehicle and transit trips (predicting the route trips will take)

Travel demand models can test “what-if” scenarios, based on variations of inputs, providing decision makers with the best predictions of how well a project may be utilized, how a project may be implemented, and what benefits and impacts a project may have on the rest of the transportation network, community, and environment.

Metro’s travel demand model includes the officially adopted Southern California Association of Governments (SCAG) forecasts of socioeconomic data. The Metro model also includes future transportation projects included and defined in Metro’s Long Range Transportation Plan and SCAG’s Regional Transportation Plan (RTP). Socioeconomic data forecasts are updated every four years by SCAG in cycle with the update of the RTP. These forecasts are developed by SCAG in coordination with local jurisdictions.

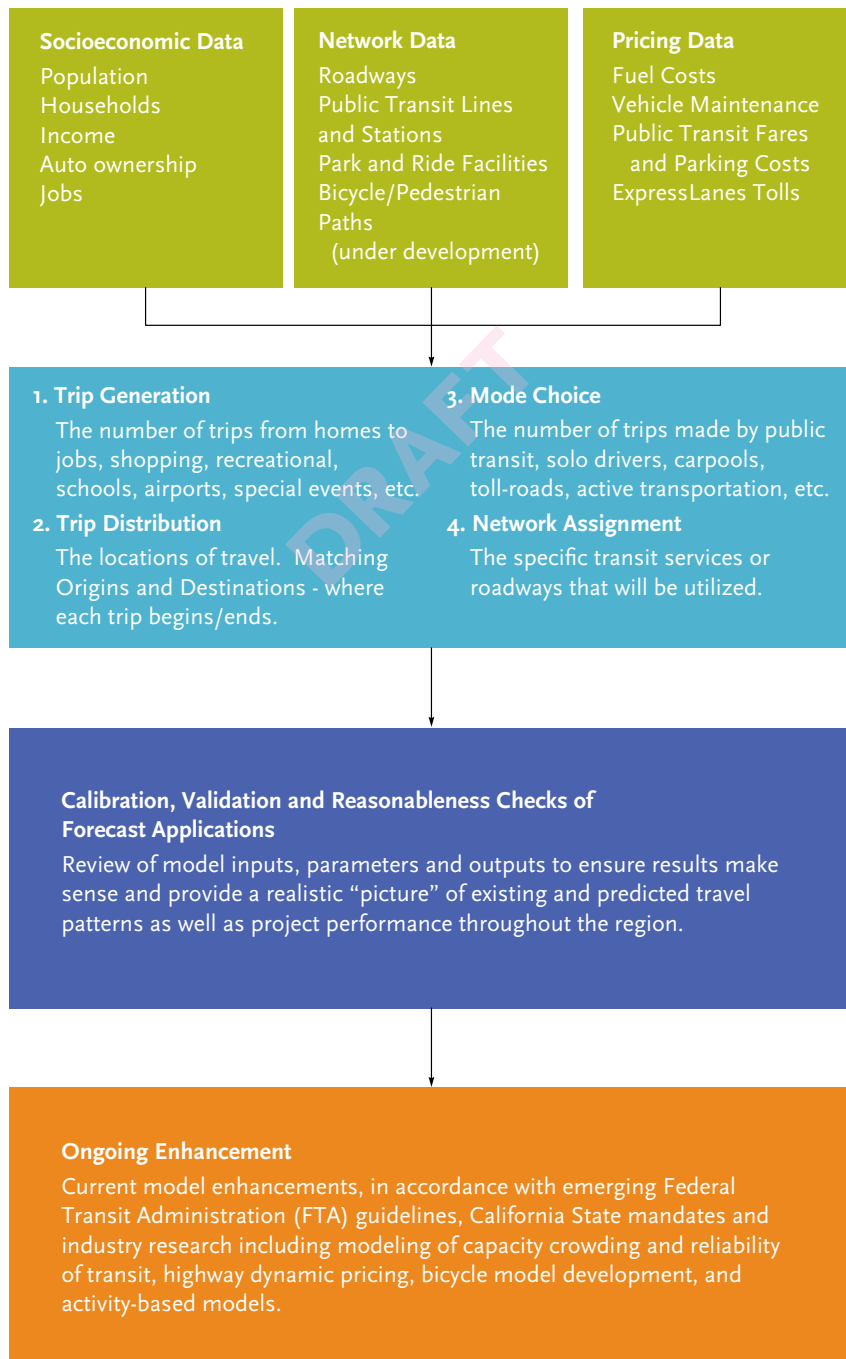
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Travel Demand Model Components

The Metro travel demand modeling program components are illustrated in Figure 13.

Figure 13

Travel Demand Model Components



Model Structure and Key Details

The Metro Travel Demand Simulation Model uses the traditional four-step process generally employed by travel forecasting modelers throughout the United States. The four steps are trip generation, trip distribution, mode choice, and network assignment. Figure 14 is a conceptual representation of the four-step modeling process. The implementation of the travel demand modeling process is achieved through a series of 17 computer simulation modules. Figure 15 is a flowchart that illustrates the process.

Figure 14
Travel Demand Modeling Process

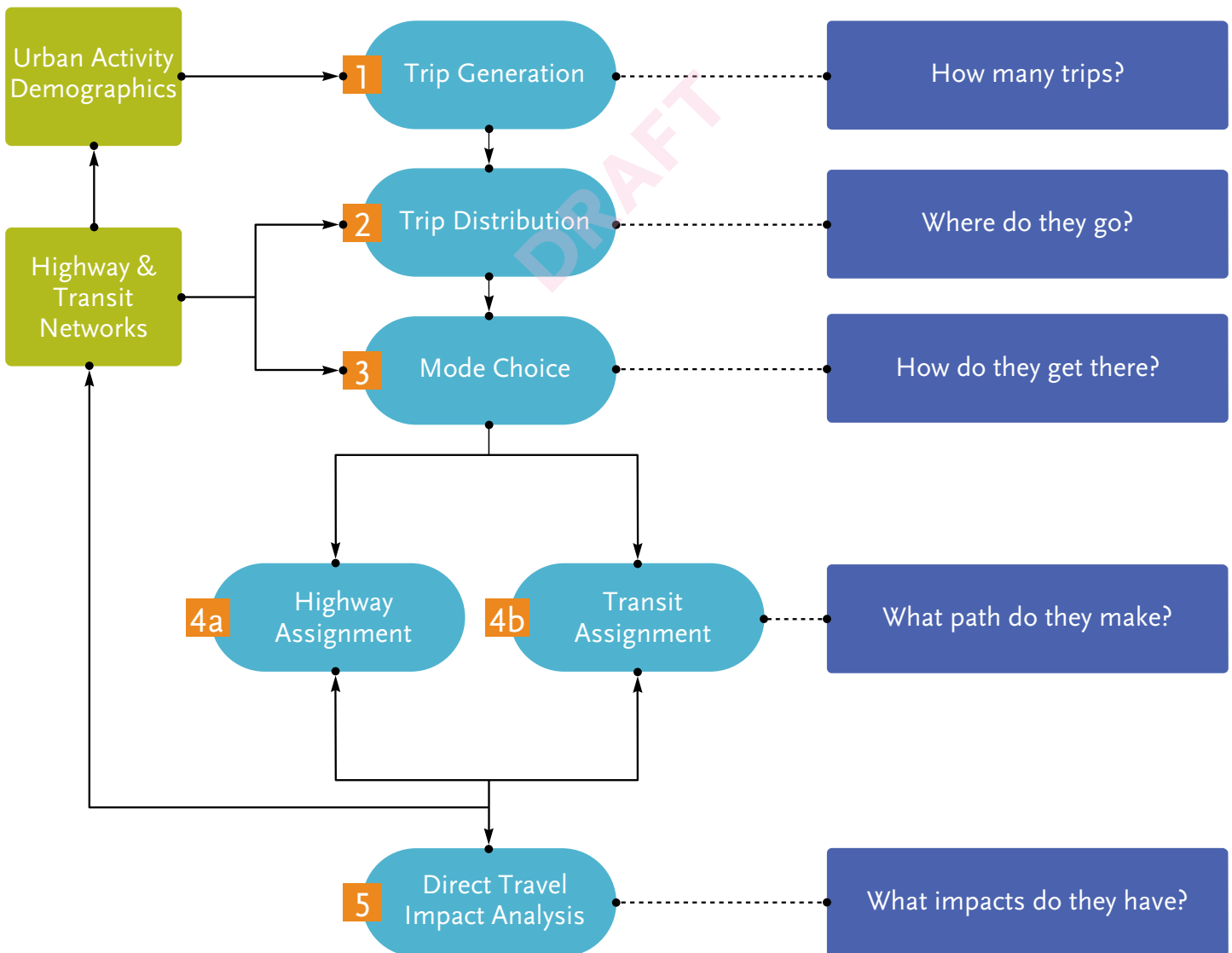
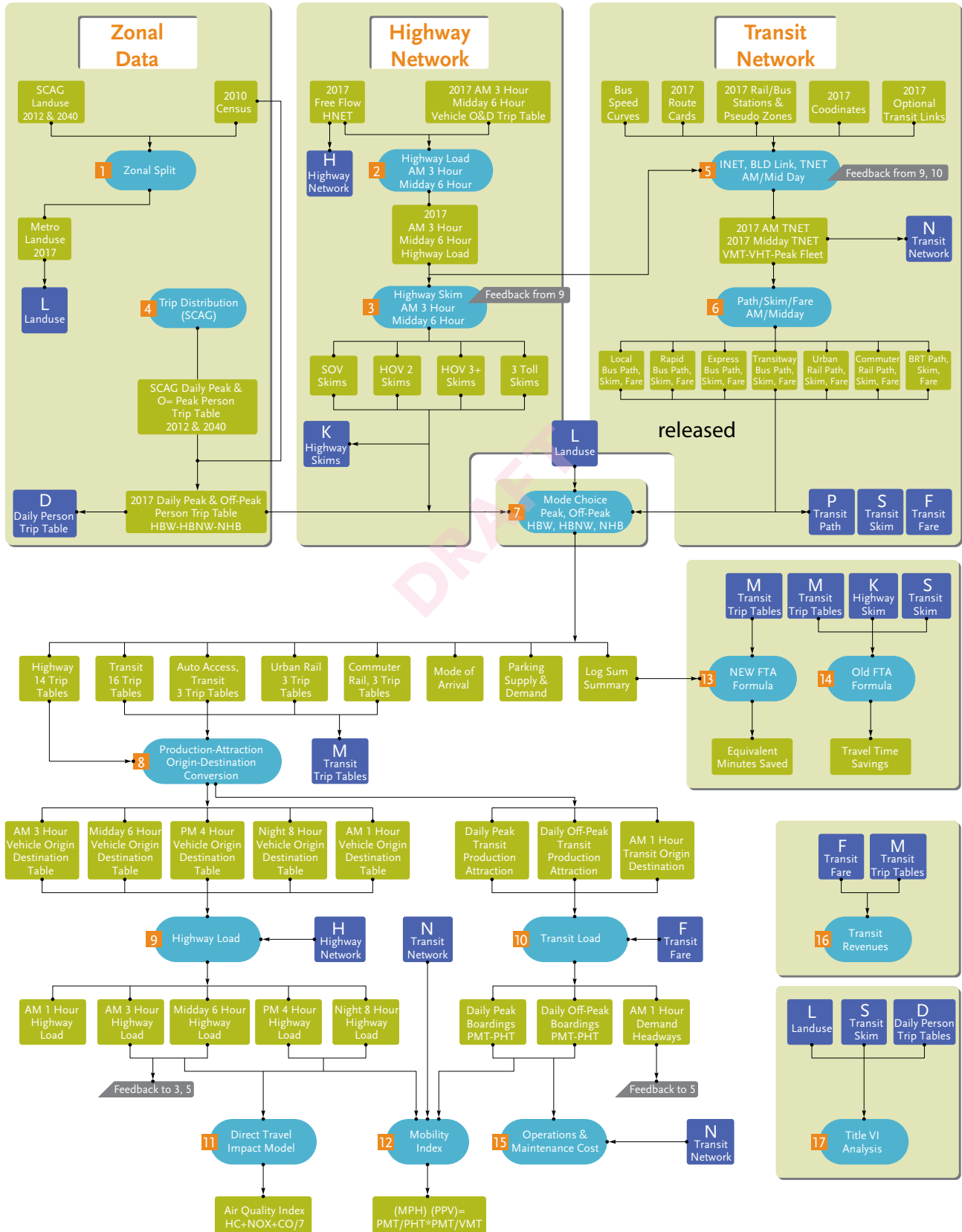


Figure 15

Metro Long Range Transportation Plan Base Year (2017) Model Flowchart



Each module has been calibrated from observed data, typically from a sample of household interviews from which detailed demographic and travel characteristics are collected through written questionnaires. The current Metro Travel Demand Simulation Model is the Year 2017 (Base Year) Model that was developed for the 2020 LRTP for LA County. The 2017 Model is the latest and most sophisticated evolution of the Metro Model originally developed in the early 1970s.

The trip generation component of the Metro Model is primarily based on the 1967, 1976, 1991, and 2011 home interview surveys for the Los Angeles metropolitan area that were conducted by the California Department of Transportation (Caltrans) and SCAG. The trip distribution and mode choice modules were updated using the 2010 Census, the Year 2010 Post-Census Regional Travel Survey, the 2011 On-Board Surveys on light-rail, heavy-rail and bus, and the 2010 On-Board Survey of commuter-rail patrons.

The 2017 Model was validated for its ability to replicate 2011 travel patterns and conditions using transit ridership statistics

and the survey data from which it was calibrated. The model performed within standard limits for all components including average trip length, mode shares, and comparisons of transit boardings.

For the 2020 LRTP, the 2017 Model has been updated to reflect 2017 as the base year and 2047 as the forecast year. The process includes updating the input socioeconomic data and the modification of highway and transit networks for the years 2017 and 2047.

For mobility and ridership analysis, fundamental spatial units are based on tracts of Census 2000 and 2010. The Metro modeling area is identical to the SCAG modeling area which encompasses six counties, namely Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. It is illustrated in Figure 16. The area is represented by a total of 3,800 transportation analysis zones (TAZs), of which 3,017 are in the internal modeling area, 40 represent cordons, and 742 are pseudo zones. The 2,286 TAZs in LA County are aggregated into Metro's nine subregions.

Figure 16

TRAVEL DEMAND MODEL AREA



Model Assumptions

Each input to the Metro Model is a representation of the characteristics of the trip, the trip maker, or the transportation system. This information is usually employed at the census tract level but may include some distributions of characteristics within the census tract. All inputs for the 2017 validation used empirical data compiled from a variety of sources as described in Figure 17.

Figure 17

Model Validation Data

MODEL COMPONENT	INPUT DATA	DATA SOURCE	OUTPUT DATA
Urban Activity	General Plans, Population, Employment, Licensed Drivers	Municipalities, Census Bureau, Bureau of Labor Statistics, Dept. of Economic Development	Population, Employment, household demographic data by Zone
Highway & Transit Networks	Highway facilities, Transit services	Caltrans, Municipalities, Transit Operators	Zone-to-zone travel time and cost by time period
Trip Generation	Population, employment, household demographics	Southern California Association of Governments	Trip productions and attractions by zone
Trip Distribution	Trip productions and attractions by Zone & Zone-to-zone travel time,	Southern California Association of Governments, Census Transportation Planning Products (CTPP) based on American Community Survey	Zone-to-zone trip volumes by purpose
Mode Choice	Zone-to-zone trip volumes, Zone-to-zone travel time, Zone demographic data, Parking costs, Fuel/auto operating costs, Transit fares	Trip Distribution Model, Transportation Networks, Urban Activity Model, Parking Posted Rate, Surveys Transit Operators	Zone-to-zone trips by purpose and mode of travel
Network Assignment	Transportation Networks, Zone-to-zone trips by purpose and mode	Transportation Networks, Mode Choice Model	Volumes on highway facilities and patronage on transit services

Projections for the planning horizon year 2047 were obtained from many of the same sources. The model then uses its econometric and behavioral formulations to project travel response and transportation system impacts under a variety of transportation system environments and conditions. However, there are several major assumptions that either reflect a continuation of existing trends or fall into the policy arena. If the future varies from these assumptions, the projected future year results will likely be different from those projected by the model. These assumptions are:

- > The growth and distribution in population, employment, income, and vehicle ownership will occur in accordance with the projection adopted by SCAG in 2016;
- > The per-mile vehicle operating cost will not change in constant dollars (i.e., changes in fuel prices and fuel economy offset one another but rise with inflation);
- > The model was calibrated utilizing the 2011 transit fare structure and updated during a model validation in 2017 with the 2017 fare structure in place at that time. The 2011 calibration made use of the 2011 on-board survey, and the model was validated to 2017 data;
- > Parking costs will rise with inflation and the location and application of parking costs will not change significantly from today (that is, the location of free versus pay parking, employer subsidies, etc.);
- > The need or distribution of travel will not change dramatically due to a major movement to a round-the-clock business day or a major displacement of work trips by telecommuting; and,
- > The current highway and transit levels-of-service will not change dramatically from today (except for planned system improvements and the projected congestion effects) due to potential large-scale Intelligent Transportation System implementation.

Alternatives Modeled

Four primary model runs were conducted for the LRTP. These include:

1. 2017 Base (and Validation Year) – the Existing Conditions Model Network;
2. No Build (2047) – the Trend Model Network which includes the 2047 demand on the base condition (2017), assuming implementation of no further projects;
3. Measure M (2047) – the 2047 demand on the Measure M Expenditure Plan transportation system;
4. 2020 Plan (2047) – the 2020 LRTP includes all major transit and highway projects with committed funding or partially committed funding, existing programs and policies, collaboration with our partners, and new policies and initiatives to achieve our regional goals.

The LRTP maximizes these benefits through the addition of expanded programs, such as ExpressLanes, off-peak transit services and active transportation network expansion; partnerships to enhance transit, active travel, goods movement, and community development; and bold policies, such as reduced transit fares, a reimagined bus system and congestion pricing.

The highway and transit projects that comprise the Measure M Expenditure plan (Measure M) model run are summarized in Figure 18 and Figure 20 and illustrated in Figure 19 and Figure 21.

Figure 18
Expenditure Plan Transit Projects

LABEL	DESCRIPTION/LIMITS
1	Airport Metro Connector 96th St. Station
2	Westside Purple Line Extension Section 3
5	Gold Line Foothill Extension to Claremont
6	Orange Line BRT Improvements
7	BRT Connector Orange/Red to Gold Line
9	East San Fernando Valley Transit Corridor Project
10	West Santa Ana Transit Corridor LRT
11	Crenshaw/LAX Track Enhancement Project
17	Vermont Transit Corridor
19	Green Line Extension to Crenshaw Blvd in Torrance
22	Sepulveda Pass Transit Corridor (Phase 2)
24	Gold Line Eastside Extension (One Alignment)
30	Crenshaw Northern Extension
35	Lincoln Blvd BRT
36	*Green Line Eastern Extension (Norwalk)
40	*Sepulveda Pass Westwood to LAX (Phase 3)
41	*Orange Line Conversion to Light Rail
44	*Gold Line Eastside Extension (Second Alignment)

Notes: *= Measure M project, to be completed after 2047

Figure 19
2020 PLAN TRANSIT PROJECTS MAP



Figure 20

Expenditure Plan Highway Projects

LABEL	DESCRIPTION/LIMITS
3	High Desert Multi-Purpose Corridor
4	I-5 North Capitol Enhancements (SR-14 to Lake Hughes Rd)
12	SR-71 Gap from I-10 to Rio Rancho Rd
15	Sepulveda Pass Transit Corridor
18	SR-57/SR-60 Interchange Improvements
20	I-710 South Corridor Project
21	I-105 Express Lane from I-405 to I-605
29	I-5 Corridor Improvements (I-605 to I-710)
32	I-405/I-110 Interchange HOV Connection Ramps and Interchange Improvements
33	I-605/I-10 Interchange
34	SR-60/I-605 Interchange HOV Direct Connectors
37	I-405 South Bay Curve Improvements
61	*I-605 Corridor "Hot Spot" Interchange Improvements
	Hot3+ Projects Not Funded by Measure M
1	I-110 from SR-91 to I-405
2	I-10 from I-605 to Los Angeles/San Bernardino County Line
3	I-405 from I-101 to Los Angeles/Orange County Line
4	I-605 from I-10 to Los Angeles/Orange County Line

Notes: *= Measure M project, to be completed after 2047

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Figure 21
2020 PLAN HIGHWAY PROJECTS MAP



Model Inputs

The basic inputs to a travel demand simulation model include socioeconomic data and the transportation networks (both highway and transit). This section describes the socioeconomic data and the network information used in the Model for the 2020 LRTP development.

Transportation Networks

The transportation networks in the 2017 Model were updated from the 2011 conditions (calibration year) to 2017 conditions (validation year). Networks representing year 2047 with 2020 LRTP Improvements were also developed.

2017 Base Year Conditions

Figure 22 depicts the highway links included in the computer network file representing the year 2017 highway network. The network consists of 21,361 nodes and 66,739 links. They cover all freeways as well as major, primary and secondary arterials within the five-county modeling area.

Highway free-flow speed, lane capacities, and volume-delay functions vary by facility types and area types and are assumed as presented in Figure 23.

Figure 22

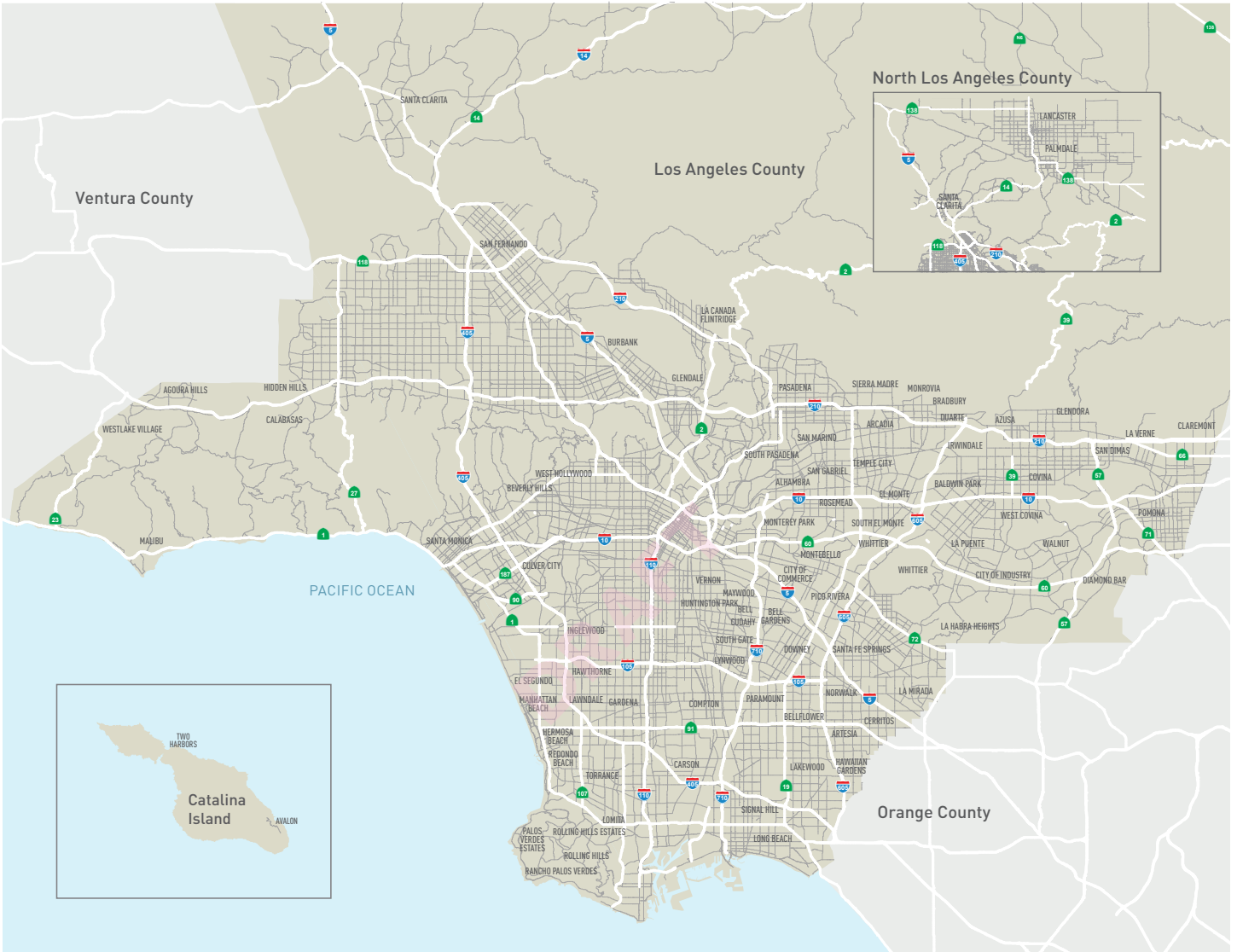
Highway Free Flow Speeds and Lane Capacities

	FREE-FLOW SPEED				LANE CAPACITY			
	FREEWAYS	MAJOR ARTERIAL	PRIMARY	SECONDARY	FREEWAYS	MAJOR ARTERIAL	PRIMARY	SECONDARY
CBD	72	20	20	20	1950	625	575	500
Urban	72	30	30	25	1950	650	600	525
Suburban	72	35	35	30	1950	675	625	550
Mountain	72	40	40	35	1950	800	800	800
Rural	72	50	50	50	1950	900	900	900

Volume-Delay function

$$\begin{aligned}
 &(\text{Time in traffic}) = (\text{Free-flow Time}) + (\text{Delays}) \\
 &= (\text{Free-flow time}) * \{1 + \alpha * [(\text{Volume}/\text{Capacity})^\beta]\}, \\
 &(\alpha, \beta) = (1.16, 4.33) \text{ for freeways and } (0.15, 5) \text{ for arterials.}
 \end{aligned}$$

Figure 23
METRO 2017 HIGHWAY NETWORK



A summary of the 2017 highway network by facility type for each subregion is provided in Figure 24. Countywide, a total of 22,500 lane-miles of roadway are represented in the network. Among them, 5,100 lane-miles, or 23 percent are freeway. The San Gabriel Valley subregion has the highest amount of freeway lane-miles while the Gateway Cities subregion has the highest concentration of arterial facilities.

Figure 24

Summary of Highway Lane-Miles by Facility Type and Subregion in LA County (2017 – 2047)

SUBREGION	2017			2047		
	FREEWAY	ARTERIAL	TOTAL	FREEWAY	ARTERIAL	TOTAL
Arroyo Verdugo	301	751	1,052	312	751	1,063
Central Los Angeles	704	2,239	2,944	708	2,239	2,947
Gateway Cities	786	2,953	3,738	912	2,953	3,965
Las Virgines/Malibu	92	351	443	92	351	443
North LA County	731	2,828	3,558	842	2,863	3,706
San Fernando Valley	801	2,386	3,188	817	2,386	3,706
San Gabriel Valley	1,052	2,467	3,519	1,076	2,467	3,544
Southbay Cities	384	1,973	2,358	423	1,973	2,396
Westside	240	1,028	1,269	254	1,028	1,282
Total	5,092	16,976	22,068	5,437	17,012	22,449

SUBREGION	2017			2047		
	FREEWAY	ARTERIAL	TOTAL	FREEWAY	ARTERIAL	TOTAL
Los Angeles	5,092	16,976	22,068	5,437	17,012	22,449
Orange	1,789	4,712	6,501	1,798	4,712	6,510
Riverside	2,072	4,695	6,767	2,072	4,695	6,767
San Bernardino	2,589	6,590	9,179	2,589	6,590	9,179
Ventura	497	1,747	2,243	497	1,747	2,243
Imperial	420	944	1,363	420	944	1,363
Total	12,458	35,664	48,122	12,813	35,699	48,512

Transit networks are coded in accordance with highway networks. The modal designations include: Metrolink 10, Metro urban rail 13, Metro buses (bus rapid transit 26, rapid bus 24, transitway 25, express bus 12, local bus 11) and various municipal operators 14-23. The non-transit modal designations are sidewalk transfer walk 1, walk access 2, walk egress 3, driving/walk time inside Park-and-ride station 5, bicycle access 6 and bicycle egress 7.

In 2017, transit service was coded in the computer model's network to reflect the conditions existing at that time. In LA County this included approximately 554,000 route-miles of bus service (Metro and municipalities), 21,200 route-miles of Metro Rail service, and 8,500 route-miles of commuter rail (Metrolink) service in the region.

2020 Plan (2047 Future Year)

The 2020 Plan includes highway and transit improvement projects listed above in Figure 18 and Figure 20. These projects are assumed to be completed by 2047. The 2017 Base Year highway network and transit network were modified to reflect the completion of these projects.

The highway projects included in the 2020 Plan will add 345 lane-miles of freeways and 35 lane-miles of new/upgraded arterials. Combined, they represent a seven percent increase in freeway lane-miles and 0.2 percent increase in arterial lane-miles in LA County.

In addition, the 2020 Plan will add substantial transit infrastructure to the network. The 2047 transit service was coded in the model networks to reflect the future planned transit network. In LA County, this includes approximately 563,000 route-miles of bus service, 50,500 route-miles of Metro Rail service, and 8,500 route-miles of commuter rail service in the region. These increases over 2017 represent additional lines as well as increased service on existing lines.

Socioeconomic Forecast

The socioeconomic input data to the Metro model are consistent with the SCAG forecast. The latest official forecast released by SCAG is the "2016 RTP" version, used to develop the 2016 RTP adopted by the Regional Council. Population and employment are the main socioeconomic inputs to a travel demand model. For the LRTP, population and employment estimates by TAZ for 2011, 2017, and 2047 were derived from the population and employment data contained in SCAG's 2016 RTP.

Population Forecasts

The analysis of population growth was conducted regionally by county and at a subregional level for LA County. Figure 25 shows that LA County's population is forecast to grow by 17 percent from approximately 10.2 million in 2017 to 11.9 million in 2047. The six-county region's population is forecasted to grow by 21 percent during the same period, from 18.8 million in 2017 to 22.8 million in 2047. LA County's share of the regional population is estimated to slightly decrease from 54 percent in 2017 to 52 percent in 2047.

Population growth trends by subregion within LA County are depicted in Figure 26. Gateway Cities was the most populous subregion in the county with 2 million in 2017. In 2047, Central Los Angeles is expected to become the most populous subregion with 2.5 million residents forecasted. North Los Angeles County is expected to experience the highest rate of population growth, growing from 0.7 million in 2017 to 1.1 million in 2047, a growth of 49 percent.

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Figure 25

Population Growth by County (2017 – 2047)

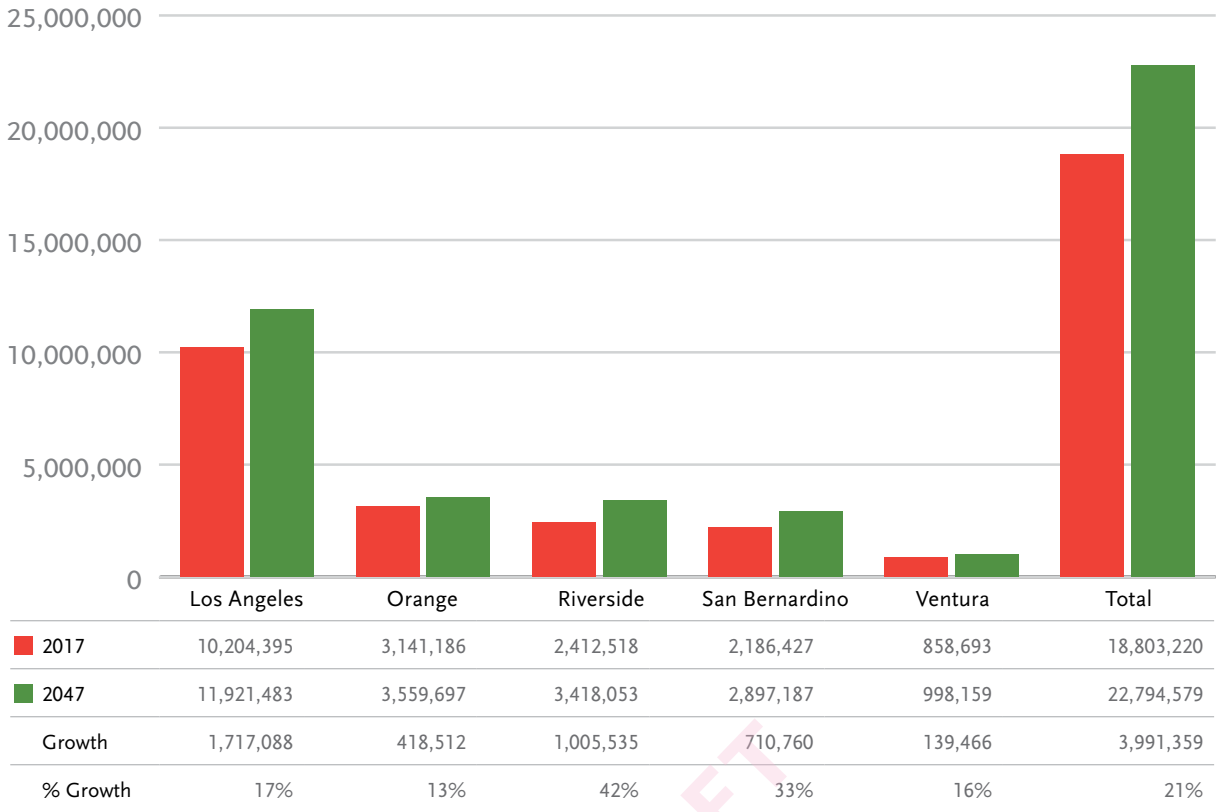


Figure 26

Population Growth by Subregion (2017 – 2047)



Employment Forecasts

Figure 27 shows that LA County employment is expected to grow by 24 percent from 4.4 million in 2017 to 5.5 million in 2047. The region's employment is expected to grow by 33 percent during that period, from 7.8 million in 2017 to 10.3 million in 2047. LA County's share of the regional employment is estimated to decrease from 57 percent in 2017 to 53 percent in 2047.

Figure 28 depicts employment growth in the subregions in LA County. In 2017, the Central Los Angeles subregion had the highest employment with 790,000 jobs. In 2047, Central Los Angeles is expected to continue to have the most employment with 1.05 million jobs. North Los Angeles County is expected to experience the highest rate of job growth, growing by 53 percent from 2017 to 2047.

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Figure 27

Employment Growth by County (2017 – 2047)

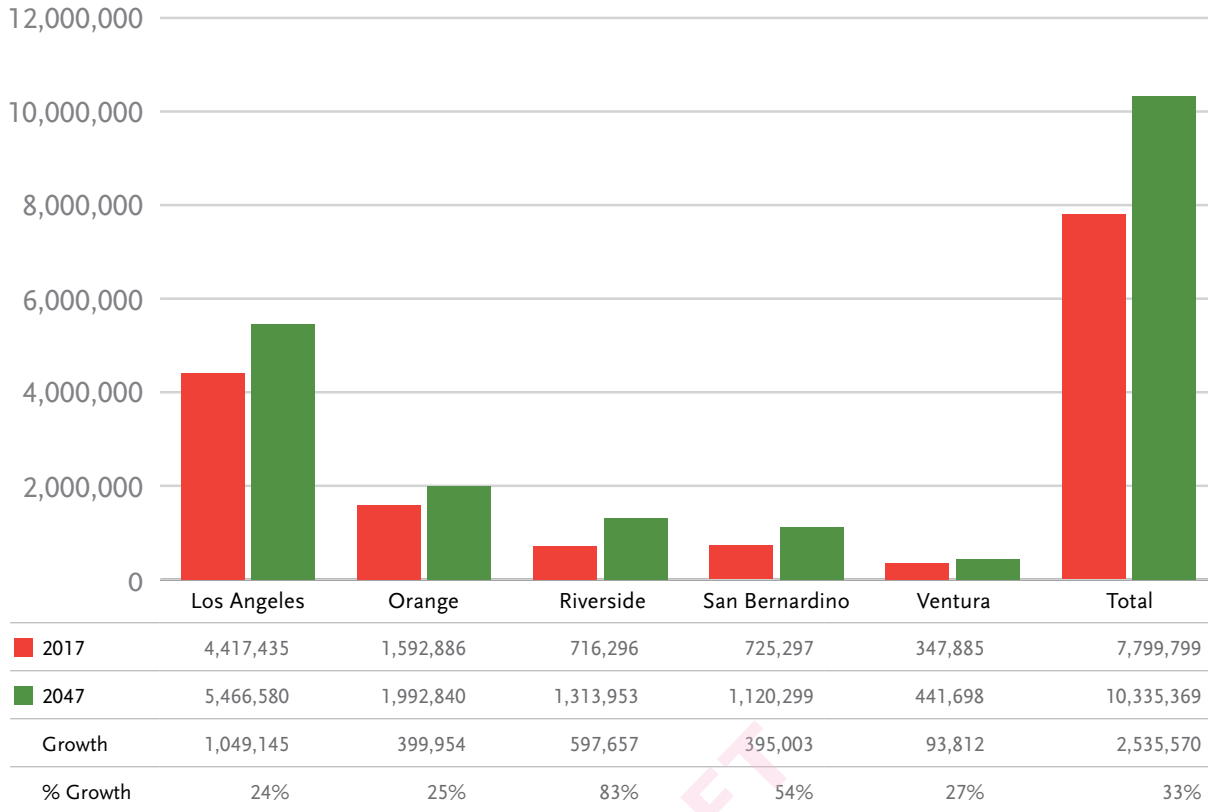


Figure 28

Employment Growth by Subregion (2017 – 2047)



Model Outputs

The basic outputs from a travel demand simulation model include trip productions and attractions, trip tables between TAZs, trip tables by mode, and trip assignments. This section describes the outputs of the Model for the 2020 LRTP.

Trip Generation

Trip generation is the process of estimating how many daily person trips are generated by households within each TAZ. SCAG's trip generation model generates trips for the following thirteen (13) purposes:

1. Home-Based Work Direct – Low-Income
2. Home-Based Work Direct – Middle-Income
3. Home-Based Work Direct – High-Income
4. Home-Based Work Strategic – Low-Income
5. Home-Based Work Strategic – Middle-Income
6. Home-Based Work Strategic – High-Income
7. Home-Based School
8. Home-Based University
9. Home-Based Shop
10. Home-Based Social/Recreation
11. Home-Based Other
12. Work-Based Other
13. Other-Based Other

Using the population and employment estimates for 2017 and 2047 as input, SCAG's trip production model and trip attraction model are applied to estimate the trips produced from and trips attracted to each TAZ.

Trip Productions

The results of trip production are summarized in Figure 29. Figure 29 shows that productions in LA County are expected to grow from 35.4 million in 2017 to 40.8 million in 2047, a growth of 15 percent. Riverside County is expected to experience the highest growth rate, at 48 percent while Los Angeles and Orange County have the lowest growth rates. Figure 30 illustrates the growth by subregions in LA County. North Los Angeles County is expected to experience the highest rate of growth in trip production at 45 percent while Central Los Angeles is expected to produce the largest number of trips, at 8.2 million.

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Figure 29

Total Daily Trip Production by County (2017 – 2047)

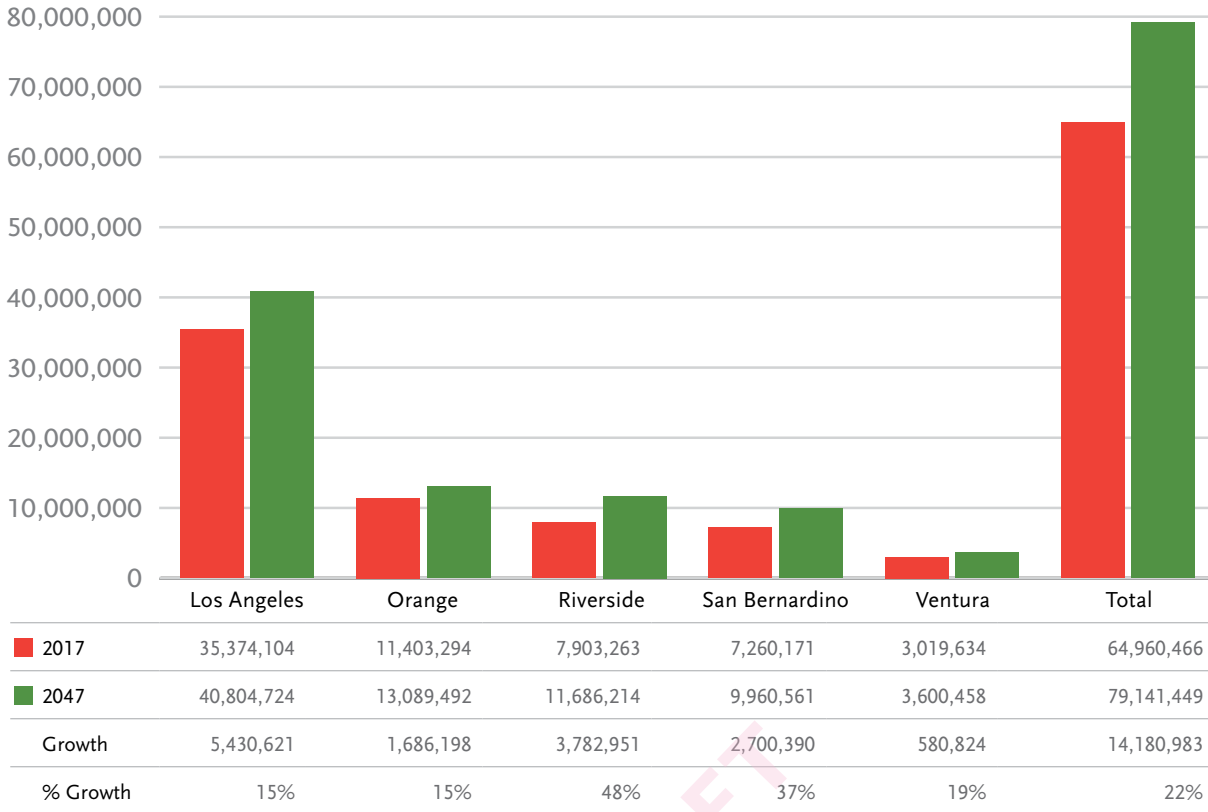


Figure 30

Total Daily Trip Production by Subregion (2017 – 2047)



Trip Attractions

The results of trip attraction are summarized in Figure 31. Figure 32 illustrates that LA County is expected to be the largest trip attractor in the region in 2047, with 40.8 million trips, a growth of 15 percent over 2017. Riverside County is expected to experience the highest growth rate, of 52 percent from 2017 to 2047. Figure 32 shows the attraction growth by subregions in LA County. North Los Angeles County is projected to experience the highest rate of growth at 39 percent while Central Los Angeles is expected to attract the largest number of trips, at 7.6 million.

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Figure 31

Total Daily Trip Attraction by County (2017 – 2047)

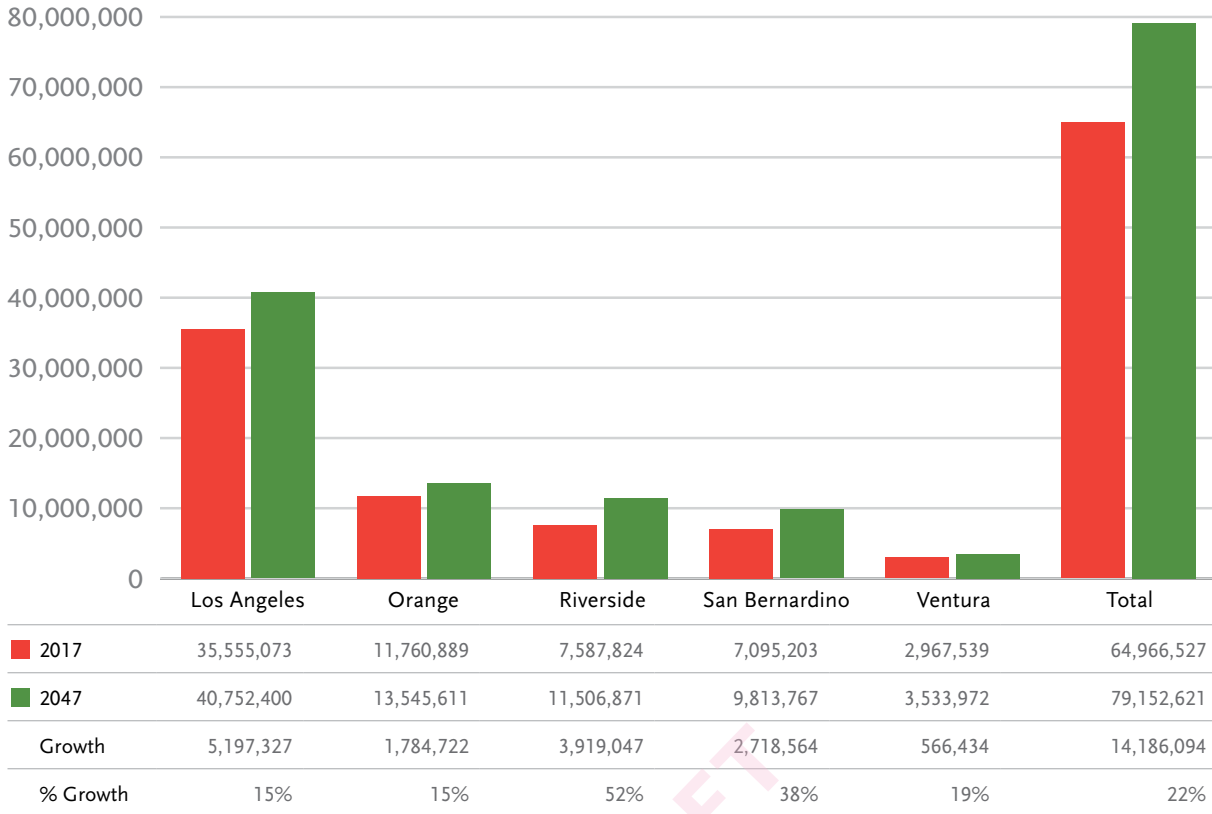


Figure 32

Total Daily Trip Attraction by Subregion (2017 – 2047)



Trip Distribution

Trip distribution is the process where person trip productions (for each TAZ) are linked to specific attraction TAZs, thereby creating a “trip table” of trip interchanges between TAZs. The SCAG trip distribution model created trip tables for 2012 and 2040. We interpolated those trip tables to create the 2017 trip tables and extrapolated to create the 2047 trip tables.

Years 2017 & 2047

Figure 33 summarizes the trip distribution patterns for 2017 daily peak period home-based work trips in each subregion of LA County. The large pie in the lower left corner of the exhibit shows the number of home-based work trips produced by each subregion. The Central Los Angeles subregion produces the largest number of home-based work trips—884,100. The Gateway Cities subregion produces the next highest number at 759,100.

Figure 33 also displays the home-based work trip production activity within each subregion, as represented by the smaller pies. The largest interaction within each subregion occurs intra-subregion; that is, the largest percentage of home-based work trips within each subregion stays internal to that subregion. For the San Gabriel Valley subregion, the second highest interaction occurs with trips headed outside LA County (at 15 percent), followed by trips to Central Los Angeles (at 12 percent).

Figure 34 displays the trip distribution patterns for 2047 daily peak period home-based work productions in the subregions of LA County. The Central Los Angeles subregion is expected to produce the largest number of home-based work trips, at 1.2 million, with the Gateway Cities subregion following at 836,300 trips. The largest interaction within each subregion occurs intra-subregion. For the San Gabriel Valley subregion, the second highest interaction occurs with trips destined outside of LA County, at 21 percent.

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Figure 33

PEAK PERIOD HOME-TO-WORK TRIP PRODUCTIONS BY SUBREGION, 2017

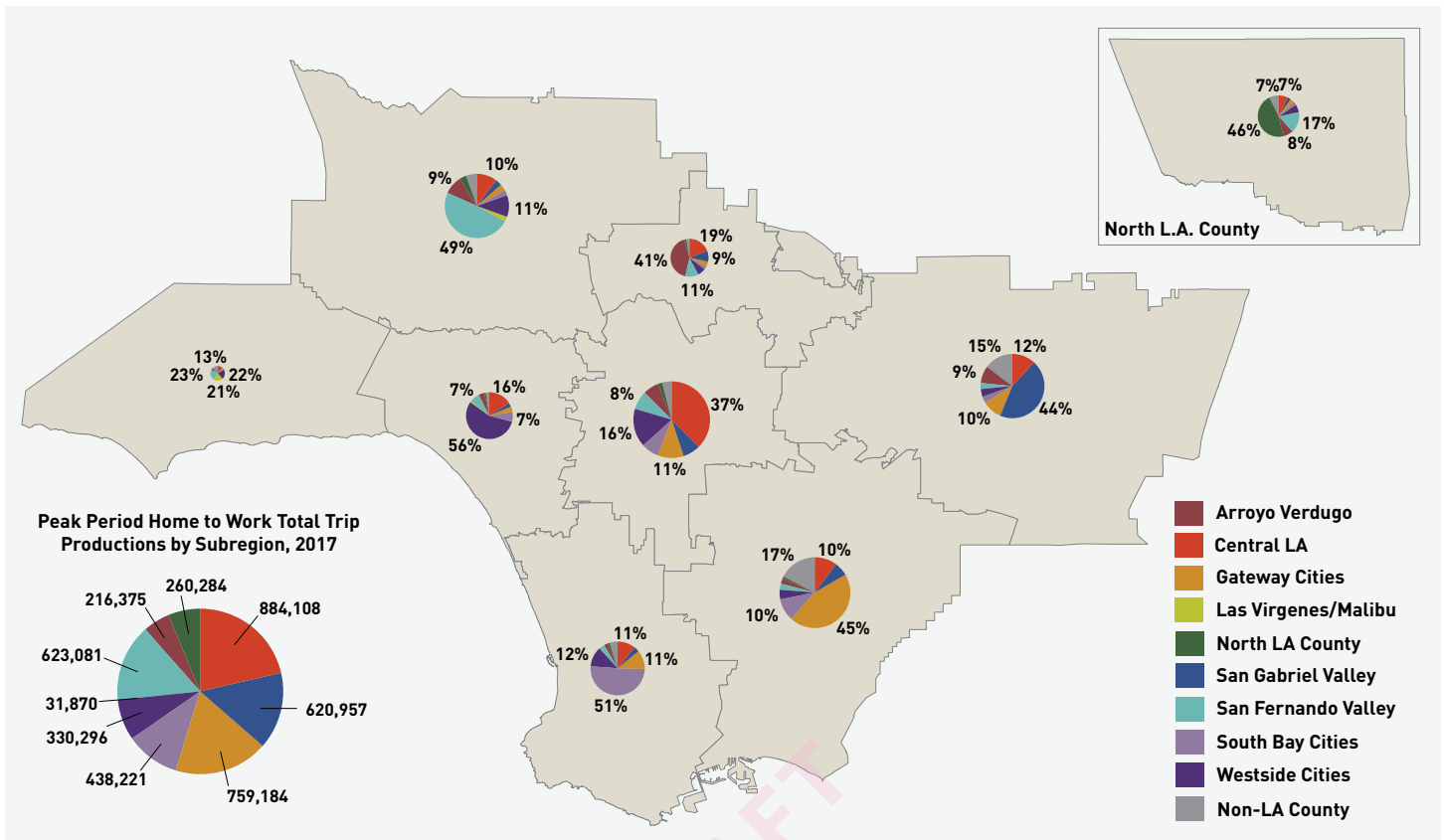


Figure 34

PEAK PERIOD HOME-TO-WORK TRIP PRODUCTIONS BY SUBREGION, 2047

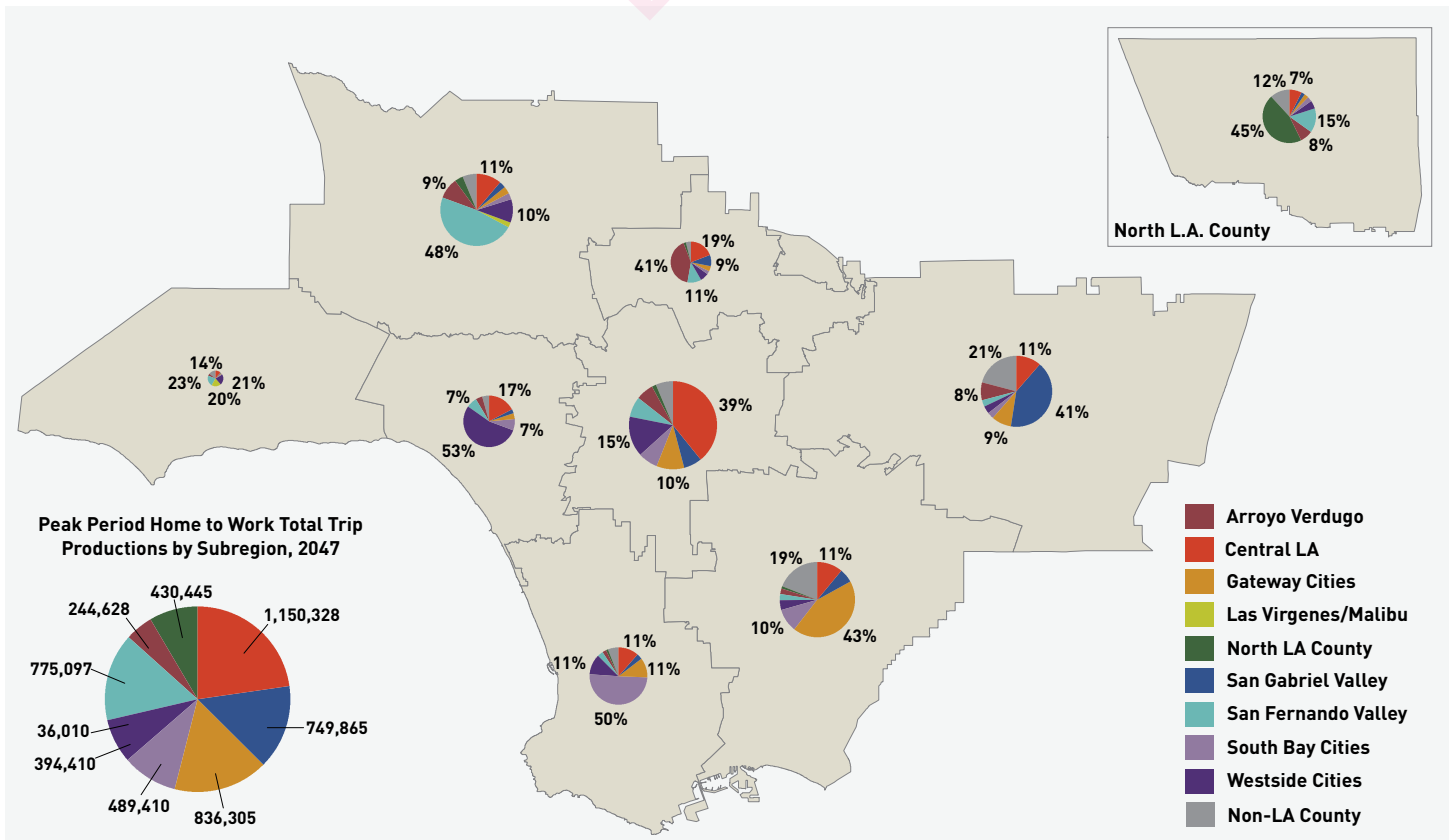


Figure 35 summarizes the daily peak period home-based work trip attractions within each subregion in year 2017. The Central Los Angeles subregion attracts the largest number of home-based work trips in the County (762,300), followed by the Gateway Cities subregion at 717,507 and San Gabriel Valley subregion at 567,600. Within Central Los Angeles, 10 percent of trips originate in the Gateway Cities subregion and 9 percent from the San Gabriel Valley subregion.

Figure 36 illustrates the daily peak period home-based work trip attractions within each subregion in year 2047. The Central Los Angeles subregion is expected to attract the largest number of daily peak period home-based work trips in the County at 977,400 trips, followed by the Gateway Cities subregion at 784,800 and the San Gabriel Valley subregion at 636,200. For the Central Los Angeles subregion, the second highest interaction occurs with trips expected to originate in the San Gabriel Valley and Gateway Cities subregions, both at 9 percent.

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Figure 35

PEAK PERIOD HOME-TO-WORK TRIP ATTRactions BY SUBREGION, 2017

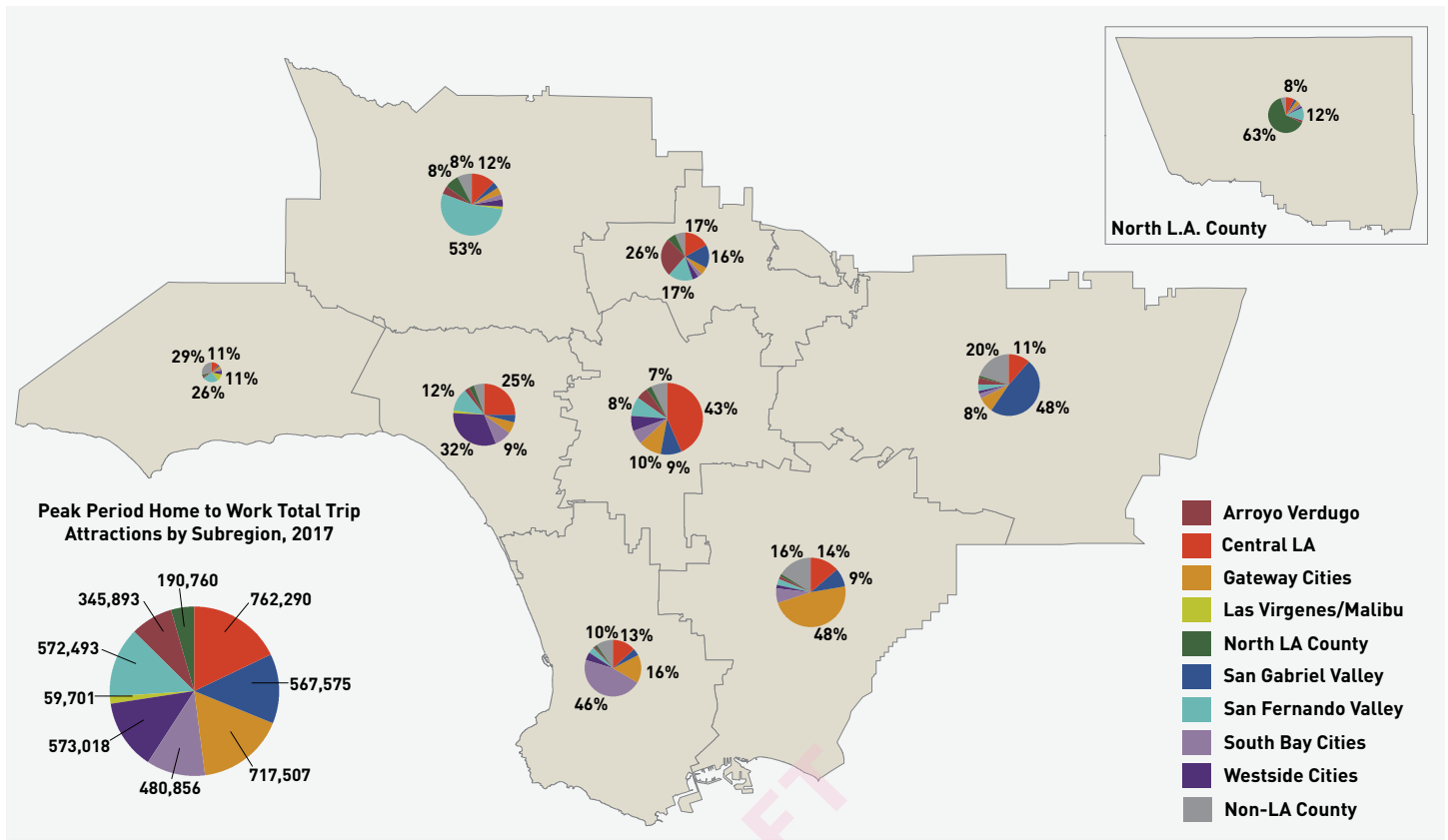
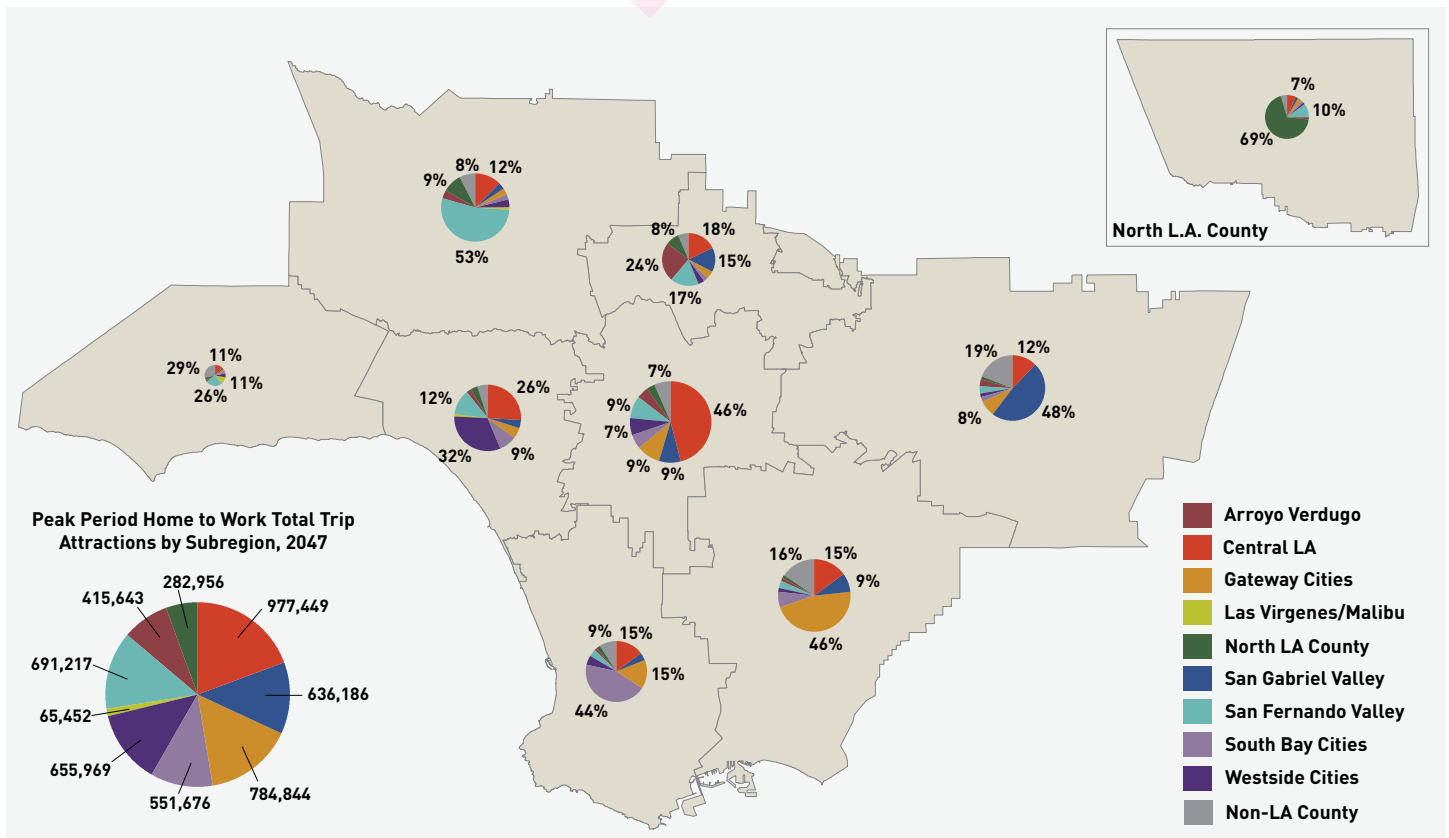


Figure 36

PEAK PERIOD HOME-TO-WORK TRIP ATTRactions BY SUBREGION, 2047



All Purposes Travel Patterns in Years 2017 & 2047

Figure 37 illustrates the total daily trip productions within each subregion for year 2017. The Central Los Angeles subregion produces the highest number of total daily trips at 6.9 million, followed by the Gateway Cities subregion at 6.6 million. The largest interaction in each subregion occurs intra-subregion.

Within the Central Los Angeles subregion, 12 percent of the trips are destined to the Westside Cities subregion. Within the San Gabriel Valley subregion, 11 percent of the trips are destined outside LA County.

Figure 38 shows the total daily trip production patterns for 2047 in each subregion of LA County. The Central Los Angeles subregion is expected to produce the largest number of total daily trips, 8.2 million. The Gateway Cities subregion is expected to produce the second largest number of daily trips at 7.1 million. For the San Gabriel Valley, the second highest interaction occurs with trips destined outside LA County at 13 percent, followed by trips destined to the Central Los Angeles subregion at eight percent.

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Figure 37

DAILY TRIP PRODUCTIONS BY SUBREGION, 2017

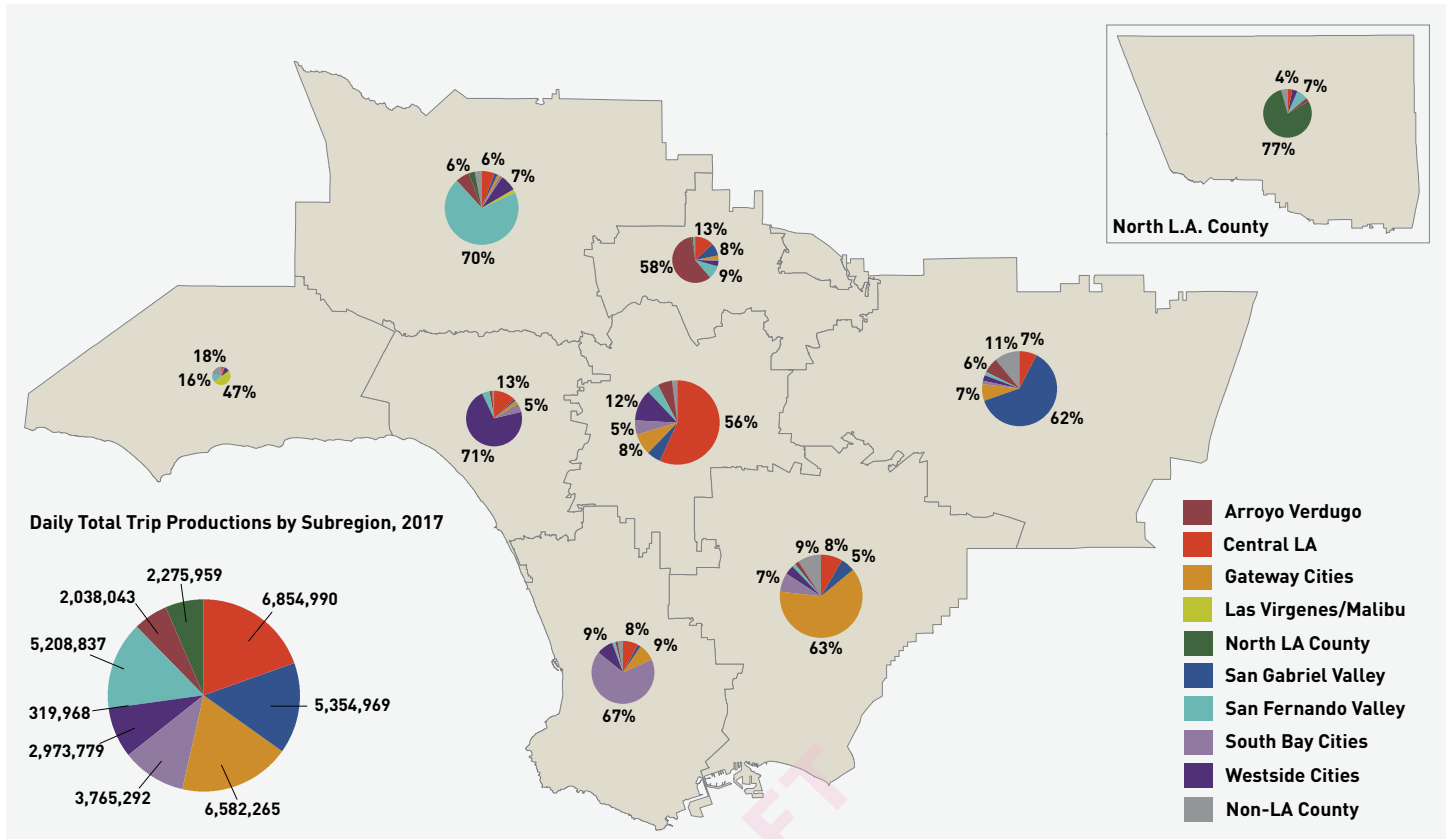


Figure 38

DAILY TRIP PRODUCTIONS BY SUBREGION, 2047

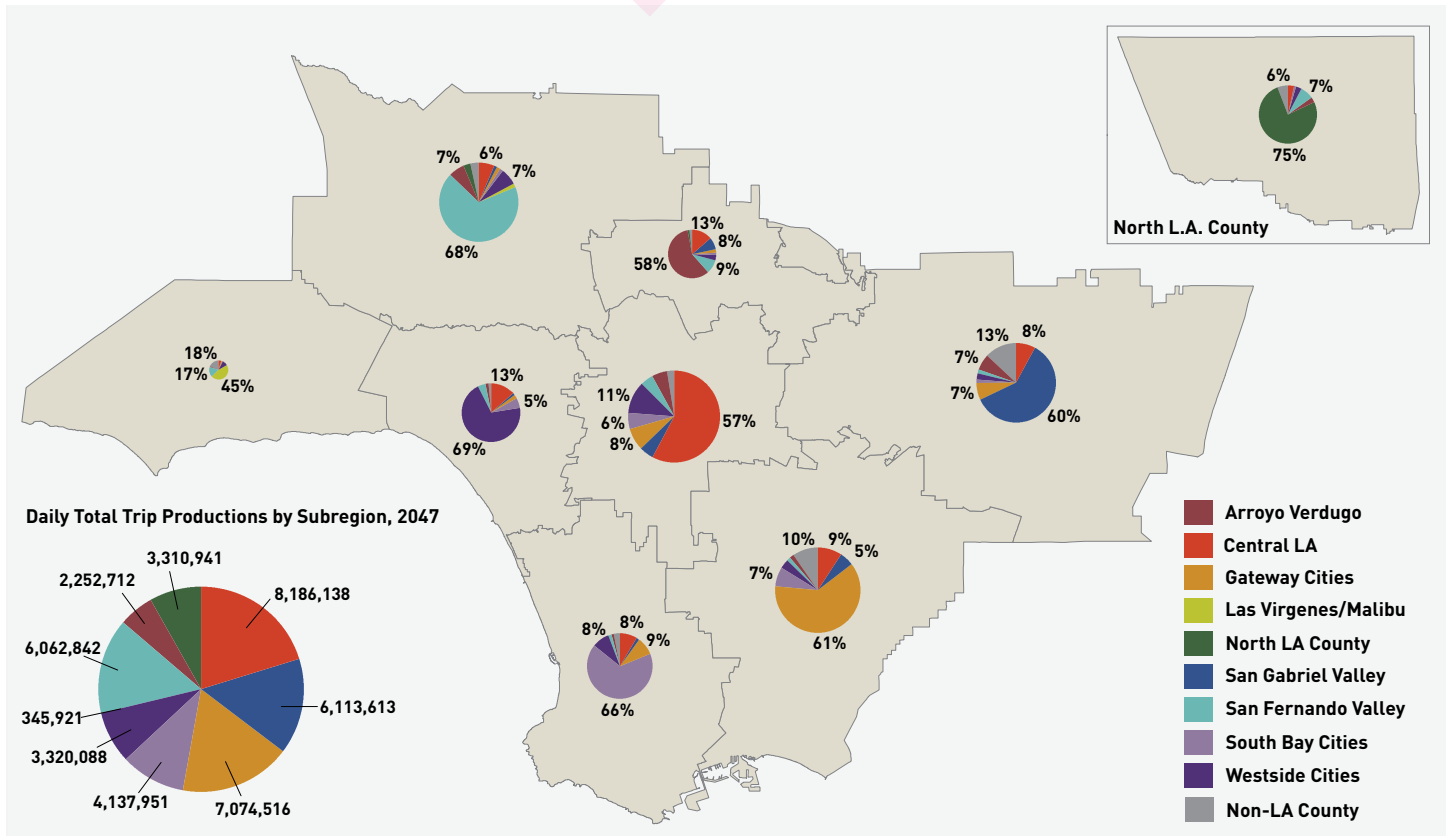


Figure 39 illustrates the total daily trip attractions within each subregion for year 2017. The Central Los Angeles subregion attracts the highest number of total daily trips, at 6.3 million, followed closely by the Gateway Cities subregion at 6.1 million. Within the Central Los Angeles subregion, the largest number of trips originates in the Gateway Cities subregion (nine percent), followed by the San Gabriel Valley subregion at six percent. Within the Gateway Cities subregion, the largest number of trips originates outside LA County (nine percent) and from Central Los Angeles (nine percent).

Figure 40 illustrates the total daily trips attracted by subregion expected for year 2047. The Central Los Angeles, Gateway Cities, and San Gabriel Valley subregions each expected to attract 7.6, 6.6, and 5.5 million trips, respectively. Within the Central Los Angeles subregion, eight percent of trips are destined to go to the Gateway Cities subregion.

Mode Choice

The mode choice process determines the share of person trips taking various modes of transportation. The modes in the Metro Travel Demand Model are automobile and transit. The submodes under automobile include single-occupancy and high-occupancy vehicles (two-person carpools and three persons or more carpools) as well as toll vs. non-toll while the submodes under transit are bus (including local bus, rapid bus, express bus, and transitway bus) and rail (including urban rail and commuter rail).

The mode choice model, in nested logit functional form, is specified separately for peak and off-peak periods. For each period, we include four trip purposes: home-work, home-university, home-other, and non-home-based.

Traffic Assignment

Traffic assignment is the process of loading vehicle trips onto a highway network and transit trips onto a transit network. This process produces traffic volumes and the resulting congested speeds on each road segment represented in the highway network as well as passenger volumes on the transit network.

Metro uses a four time-period equilibrium highway assignment process. Separate vehicle trip tables are generated for the AM peak period, midday period, PM peak period, and night period. These trip tables are assigned to the appropriate highway network using equilibrium assignment procedures. The assignment results were reviewed for reasonableness and minor adjustments were made when required.

Figure 39

DAILY TRIP ATTRactions BY SUBREGION, 2017

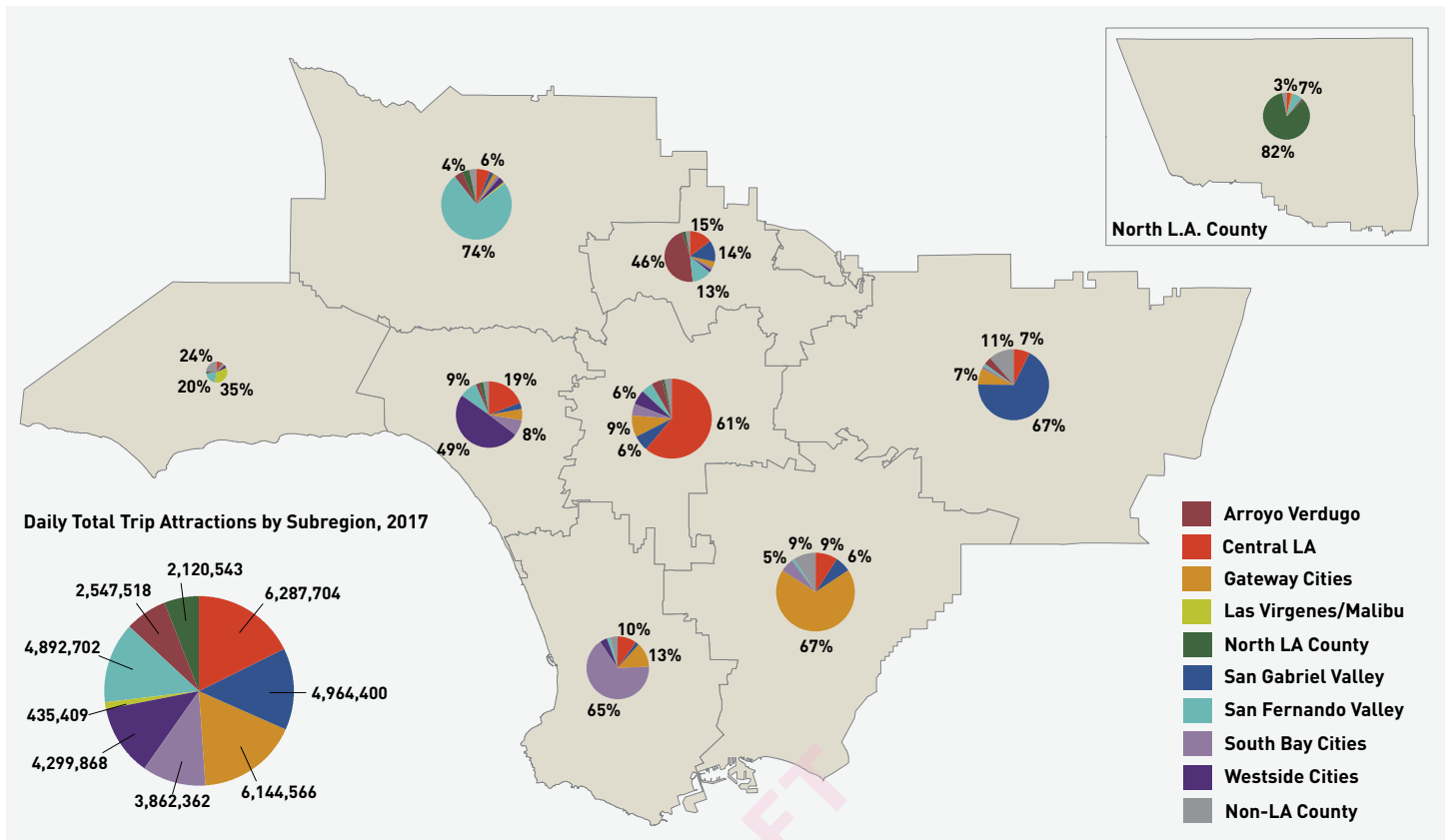
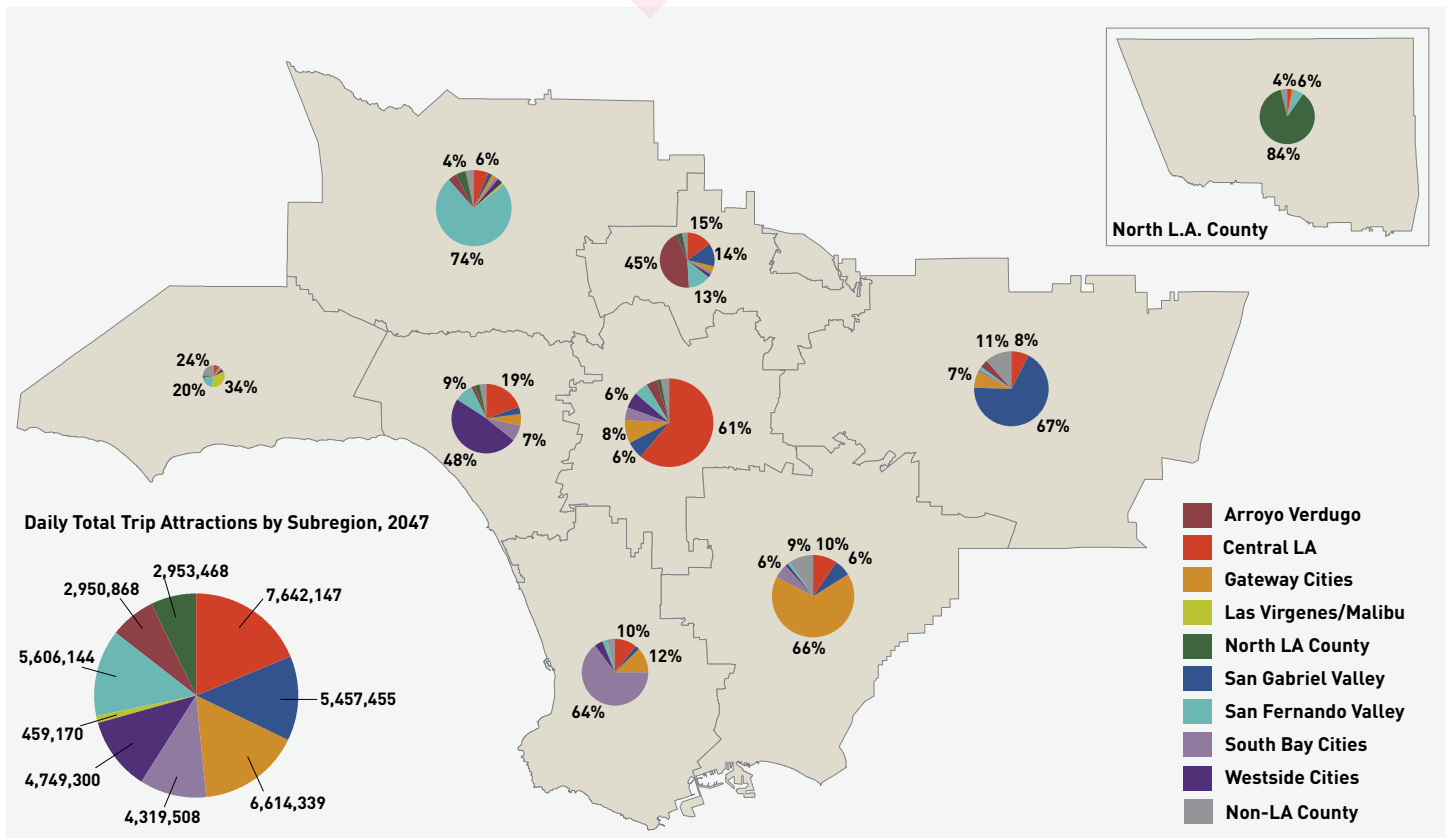


Figure 40

DAILY TRIP ATTRactions BY SUBREGION, 2047



Scenario and Hybrid Testing

Several scenarios were designed for testing that aligned with Metro's Vision 2028 Strategic Plan goals. The insights learned from these model runs were instrumental for the development and composition of the recommended 2020 Plan. This section describes the definitions and results for the Scenario Testing that were modeled for Metro's 2020 LRTP. In addition, it describes the assumptions and procedures used to set up the scenarios. The section also presents the hybrid scenario, which is the recommended 2020 LRTP scenario, that combined various transportation improvements and policy components that had been previously tested.

The underlying transportation network used in the LRTP scenario modeling contains the same major transportation capital projects as the Southern California Association of Governments' 2020 RTP/SCS update. As part of the 2047 Baseline highway network, ExpressLanes are included on the following freeways – I-10 (Downtown Los Angeles to El Monte), I-110 (South Los Angeles to Carson), I-105 (Hawthorne to Norwalk), I-405 (Sherman Oaks to Westwood) and I-710 (Commerce to Long Beach). The first two ExpressLanes exist in the present-day transportation network, and the latter three are assumed to be completed and part of the network by 2047. This network was used as the foundation for development of these listed scenarios:

1. ExpressLanes Scenario
2. High Frequency Transit Scenario
3. Innovative Transportation Scenario
4. Urban Infill Scenario
5. Active Transportation Scenario
6. Cordon Pricing Scenario
7. VMT Pricing Scenario
8. 2020 LRTP (Hybrid-1) Scenario

There are approximately 40.8 million daily trips in LA County, which account for about half of the SCAG region's trips. The total number of daily trips for the region (and thus the county) are consistent throughout all scenarios.

ExpressLanes Scenario

The ExpressLanes Scenario was created to model Metro's Vision 2028 goal of increasing the options to avoid congestion on freeway corridors by paying tolls. To create the highway network for this scenario, all the high occupancy vehicle (HOV) lanes in LA County were converted into Express/high occupancy toll (HOT) lanes. This will serve two purposes:

1. The previous HOV users can still use the HOT lanes for free, and
2. This will allow additional users to use the lanes by paying toll.

In the ExpressLanes Scenario, these ExpressLanes were kept the same as the Baseline Scenario but the HOV lanes in LA County were converted into ExpressLanes. In addition, the number of lanes were increased to two in each direction and the capacity of the links were changed accordingly in both the peak and off-peak networks.

Under this scenario, countywide auto trips increase by approximately 54,000 trips (0.2% of the daily total). Most of these trips shift from transit while some shift from non-motorized trips. Among the auto trips, drive alone increases by about 1 percent while the shared ride 2 and shared ride 3 decrease by 1.7 percent and 0.6 percent respectively. The conversion of the HOV lanes to HOT lanes provides the drive alone mode an opportunity to use the HOT facility by paying toll, and thus increases the percentage of the drive alone trips in the county.

The effect of this scenario on the regional VMT and VHT is that with the increase in drive alone trips there is an increase of approximately 2.4 million vehicle miles and 144,000 vehicle hours in comparison to the Baseline.

High Frequency Transit Scenario

The high-frequency transit scenario was created to model Metro's Vision 2028 goal of providing high-quality mobility options that enable people to spend less time traveling. The adjustments that were made for this scenario are:

1. Headways for the top 40 bus routes by ridership (which serve approximately 66 percent of Metro's bus riders) were capped to 15 minutes for each line, in each direction;
2. Model parameters for roadway segments (links) in the model network that the top 40 bus routes travel was adjusted to increase bus speed on those links by 30 percent.

The proposed transit operational improvements for links on the road networks include, but are not limited to, transit-only lanes or transit signal priority. As these would improve the operational efficiency of all buses traversing the improved links, bus routes outside the top 40 were also assumed to have a 30 percent increase in speed when travelling on the improved links.

Innovative Transportation Scenario

The innovative scenario was created to model a future planning scenario where innovative and shared mobility options are included as travel modes. The innovations in transportation that are integrated into this scenario include autonomous vehicles, electric scooters, and transportation network companies (TNCs). In addition, an alternative parking option was enabled for autonomous vehicles. Under this scenario autonomous vehicles could be parked at their destination location, returned to their origin, or sent to an external lot. It is expected that under this scenario, automobile usage will increase, due to the inclusion of autonomous vehicles and TNCs. It is also expected that most of the e-scooter ridership will come from former walk or bike trips.

Urban Infill Scenario

The Urban Infill Scenario was created to model a future planning scenario where intensified land use around transit can provide increased opportunities for transit-oriented communities. The socioeconomic inputs for the horizon year 2047 were adjusted to reflect the intensified land use. The following assumptions were used for the land use changes:

- > Total population and employment growth in LA County would be the same as the 2047 Baseline Scenario.
- > Zones were designated as station zones if they were within a half mile of an urban rail station.
- > All population growth from 2017 to 2047 was reallocated to station zones, and no population growth was allocated to non-station zones.
- > 15 percent of LA County's employment growth was reallocated to station zones. For non-station zones within LA County, employment growth was factored to keep the total employment growth in LA County the same as the 2047 Baseline Scenario.

It is expected that under this scenario, transit ridership will increase, primarily due to the increase in the number of people who live within a half mile radius of an urban rail station.

Active Transportation Scenario

The Active Transportation Scenario was created to model a future planning scenario where the bicycle and transportation infrastructure within LA County was improved; providing a better environment for non-motorized travel and improve the modes' connectivity to transit. The transit skims and highway networks were modified using the following assumptions:

1. The model was modified to include an incentive for bicyclists, which was implemented as a modal constant.
2. In addition, as part of the Vision Zero goals, free-flow speed on arterials for autos on the transportation network was capped at 25 miles per hour.
3. Within LA County, to improve connectivity between modes, walk access and egress connections to transit were sped up by 20 percent.

It is expected that under this scenario that the bike share within LA County will be approximately 10 percent, and walk share will also increase.

Cordon Pricing Scenario

The Cordon Pricing Scenario was created to model Metro's Vision 2028 goal of reducing the congestion by pricing the Urban Core, Central Business District (CBD) and Urban Business District (UBD) areas in LA County. To create the highway network for this scenario, special fees (referred to as decongestion fees) were coded on the centroid connectors in Urban Core, CBD, and UBD areas of LA County, and on the highway links and ramps entering the Urban Core and CBD areas to simulate cordon pricing.

With this pricing policy, trips going from outside to a UBD, CBD and Urban Core zone will be charged \$3/trip, \$6/trip and \$9/trip respectively. Further, the use of the freeway exit ramps to a CBD and Urban Core zone will increase the fees by an additional \$3/trip and \$6/trip respectively. Because the focus of the cordon pricing fees is on the Urban Core, CBD and UBD areas, it is important to summarize and analyze the model results by area type for this scenario to accurately gauge the impact of this policy.

VMT Pricing Scenario

The Vehicle Mile Traveled (VMT) Pricing scenario was created to model Metro's Vision 2028 goal of providing high-quality mobility options that enable people to spend less time traveling. The scenario is designed to model the following Metro Vision 2028 initiative: Test and implement pricing strategies to reduce traffic congestion. The model captures the cost of driving in the parameter OPCOST, which includes fuel and other operating costs such as maintenance. The mode choice model calculates the cost of driving by the equation: $\text{Drive Cost} = \text{OPCOST} * \text{Distance}$ where distance is the drive distance between trip origin and destination. The VMT fee alternatives tested included:

1. Test 1: \$0.10 fee per mile.
2. Test 2: \$0.15 fee per mile.
3. Test 3: \$0.20 fee per mile.

2020 LRTP (Hybrid-1) Scenario

The 2020 LRTP scenario combines various transportation improvements and policy components that had been previously tested, including high frequency transit, an increased network of high occupancy toll (HOT) lanes (which are also referred to as Express Lanes), first and last mile improvements, and a VMT fee of 20 cents per mile on top of the current operating costs. Some of the component scenarios were modified for their application in the Hybrid Scenario. In addition, for the Hybrid Scenario, a free fare and transfer policy on all LA County bus, urban rail and BRT lines was implemented. This policy excludes Metrolink riders, who still pay regular fare on commuter rail, but includes regional local bus operators (e.g. Santa Monica Big Blue Bus, Foothill Transit, etc.).

The scenario is designed to model the following Metro Vision 2028 desired outcomes:

1. To provide high frequency, fast transit service; where high quality options are at most a 10-minute walk or roll from home, the maximum wait for a trip is 15 minutes, and buses operate at 30 percent faster speeds;
2. To provide options to bypass congestion via freeway corridor pricing;
3. To improve first and last mile connectivity.

The following adjustments were made to the transit networks for this scenario:

1. Headways for the top 40 bus routes by ridership (which serve approximately 66 percent of Metro's bus riders) were capped to 10 minutes for each line, in each direction;
2. Model parameters for roadway segments (links) in the model network utilized by the top 40 bus routes were adjusted to increase bus speed on those links by 30 percent;
3. Fares and transfer fees for all LA County bus and urban rail lines were set to zero; and,
4. Travel times on walk access, egress, and transfer links (modes 1, 2, and 3 in the transit network) were reduced by 20 percent, in order to represent improvements in first and last mile travel time.

Mode Choice Results

Under this scenario, countywide auto trips decrease by approximately 807,000 trips (2.4% of the daily total). Among the auto trips, drive alone trips decrease by about 6.2 percent while the shared ride 2 trips decrease by 6.8 percent. The largest majority of these trips shift to transit while some shift to 3 and 4+ carpool and non-motorized trips. This is mainly due to the changes made in the transit and highway networks in the Hybrid Scenario. For example, the frequent and fast transit services in the Hybrid Scenario shifted some riders from auto to transit mode. In addition, the conversion of some of the HOV2+ lanes to HOT3+ lanes in the Hybrid Scenario also encouraged some of the shared ride 2 riders to shift from auto to other modes in the Hybrid Scenario. The increased operating cost in the Hybrid Scenario also shifted some of the trips to non-motorized mode.

MODE	BASELINE	HYBRID-1	DIFFERENCE	% DIFFERENCE
Bus subtotal	791,647	1,098,010	306,363	38.7%
Transit subtotal	1,600,068	2,332,514	732,446	45.8%
Auto subtotal	33,871,165	33,064,101	(807,064)	-2.4%
Non-Motorized Subtotal	5,330,526	5,405,193	74,667	1.4%
Total daily	40,801,759	40,801,807	48	0.0%

The boardings on all the urban rail lines increase in the Hybrid Scenario. Among these, the largest absolute increases are on the North-South Line, Purple Line and Green Line.

Transit Results

The increased transit service provided in the Hybrid Scenario would require a corresponding increase in the bus fleet. The Baseline Scenario network requires 1,909 Metro bus vehicles in operation during the peak period, and the Hybrid Scenario requires 2,264 buses. This is an increase of 355 buses (18.6%) over the original fleet size. Revenue vehicle miles increase in the Hybrid Scenario by 26,922 miles (11.0%). Revenue vehicle hours will be impacted by both the increase in service and change in speed, but the speed related change cannot be estimated with the modeling and analysis tools available. However, the increase in revenue vehicle hours due to the service increase by a maximum of 2,349 hours (11.6%) is due solely to the increase in service.

Figure 41

Systemwide Daily Boarding Comparison by Mode

TRANSIT SERVICES	BASELINE	HYBRID-1	DIFFERENCE	% DIFFERENCE
Local Bus Total Boardings	1,475,591	2,670,725	1,195,134	81%
Express Bus Total Boardings	44,503	67,0182	2,515	51%
Transitway	42,862	79,478	36,616	85%
Rapid Bus (Metro)	189,563	224,641	35,078	19%
BRT (Metro)	179,296	283,661	104,365	58%
Urban Rail (Metro)	1,170,978	1,744,883	573,905	49%
Commuter Rail	111,816	143,037	31,221	28%

The average trip length increases for all transit modes in the Hybrid Scenario. The provision of frequent and fast transit services with zero fare for all LA County transit modes (except Metrolink) give riders an opportunity to use these services for longer trips. Thus, the average transit trip length increases for all the modes (except BRT) in the Hybrid Scenario.

Highway Results

The effect of this scenario on the regional VMT and VHT is as expected. With the decrease in drive alone and shared ride trips, there is a decrease of approximately 21 million vehicle miles (7%) and 1.6 million vehicle hours (14%) in comparison to the Baseline.

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Performance Measures

This chapter summarizes transportation system performance in LA County with the improvements recommended in this Long Range Transportation Plan (LRTP). The performance is measured across various performance measures associated with transportation system goals and objectives. Performance measures serve as a basis for comparing alternative improvement strategies and for tracking performance over time. System performance is evaluated for three scenarios that cover the 30-year horizon of the LRTP: Existing, Trend, Measure M, and 2020 LRTP scenarios. These scenarios have the following characteristics and are described in detail in the Travel Demand Model chapter.

L RTP Systemwide Performance

- > **Existing (2017):** This scenario describes the transportation system performance in 2017. This is the current conditions scenario.
- > **Trend (2047):** Referred to as the “Trend” scenario throughout the chapter, this scenario assesses the transportation system in 2047 with future population and employment growth conditions and no improvements to the transportation network. This scenario is the basis for assessing the impacts of Measure M and 2020 L RTP scenarios.
- > **Measure M (2047):** Referred to as the “Measure M” scenario, this evaluates the transportation system in 2047 with future population and employment growth conditions as well as the major highway and transit capital improvements detailed in the L RTP. These improvements are described in the Travel Demand Model section above.
- > **2020 L RTP (2047):** Referred to as the 2020 L RTP, this scenario includes the Measure M funded capital projects along with several bold policy initiatives, including a vehicle miles traveled (VMT) fee, free transit, and faster bus speeds. This is the recommended scenario for the 2020 L RTP.

The L RTP performance framework is organized around goals, objectives, and performance measures:

- > **Goals** (“What do we want to achieve?”) drawn from the service-oriented goals of Vision 2028.
- > **Objectives** (“How should we address our goals?”) drawn from public input gathered through the outreach phase of the L RTP, as well as objectives from countywide planning efforts, statutory requirements, and Vision 2028 initiatives.

> **Performance Measures** (“How do we track and measure success?”) drawn from Vision 2028, the US Department of Transportation’s Transportation Performance Management rulemaking, Metro’s L RTP/Measure M Performance Framework, the SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy, and other Metro plans and programs.

> This performance framework was developed in partnership with Metro’s internal departments, stakeholder input from the Policy Advisory Council (PAC), and input from the Metro Board.

The sections below highlight the systemwide performance measures and results for the four scenarios (Existing, Trend, Measure M, and 2020 L RTP). For some measures, the data and tools are insufficient to forecast future conditions. These are highlighted in the tables with “NA” for not-applicable. The sections are organized by the five goals from Vision 2028:

- > **Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling
- > **Goal 2:** Deliver outstanding trip experiences for all users of the transportation system
- > **Goal 3:** Enhance communities and lives through mobility and access to opportunity
- > **Goal 4:** Transform LA County through regional collaboration and national leadership
- > **Goal 5:** Provide responsive, accountable, and trustworthy governance within Metro

Goal 1

Provide high-quality mobility options that enable people to spend less time traveling

As laid out in Vision 2028, to achieve this goal, Metro will expand transportation options, improve the quality of its transit network and assets, and take steps to manage demand on the entire network. The LRTP will help advance this goal and measure progress towards two supporting objectives:

1. Optimize the speed, reliability and performance of the transportation system
2. Provide high-quality mobility options for all

These objectives and related performance measures, highlighted in Figure 42 on the right, quantify the system-level travel times, reliability, and access to various transportation modes.

- > Countywide, average travel times for driving in the AM peak are longer than midday. In 2047, morning roadway travel times are expected to increase by roughly nine minutes, which is a 38% increase in travel time. Compared to the Trend, the Measure M scenario reduces the average AM trip by 2% and midday by 1%. Similarly, average transit travel times are expected to get longer between 2017 and 2047; however, the Measure M scenario is expected to improve transit travel times by 8% compared to the Trend. With the addition of the bold policies recommended in the 2020 LRTP, the average AM travel time for auto and transit are expected to improve by 19% and 16%, respectively, compared to the Trend.
- > Roadway travel time reliability measures how much longer a trip in bad traffic (the 95th percentile of travel times) is relative to the average trip at that time. For highways, both in the morning and midday this value is 24%. On major arterials (Countywide Strategic Arterial Network and Truck Network), the buffer time is 14% in the morning and 12% during midday. Transit reliability is measured by on-time performance. Metro's In-Service On-Time Performance, for all Metro buses, was close to 74% in fiscal year 2018. For Metro rail it was over 98% in 2018.

- > Currently, 8% of the households and 16% of jobs are within a 10 minute walk of high-quality transit (defined as fixed guideway stations). This number is expected to increase to 21% of households and 36% in the Measure M scenario. The Measure M scenario is expected to increase the percent of jobs within a 10 minute roll of high-quality transit from 48% to 62% compared to the Trend.
- > Transit travel time competitiveness compares the transit time to what it would take to drive a car between key destinations. Of twenty key origin-destination pairs, the average travel time ratio is roughly 2.5, meaning it takes two and a half times longer to take transit versus drive between the origin and destination.
- > Person hours of travel (PHT) in high occupant vehicle (HOV), where there is more than one person in the car, is expected to increase between the 2017 and the Trend scenario. Between the Trend and Measure M scenario, HOV PHT is expected to decrease, which is consistent with a reduction in vehicle hours of travel and vehicle hours of delay. Transit passenger hours traveled are expected to increase by 11% with the Measure M scenario and 68% for the 2020 LRTP scenario compared to the Trend.
- > Another measure of transportation choice is the mode share of active transportation. While overall bicycle and walking trips will increase, with the Measure M scenario the mode share for active transportation is not expected to increase. The active transportation mode share is currently 13.1% for all trips in 2017 and is expected to remain relatively constant.

Figure 42

Goal 1 Systemwide Performance Results

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
Optimize the speed, reliability and performance of the transportation system	1.a	Travel time by mode	AM travel time (in minutes) by auto	23.5	32.4	31.7	26.4
			Midday travel time (in minutes) by auto	17.0	20.1	19.9	NA
			AM travel time (in minutes) by transit	58.0	62.5	57.7	52.2
			Midday peak travel time (in minutes) by transit	64.3	64.6	61.3	NA
	1.b	Travel time reliability by mode	In-Service On-time Performance for Metro bus and rail (% of arrivals > 5 min later and departures > 1 before than scheduled)	Bus: 73.8% Rail: 98.5%	NA	NA	NA
			% variation in AM and Midday travel time on freeways	AM and Midday: 24%	NA	NA	NA
			% variation in AM and Midday travel time on CSAN	AM: 14% Midday: 12%	NA	NA	NA
Provide high-quality mobility options for all	2.a	Percent of households and jobs within 10-minute walk or roll of high-quality transit	Percent of households 10-minute walk or roll high-quality mobility options	Walk: 8% Roll: 38%	Walk: 9% Roll: 40%	Walk: 21% Roll: 55%	Walk: 21% Roll: 55%
			Percent of jobs within 10-minute walk or roll of high-quality mobility options	Walk: 16% Roll: 42%	Walk: 24% Roll: 48%	Walk: 36% Roll: 62%	Walk: 36% Roll: 62%
	2.b	Transit competitiveness (vs. driving) in key travel markets	Ratio of transit travel time to auto travel time between zonal pairs	Average Ratio: 2.49	NA	NA	NA
	2.c	Person travel hours in non-SOV modes	Daily person travel hours for HOV	9,382,646	14,018,530	12,933,380	NA
			Daily person travel hours for transit	522,661	815,531	908,143	1,367,320
	2.d	Active transportation mode share	% of trips made by bicycle or walking	13.1%	13.2%	13.1%	13.2%

Goal 2

Deliver outstanding trip experiences for all users of the transportation system

To achieve this goal, Metro seeks to improve the travel experiences of all users of the system. This means building and maintaining a world-class system that is attractive, affordable, efficient, safe, convenient, and user-friendly. The LRTP will help advance this goal and measure progress towards two supporting objectives:

1. Improve transportation system safety and security
2. Maintain a high level of customer satisfaction

These objectives and related measures, highlighted in Figure 43 below, quantify system-level safety and customer satisfaction. This includes tracking annual collisions, protecting vulnerable users through protected bikeways and sidewalks, and tracking customer satisfaction through regular surveying.

- > Figure 43 details the annual number, averaged over the past three years, of severe and fatal collisions involving autos, trucks, bicycles, and pedestrians. Auto-only collisions represent over 80% of all injury collisions; however, collisions involving pedestrians made up only 9% of all injury collisions, but 37% of the collisions resulting in fatalities. There is an annual average of 268 fatal collisions involving pedestrians, 39 involving bicyclists, and 50 involving trucks.
- > Protected bikeways include Class 1 paths and Class IV cycle tracks. Currently, there are only 60 miles of projected bikeways within 1/2 mile of fixed guideway transit stations. In the Trend scenario, with no new fixed guideway stations, the miles of bikeways would stay the same (assuming no increase in bike paths). In the Measure M scenario, the number would increase 73 miles. If local jurisdictions implement all bikeways planned in their bicycle plans, the Measure M scenario metric would increase significantly to 244 miles within 1/2 mile of fixed guideway transit stations. Currently, there is no countywide sidewalk inventory.

- > There were 1,632 Part I and 1,434 Part II crimes on the Metro system in FY19, where Part I crimes refer to more serious violent and property crimes. Compared to FY18, total crimes were down by roughly 1%, with a slight increase in the less serious Part II crimes (+2%) and a larger decrease in Part I crimes (-3%).
- > Generally speaking, Metro's customers have a high degree of satisfaction with Metro's bus, rail, and ExpressLane services. Close to 90% of customers are satisfied with Metro bus and rail service, and over 80% of ExpressLanes users are likely to support additional ExpressLanes projects countywide.

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Figure 43

Goal 2 Systemwide Performance Results

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
Improve transportation system safety and security	3.a	Collisions by mode by severity	Number of fatal and severe collisions involving autos	Severe: 1,974 Fatal: 362	NA	NA	NA
			Number of fatal and severe collisions involving trucks	Severe: 127 Fatal: 50	NA	NA	NA
			Number of fatal and severe collisions involving pedestrians	Severe: 761 Fatal: 268	NA	NA	NA
			Number of fatal and severe collisions involving bicycles	Severe: 249 Fatal: 39	NA	NA	NA
	3.b	Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit	Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit	Bikeways: 60 miles Sidewalks: Unknown	Bikeways: 60 miles Sidewalks: Unknown	Bikeways: 77 miles Sidewalks: Unknown	Bikeways: 77 miles Sidewalks: Unknown
	3.c	Part I & II crimes reported on Metro transit system	Part I & II crimes reported on Metro transit system (2019)	Part I: 1,632 Part II: 1,434	NA	NA	
	Maintain a high level of customer satisfaction	4.a	Customer satisfaction with Metro bus, rail, and Express Lanes systems	Are customers satisfied with Metro bus service	Strongly Agree: 45% Agree: 46% Disagree: 6% Strongly Disagree: 3%	NA	NA
Are customers satisfied with Metro rail service				Strongly Agree: 33% Agree: 56% Disagree: 9% Strongly Disagree: 2%	NA	NA	
Likelihood to support additional ExpressLane corridors				Very Likely: 54% Somewhat likely: 28% Somewhat unlikely: 8% Very Unlikely: 10%	NA	NA	

Goal 3

Enhance communities and lives through mobility and access to opportunity

Metro wants to improve individuals and families' access to jobs, essential services, education, and other social, cultural, and recreational opportunities. This means working to be responsive to the needs of diverse communities and seeking equitable outcomes from transportation investments. The LRTP will help advance this goal and measure progress towards five supporting objectives:

1. Promote access to opportunity in Equity Focus Communities
2. Reduce household costs spent on transportation and housing
3. Promote economic vitality
4. Improve environmental quality and resilience
5. Enhance public health and quality of life

These objectives and related measures, highlighted in Figure 44, quantify system-level performance in terms of equity, access to opportunity, economic benefits, affordability, environment, and public health. The first objective evaluates how systemwide performance in Equity Focus Communities (EFCs), defined geographic areas determined in need of access to opportunity, compares relative to the countywide averages. The EFCs comprise roughly 5% of the land area of LA County and contain roughly 30% of the population. These measures appear first in the table, but have been listed at the end of this introductory summary in order to highlight the comparisons to other countywide measures listed first.

- > There are just over 35,000 Federal, State, and County-Administered affordable housing units within 1/2 mile of high quality transit, defined as fixed guideway transit stations, which is 32% of all the units in LA County.
- > Residents of LA County spend roughly 33% of their income on combined housing and transportation costs.
- > In 2017, an estimated 20% of the county's jobs are located within 1/2 mile of fixed guideway transit stations. In the Trend scenario, the percentage increases to 28% without any new transit stations, suggesting that job growth will be somewhat concentrated around station areas. In the Measure M scenario, 36% of the jobs are expected to be within 1/2 mile of fixed guideway transit.
- > Regional growth can be measured as the increase in gross regional product attributable to transportation investments, increased economic activity, and benefits due to transportation system improvements. The increase in gross regional product is estimated to be \$196 billion over the 30 year horizon. The benefits can also be measured in new jobs created. It is estimated that the Measure M scenario will create an additional 1.84 million job years (a year of full employment) compared to the Trend.
- > Greenhouse gas emissions are expected to decrease between 2017 and 2047 due to increases in fuel efficiency and electrification. Between 2017 and 2047, the tons of CO₂ equivalent is projected to decrease 11%. The Measure M scenario is expected to further decrease these emissions, by 5%, relative to the Trend.
- > Air quality pollutants, specifically particulate matter (PM_{2.5} and PM₁₀), sulfur oxides (SO_x), nitrogen oxides (NO_x), and carbon monoxide, will also decrease significantly between 2017 and 2047 due to a cleaner fleet of vehicles on the roadways. Comparing the Trend with the Measure M scenario, the Plan scenario is expected to bring about modest decreases in CO, NO_x and SO_x, around 3-4% decreases, and no significant difference in particulate matter.

- > There are 659 identified activity centers (this includes regional parks, colleges, regional shopping centers, cultural centers, among other destinations). In 2017, 15% are accessible within a 10 minute walk and 44% within a 10 minute roll of high quality transit. In 2047, these percentages are expected increase to 24% and 60%, respectively.
- > As noted in Goal 1, the active transportation mode share, as modeled in Metro's travel demand model, is 12.4% for all trips. This is less than the 13.8% estimated from the recent National Household Travel Survey's estimate for LA County.
- > In 2017 there were only 11 miles of protected bikeways in EFCs within 1/2 mile of fixed guideway transit. In the Measure M scenario, the protected bikeway mileage is expected to increase to 18 miles. This represents a 40% increase in mileage, compared to a 22% increase for the county as a whole (measure 3.b). If agencies countywide implemented all the bikeways in their respective bike plans, the mileage would increase to 98 miles.
- > There are over 25,000 Federal, State, and County-Administered affordable housing units within 1/2 mile of high quality transit. This represents 23% of all the units in the county and 72% of the units within 1/2 mile of fixed guideway transit (measure 6a).

Equity Focus Community Measures

- > Average travel times for auto trips originating in EFCs are slightly less than the county average in each scenario. The change in travel times between the Measure M scenario and Trend scenarios, at 2% in AM and 1% midday, is the same for both EFCs and the county as a whole. Average travel times for transit in EFCs improve slightly more than the county average; in the AM period they are 9% better in the Measure M scenario compared to the Trend, compared to 6% during midday.
- > Currently, households in EFCs have better access to fixed guideway transit stations than the county average. Specifically, 20% of households in EFCs are within a 10 minute walk of high quality transit and 60% are within a 10 minute roll, compared to 8% and 38%, respectively, for LA County (measure 2.a). In the future Measure M scenario, the percent of households in EFCs within a 10 minute walk will be 41% and 80% within a 10 minute roll of fixed guideway transit stations.
- > Roughly 28% of all fatal and severe collisions in LA County occur in EFCs. However, almost 40% of severe injury and fatal collisions involving pedestrians and bicycles in LA County occur in EFCs.
- > Residents living in EFCs spend an estimated 55% of their income on housing and transportation compared to 33% countywide (measure 6.b)
- > Roughly one third of all air quality pollutants, countywide, are emitted in EFCs. Compared to the Trend, the Measure M scenario is expected to decrease CO, NOx, and SOx by 9-10%, and particulate matter by 4%. These benefits are much higher in EFCs than the countywide average changes.
- > Roughly one third of all identified activity centers are located in EFCs. Of these activity centers, 32% are with a 10 minute walk and 76% are within a 10 minute roll of fixed guideway transit stations. With the Measure M scenario, these percentages are expected to increase to 39% and 84% respectively.
- > Of the principal arterials located in EFCs, 79% of the lane miles are in poor condition and only 2% are in good condition. This is in contrast to the county average for principal arterials, with 66% in poor condition and 6% in good condition (measure 13.a).

Figure 44

Goal 3 Systemwide Performance Results

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
Promote access to opportunity in Equity Focus Communities	5.a	Travel time by mode in EFCs	AM travel time (in minutes) for trips originating in EFC by auto	22.6	30.3	29.6	NA
			Midday travel time (in minutes) for trips originating in EFC by auto	16.7	19.3	19.1	NA
			AM travel time (in minutes) for trips originating in EFC by transit	52.3	56.4	51.3	NA
			Midday peak travel time (in minutes) for trips originating in EFC by transit	58.4	58.1	54.8	NA
	5.b	Percent of EFC households within 10-minute walk or roll of high quality transit	Percent of EFC households within 10-minute walk or roll of high quality transit	Walk: 20% Roll: 66%	Walk: 22% Roll: 68%	Walk: 41% Roll: 80%	Walk: 41% Roll: 80%
	5.c	Collisions by mode and severity in EFCs	Number of fatal and severe collisions located in EFCs involving autos	Severe: 454 Fatal: 70	NA	NA	NA
			Number of fatal and severe collisions located in EFCs involving trucks	Severe: 28 Fatal: 10	NA	NA	NA
			Number of fatal and severe collisions located in EFCs involving pedestrians	Severe: 320 Fatal: 100	NA	NA	NA
			Number of fatal and severe collisions located in EFCs involving bicycles	Severe: 92 Fatal: 14	NA	NA	NA
	5.d	Miles of protected bicycle pathways and sidewalks within 1/2 mile of high quality transit in EFCs	Miles of protected bicycle pathways and sidewalks within 1/2 mile of high quality transit in EFCs	Bikeways: 11 miles Sidewalks: Unknown	Bikeways: 11 Sidewalks: Unknown	Bikeways: 18 miles Sidewalks: Unknown	

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
	5.e	Affordable housing within 1/2 mile of high quality transit in EFCs	Federal, State, and County-Administered Affordable Housing Units in EFCs within 1/2 mile of high quality transit	25,215	NA	NA	NA
	5.f	Percent of household income spent on combined transportation and housing costs in EFCs	Percent of household income spent on combined transportation and housing costs in EFCs	55%	NA	NA	NA
	5.g	Air quality pollutants in EFCs	Annual short tons of quality criteria pollutants (Particulate Matter, NOx,, SOX, CO)	PM2.5: 132 PM10: 140 SOx: 95 NOx: 7,741 CO: 42,372	PM2.5: 33 PM10: 35 SOx: 77 NOx: 3,441 CO: 17,213	PM2.5: 32 PM10: 34 SOx: 71 NOx: 3,102 CO: 15,418	NA
	5.h	Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit	Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit	Walk: 32% Roll: 76%	Walk: 32%Roll: 76%	Walk: 39%Roll: 84%	Walk: 39%Roll: 84%
	5.i	Percent of roads and highway bridges in good and fair condition in EFCs	Percent of principal arterial roads in good and fair condition in EFCs	Good: 2% Fair: 19% Poor: 79%	NA	NA	NA
Reduce household costs spent on transportation and housing	6.a	Affordable housing within 1/2 mile of high quality transit	Federal, State, and County-Administered Affordable Housing Units within 1/2 mile of high quality transit	35,087	NA	NA	NA
	6.b	Percent of household income spent on combined transportation and housing costs	Percent of household income spent on combined transportation and housing costs	33%	NA	NA	NA

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
Promote economic vitality	7.a	Jobs within 1/2 mile of high quality transit	Jobs within 1/2 mile of high quality transit	695,515	1,245,740	1,608,174	1,608,174
	7.b	Regional economic growth attributable to transportation investments	Regional economic growth attributable to transportation investments	NA	NA	\$196 billion	NA
	7.c	Regional jobs attributable to transportation investments	Regional jobs years attributable to transportation investments	NA	NA	1.84 million	NA
Improve environmental quality and resilience	8.a	GHG emissions	Annual million metric tons of carbon dioxide equivalent (CO ₂ e)	35.05 million	31.03 million	29.42 million	25.27 million
	8.b	Air quality pollutants	Annual short tons of quality criteria pollutants (Particulate Matter, NO _x , SO _x , CO)	PM _{2.5} : 466 PM ₁₀ : 493 SO _x : 298 NO _x : 27,236 CO: 129,227	PM _{2.5} : 127 PM ₁₀ : 135 SO _x : 252 NO _x : 12,298 CO: 53,264	PM _{2.5} : 127 PM ₁₀ : 135 SO _x : 245 NO _x : 11,786 CO: 51,153	NA
Enhance public health and quality of life	9.a	Percent of activity centers within 10-minute walk or roll of high quality transit	Percent of activity centers within 10-minute walk or roll of high quality transit	Walk: 15% Roll: 44%	Walk: 15% Roll: 44%	Walk: 24% Roll: 60%	Walk: 24% Roll: 60%
	9.b	Active transportation mode share	% of trips made by bicycle or walking	13.1%	13.2%	13.1%	13.2%

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Goal 4

Transform LA County through regional collaboration and national leadership

In order to achieve the vision laid out in its strategic plan, Metro must further cooperation, coordination, and collaboration with Metro and its many partners and stakeholders. This means being a leader and partnering with local jurisdictions to manage the transportation system, relieve congestion, and increase resident and freight mobility.

The LRTP will help advance this goal and measure progress towards three supporting objectives:

1. Manage roadway congestion
2. Increase share of travel by non-SOV modes
3. Support efficient goods movement

These objectives and related performance measures, highlighted in Figure 45 below, quantify system-level performance in terms of roadway congestion, mode share, and goods movement.

- > Vehicle hours of delay (VHD) per capita is expected to increase significantly between 2017 and 2047, from 82 hours per capita currently to over 135 hours per person per year in 2047. With the Measure M scenario, that number is expected to decrease by 12% to 119 annual hours per capita. In the 2020 LRTP scenario, VHD per capita is 22% less than the 2047 Trend.
- > Per capita vehicle miles traveled (VMT) are expected to increase by over 6% between 2017 and 2047. The Measure M scenario is expected to decrease VMT by over 1% compared to the Trend. With the additional bold policies in the 2020 LRTP scenario, the LRTP could result in a 7% reduction.
- > Person throughput is normally calculated at a corridor level. At the county level, the Mobility Index can be used as a proxy for throughput. This index quantifies how fast people are moving through the network. Between 2017 and 2047, the index drops from 41 to 34.6, indicating that conditions are expected to worsen. However, the throughput of the Measure M scenario is 7% higher than that of the Trend and the 2020 LRTP scenario is 12% higher than the Trend.

- > Over the past five years, the California Highway Patrol (CHP) cleared incidents on freeways in 35 minutes on average. For collisions, the rate was 42 minutes. Over the five year period, the average clearance time increased by 8% for all incidents and 5% for collisions.
- > Annual transit trips are expected to increase from 309 million in 2017 to 384 million in the Trend scenario. With the Measure M scenario, transit trips are expected to increase by 24% compared to the Trend, and with the addition of the bold policies included in the 2020 LRTP, the transit trips are expected to increase by 81% compared to the Trend.
- > The majority of travel is made by private vehicle, and as currently forecasted, will continue to be the case in the future. Drive alone mode share is around 46% and is expected to see only a slight decrease in the Measure M scenario. There will be a slight increase in the transit mode share, from 2.9% in 2017 to 3.1% in the Trend scenario. The Measure M scenario is predicted to increase the mode share to 3.9%, a 24% increase, and a more significant jump to 5.7% in the 2020 LRTP scenario, an 81% increase.
- > Between 2017 and 2047, truck vehicle hours of delay (VHD) is expected to increase significantly. However, between the Trend and Measure M scenarios, truck VHD is expected to decrease by 12%.
- > Travel time reliability for trucks is measured as the buffer time index on the Countywide Strategic Truck Arterial Network. This index quantifies how much longer a trip in bad traffic (the 95th percentile of travel times) is relative to the average trip at that time. On the CSTAN, it is 14% worse in the AM peak and 12% worse in the midday periods.

Figure 45

Goal 4 Systemwide Performance Results

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
Manage roadway congestion	10.a	Vehicle hours of delay per capita	Vehicle hours of delay per capita	82	136	119	93
	10.b	Vehicle miles traveled per capita	Vehicle miles traveled per capita	7,888	8,369	8,246	7,647
	10.c	Total person throughput	Mobility Index = (PMT/PHT) X (PMT/VMT)	41.0	34.6	37.0	41.5
	10.d	Average roadway incident clearance time	Average roadway incident clearance time for all incidents and collisions (minutes)	All: 34.6 Collisions: 42.1	NA	NA	NA
Increase share of travel by non-SOV modes	11.a	Annual transit trips	Annual transit trips	309 million	384 million	477 million	695 million
	11.b	Mode share	SOV mode share	46.2%	46.3%	45.8%	43.0%
			Carpool mode share	37.8%	37.3%	37.2%	38.1%
			Transit mode share	2.9%	3.1%	3.9%	5.7%
			Walk mode share	12.0%	12.1%	12.0%	12.1%
		Bike mode share	1.0%	1.1%	1.1%	1.1%	
Support efficient goods movement	12.a	Truck vehicle hours of delay	Annual truck vehicle hours of delay	35.8 million	97.0 million	85.2 million	
	12.b	Truck travel time reliability	% variation in AM and Midday travel time (in minutes) on CSTAN	AM: 14% Midday: 12%	NA	NA	NA

Goal 5

Provide responsive, accountable, and trustworthy governance within Metro

As the county's Regional Transportation Planning Authority and the designer, builder, and operator of California's largest transit system, Metro has the responsibility to LA County residents and tax payers to be good stewards of public resources. Furthermore, to deliver the best mobility outcomes and build partnerships, Metro must improve business practices to be responsive, accountable, and trustworthy. The LRTP will help advance this goal and measure progress towards two supporting objectives:

1. Maintain a state of good repair of transportation assets
2. Ensure accountability through transparent reporting practices

These objectives and related measures, highlighted in Figure 46 below, quantify system-level performance in terms of system preservation and transparency.

- > On the National Highway System (NHS), which includes all interstates and state routes in LA County, 50% of the lane miles are in good condition and only 3% are in poor condition. Alternatively, 66% of the lane miles of principal arterials in LA County are in poor condition and only 6% are in good condition. For bridges, 69% are in good condition and 4% are in poor condition.
- > Metro's Transit Asset Management (TAM) group monitors the condition of Metro's transit assets, which include revenue vehicles, service vehicles, equipment, facilities, infrastructure, and other assets. This performance measure tracks the amount of funding projected to be available for TAM relative to the overall need. This unfunded need is 17% of the total TAM need over a 25 year period.

- > Metro has released all of their legally mandated and financial disclosure reports. These include the triennial audits performed for the Federal Transit Administration and one prepared for Caltrans as a recipient of California's Transportation Development Act (TDA) funding. These include releasing the annual budget and Comprehensive Annual Financial Report (CAFR) each year. Finally, these include audits performed on behalf of the Independent Citizen's Advisory and Oversight Committee for Propositions A and C and Measures R and M.

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Figure 46

Goal 5 Systemwide Performance Results

SYSTEM PERFORMANCE OBJECTIVES	#	PERFORMANCE MEASURES	PERFORMANCE METRIC DESCRIPTION	EXISTING (2017)	TREND (2047)	MEASURE M (2047)	2020 LRTP (2047)
Maintain a state of good repair of transportation assets	13.a	Percent of roads and highway bridges in good and fair condition	Percent of National Highway System in good and fair condition	Good: 50% Fair: 56% Poor: 3%	NA	NA	NA
			Percent of principal arterials in good and fair condition	Good: 6% Fair: 29% Poor: 66%	NA	NA	NA
			Percent of bridges in good and fair condition	Good: 69% Fair: 27% Poor: 4%	NA	NA	NA
	13.b	Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life	Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life	17%	NA	NA	NA
Ensure accountability through transparent reporting practices	14.a	Legal and policy reports issued on time	Percent of legally mandated and financial disclosure documents issued on time	100%	NA	NA	NA

Title VI Analysis

The Title VI analysis was performed to assess the transportation impacts on distinct socioeconomic groups in LA County. The transportation impacts analyzed include:

- > Job accessibility within 60 minutes via transit; and
- > Mode choice by income quintile.

The distinct socioeconomic groups include:

- > Transit dependent;
- > African American;
- > Hispanic; and
- > Asian/Pacific Islander.

Using information from the U.S. Census Bureau (2013-2017 American Community Survey [ACS] 5-Year Estimates), a Census Tract (CT) area was designated as transit-dependent if it met one or more of the following criteria:

- > Zero-car ownership – 9.43% or more of the households do not own a car;
- > Low-income – 21.92% or more of the households have income of \$25,000 or less (in 2017 inflated-adjusted dollars); or
- > Senior citizens with medium-low-income – 12.81% or more of the individuals aged 65 or older, and median household income is less than \$59,410.

CTs were also designated with a specific socioeconomic group, if its population exceeded the socioeconomic group’s average for LA County (e.g., a CT with ten percent of households comprised of African Americans would be deemed an African American CT since that exceeded the 8.2 percent average for LA County). Figure 47 summarizes the ethnic population of LA County based on the 2017 ACS. Hispanic or Latino residents, at 48.4 percent of the population, comprise the largest non-white group in the County. Figure 48 presents the race population of LA County based on the 2017 ACS.

Figure 47

Los Angeles County Ethnicity Based on 2017 ACS

	POPULATION	PERCENT
Hispanic or Latino	4,893,579	48.4%
Non-Hispanic Black or African American	799,579	7.9%
Non-Hispanic Asian/Pacific Islander	1,467,527	14.5%
Non-Hispanic White	2,676,962	26.5%
Non-Hispanic American Indian or Alaska Native	19,915	0.2%
(Non-Hispanic) Some other race	28,960	0.3%
(Non-Hispanic) Two or more races	219,180	2.2%
Total	10,105,722	100.0%

Figure 48

Los Angeles County Race Based on 2017 ACS

	POPULATION	PERCENT
Black or African American	828,981	8.2%
White	5,232,835	51.8%
Asian/Pacific Islander	1,488,199	14.7%
American Indian and Alaska Native	68,211	0.7%
Some other race	2,101,984	20.8%
Two or more races	386,412	3.8%
Total	10,105,722	100.0%

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In addition to transit-dependency and socioeconomic group, Census Tracts were also classified by household income quintiles. The quintiles represent:

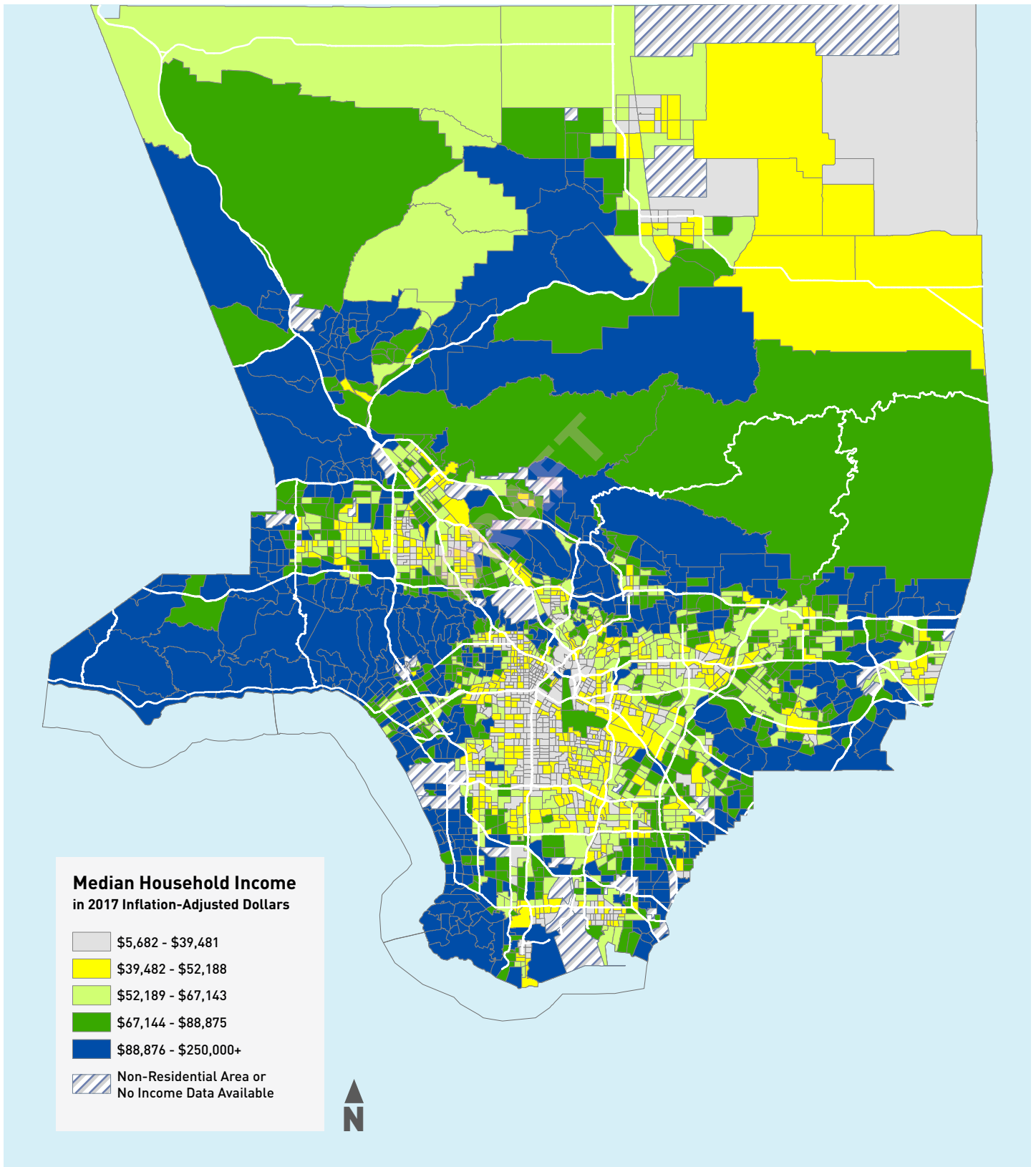
- > Low income – less than \$39,481
- > Moderate income – \$39,482 to \$52,188
- > Medium income – \$52,189 to \$67,143
- > Above average income – \$67,144 to \$88,875
- > High income – greater than \$88,876

CTs by income quintiles are illustrated in Figure 49. Low-income CTs are concentrated in Central Los Angeles while the high-income CTs are concentrated in the western part of LA County.

Median household income, as defined in the 2017 ACS, is \$54,501 (in 2017 inflated-adjusted dollars). A CT is designated with a specific income quintile, if its median household income falls into the range for that quintile (e.g., a CT with a median household income of \$25,000 would be designated as a low-income CT).

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Figure 49
2017 ACS MEDIAN ZONAL INCOME IN QUINTILES



Source: U.S. Census Bureau 2013–2017 American Community Survey (ACS), 5-Year Estimates, Table B19013

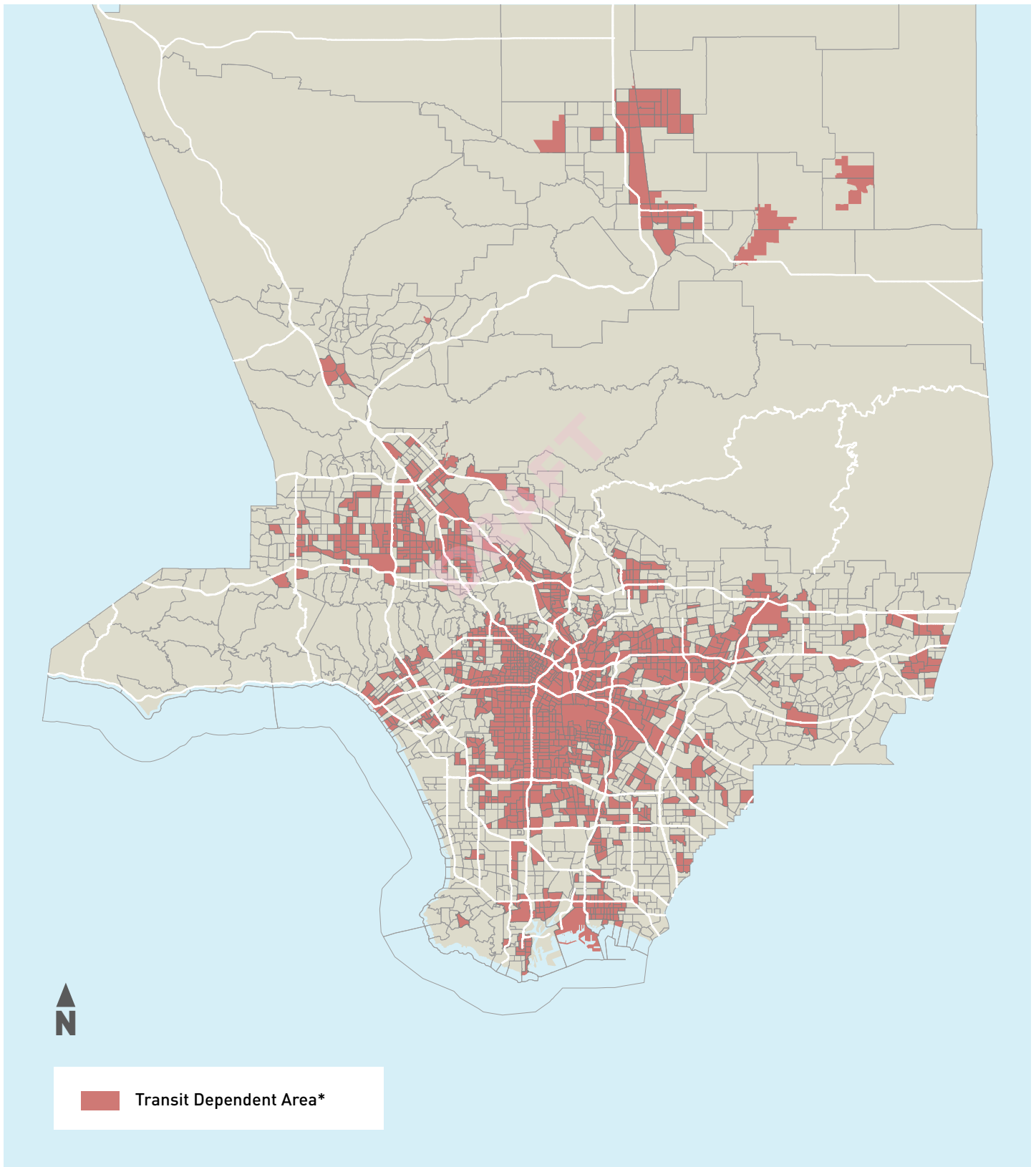
Geographic Distribution of Socioeconomic Groups

Figure 50, Figure 51, Figure 52, and Figure 53 illustrate the distribution of transit dependent, African American, Hispanic, and Asian/Pacific Islander populations, respectively, throughout LA County. Figure 50 shows that CTs with a preponderance of transit-dependent households are concentrated in Central Los Angeles. Figure 51 illustrates the locations of CTs with a majority of African American households, which tend to be concentrated in Central Los Angeles, extending toward the southern part of the County. As shown in Figure 52, Hispanic majority CTs are dispersed throughout LA County, concentrated mainly in Central Los Angeles, and extending toward the eastern part of the County. Figure 53 displays the Asian/Pacific Islander households and shows they are concentrated mainly in the San Gabriel Valley, with pockets in the South Bay.

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Figure 50

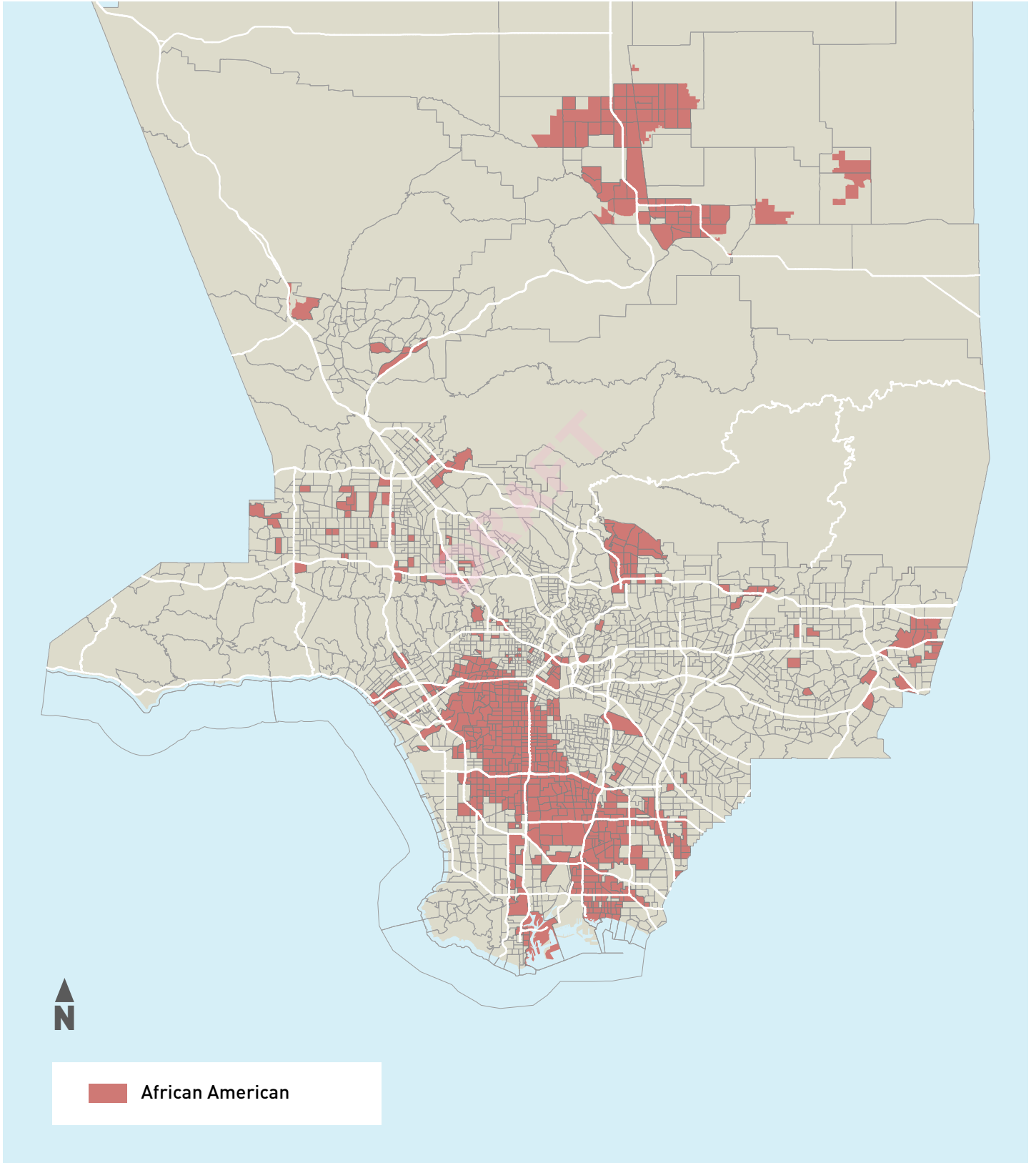
TRANSIT-DEPENDENT POPULATION



Source: U.S. Census Bureau 2013–2017 American Community Survey (ACS), 5-Year Estimates

Figure 51

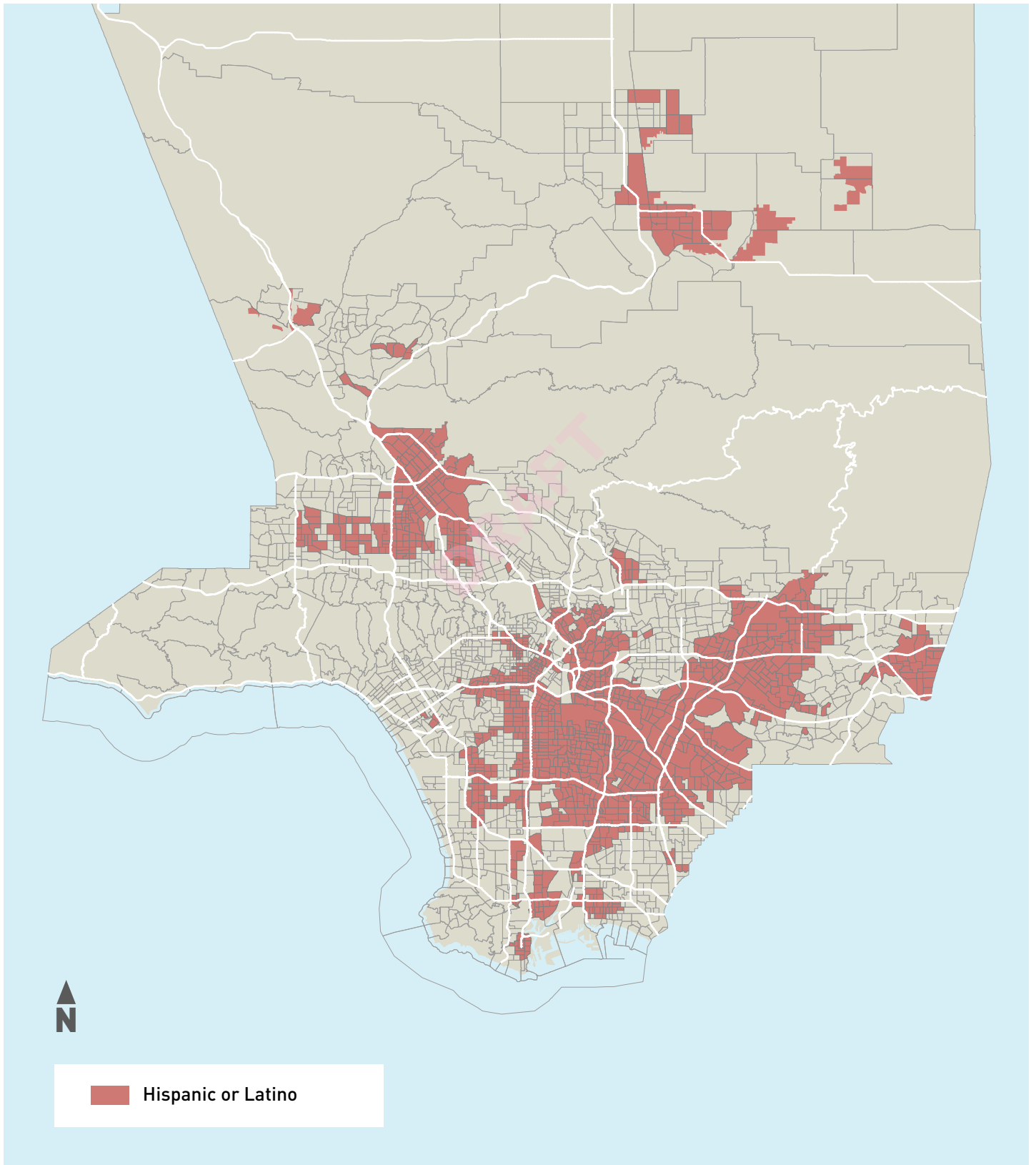
AFRICAN AMERICAN POPULATION



Source: U.S. Census Bureau 2013–2017 American Community Survey (ACS), 5-Year Estimates, Table B02001

Figure 52

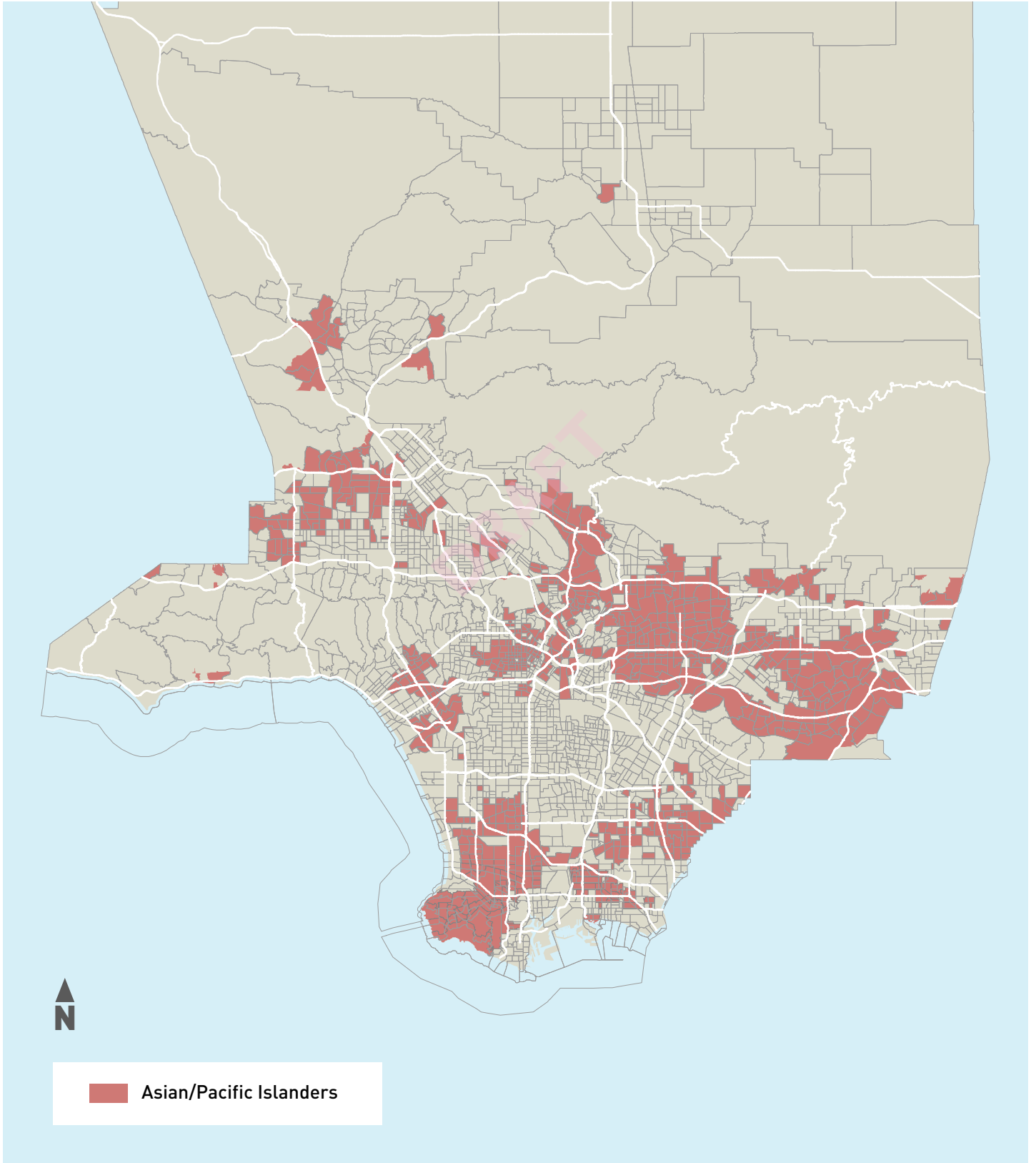
HISPANIC OR LATINO POPULATION



Source: U.S. Census Bureau 2013–2017 American Community Survey (ACS), 5-Year Estimates, Table B03002

Figure 53

ASIAN/PACIFIC ISLANDER POPULATION

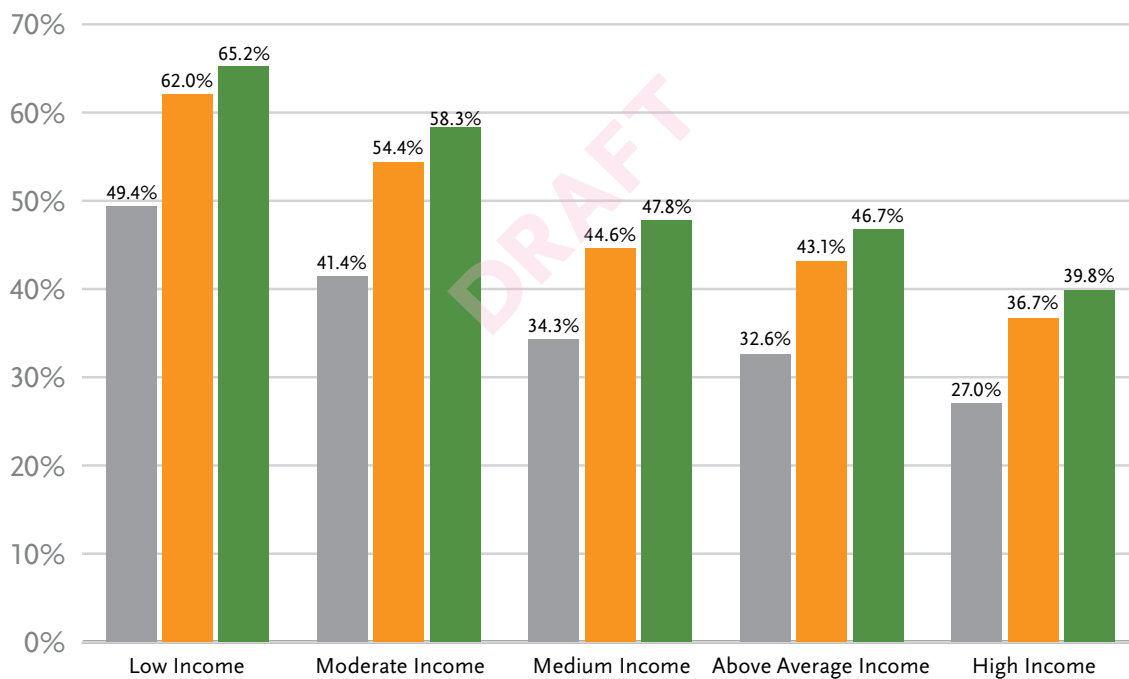


Source: U.S. Census Bureau 2013–2017 American Community Survey (ACS), 5-Year Estimates, Table B02001

Job Accessibility

Figure 54 illustrates, by income quintile, the percentage of jobs that can be made via transit in a sixty-minute period. Low-income TAZs are expected to benefit the most from transit accessibility as the 49.4 percent of jobs that can be reached via transit in the Future Trend scenario are expected to improve to 62.0 percent in the Measure M scenario, and to 65.2 percent with the 2020 Plan scenario. All income quintiles are expected to see an improvement in transit accessibility with implementation of the 2020 Plan.

Figure 54
Job Accessibility by Income Quintile

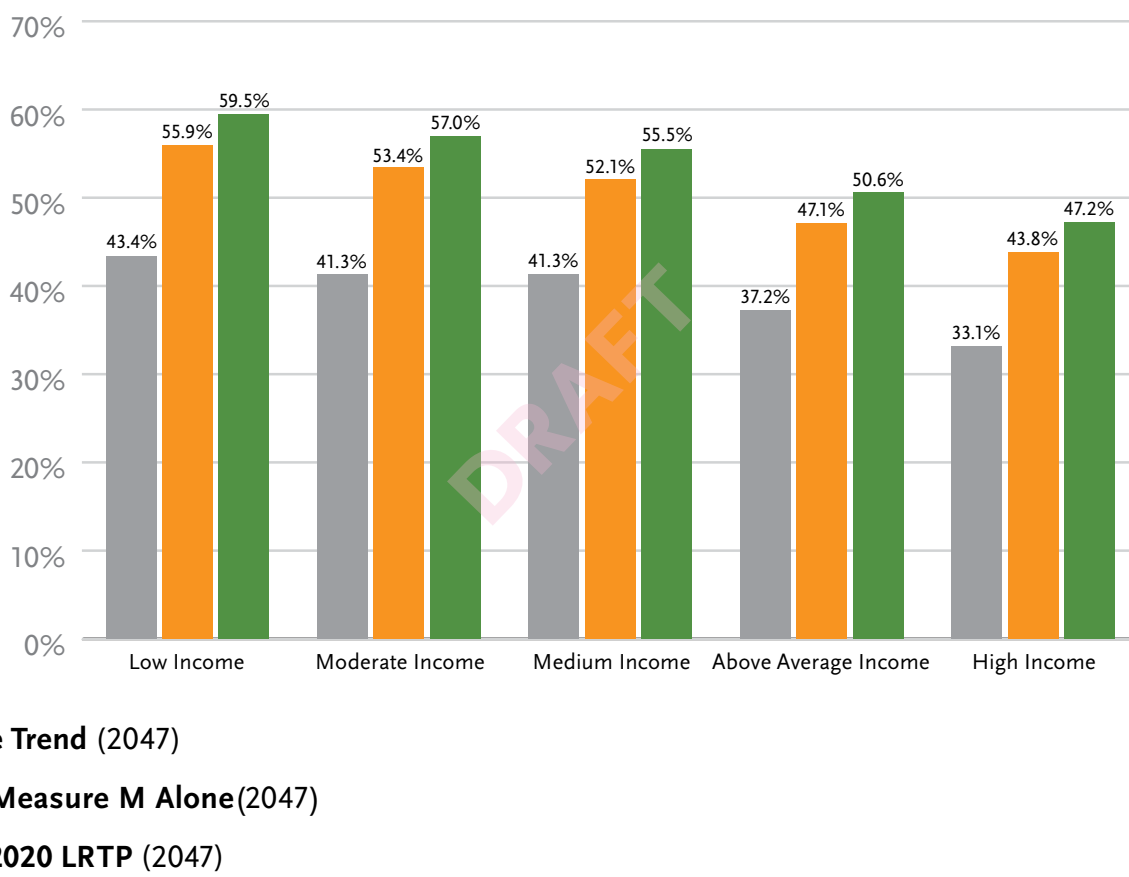


- Future Trend (2047)**
- With Measure M Alone (2047)**
- With 2020 LRTP (2047)**

*Percent of jobs within 60 minutes transit travel time during peak periods

Figure 55 displays the job accessibility by population subgroup. The transit-dependent population is expected to benefit the most from the 2020 Plan with 43 percent of jobs accessible within 60 minutes of transit in the Trend, 56 percent in Measure M, and 60 percent with the Plan. All other population subgroups are expected to see an increase in transit accessibility as well.

Figure 55
Job Accessibility by Population Subgroup



*Percent of jobs within 60 minutes transit travel time during peak periods

Mode Choice

Figure 56 illustrates, by income quintile, the mode split of home-to-work trips. Transit usage is expected to be higher for low-income households compared to other income groups in Trend scenario (18 percent), increasing to 20 percent for the Measure M scenario, and to 27 percent for the 2020 Plan scenario. All other income quintiles are also expected to experience an increase in transit usage as well.

Figure 57 displays the mode choice by population subgroup. The transit-dependent population is expected to increase transit usage from 13 percent in the Trend scenario to 15 percent in the Measure M scenario, and to 21 percent with the 2020 Plan. The non-minority populations also will see an increase from approximately 6 percent in the Trend scenario to about 8 percent in the Measure M scenario, and 11 percent in the 2020 Plan scenario. All other population subgroups are expected to increase transit usage as well.

Figure 56
Mode Choice by Income Quintile

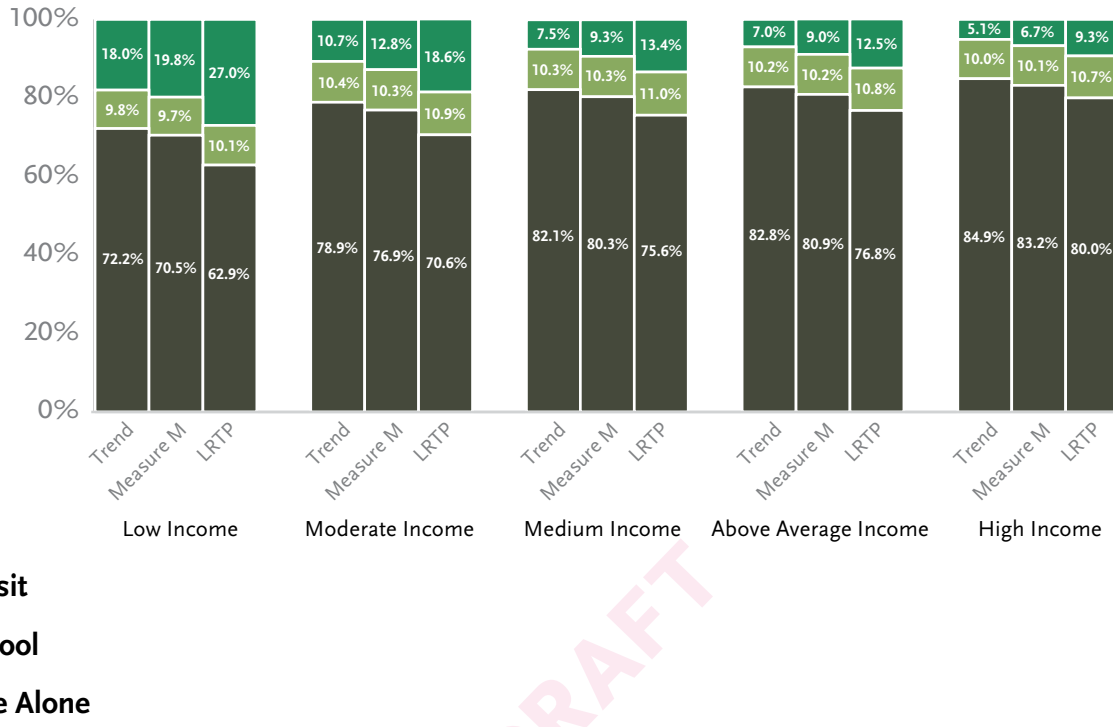
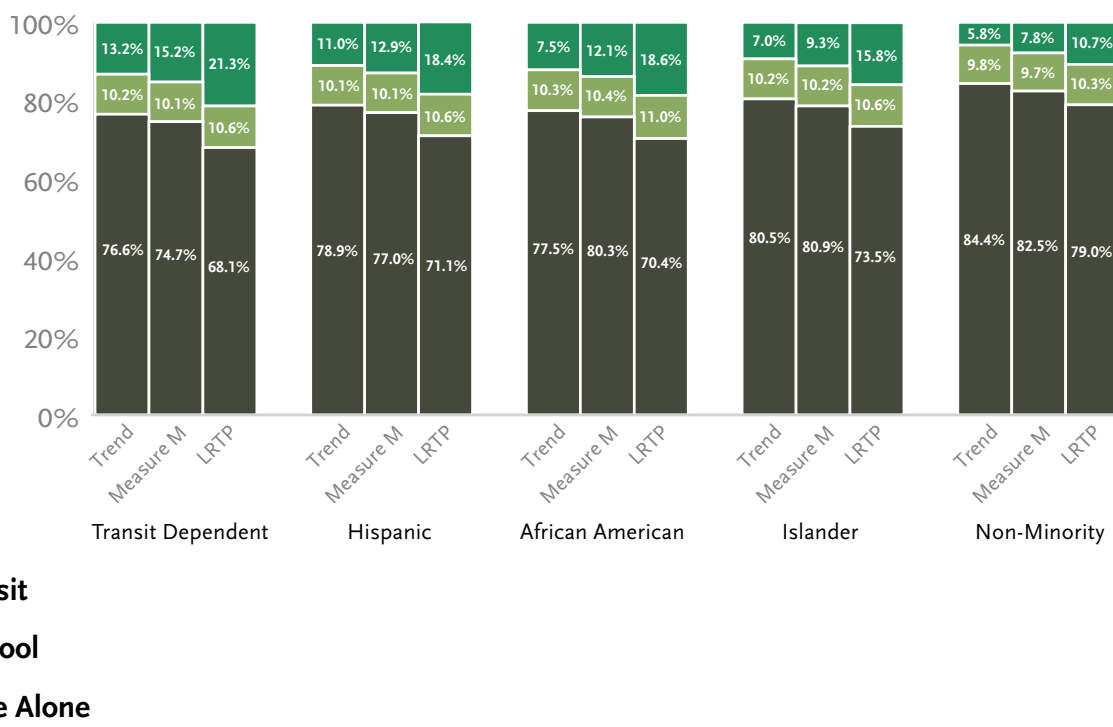


Figure 57
Mode Choice by Population Subgroup



Ongoing Monitoring

Ongoing monitoring of system performance is important to understanding how the region is changing over time and how effective Metro's programs and policies are at addressing our goals. The LRTP is a living document that can be amended as necessary; however, historically the LRTP has been updated approximately every six to eight years. As the region experiences changes every year, there are a subset of performance measures that are monitored more frequently to understand how the current conditions of our transportation system evolve.

The performance measures included in the 2020 LRTP are varied and can be categorized in different ways depending on the type (outcome vs process-oriented), the data utilized, and what Metro can and cannot influence. While some measures are more meaningful to track over time, others are better suited for forecasting and comparing alternative future scenarios. Some measures are clearly within Metro's control, while others are influenced by several competing regional factors.

Figure 58 displays each performance measure and the data source.

Measures that Metro should track on a regular basis should be updated frequently and should be capable of meaningfully changing each year. Metro is committed to establishing an ongoing monitoring framework to track performance measures prior to the next LRTP update.

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Figure 58

Performance Measures and Data Source

PERFORMANCE MEASURES	DATA SOURCE
Travel time by mode	Metro Travel Demand Model (TDM) (2017)
Travel time reliability by mode	Freeways: Caltrans Performance Measurement System (PeMS)
	Arterials: Metro Arterial Performance Measurement Tool
Percent of households and jobs within 10-minute walk or roll of high-quality transit	Transit stops: Metro Service Planning GIS Data
	Households: US Census Bureau ACS (2017)
	Jobs: US Census Transportation Planning Products
Transit competitiveness (vs. driving) in key travel markets	Metro Travel Demand Model (2017)
	Data from NextGen Bus Study
Person travel hours in non-SOV modes	Metro Travel Demand Model (TDM) (2017)
Active transportation mode share	National Household Travel Survey (2017) – California Add-On
	US Census Bureau ACS (2017)
Collisions by mode by severity	Statewide Integrated Traffic Records System (SWITRS)
Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit	Existing & Planned Bicycle Facilities - Metro GIS (2018)
	Sidewalks – No Inventory Currently Available
	Metro rail stations and bus stops – Metro GIS
Part I & II crimes reported on Metro transit system	LA Police Department (LAPD) (2018)
	LA Sheriff's Department (LASD) (2018)
	Long Beach Police Department (LBPD) (2018)
Customer satisfaction with Metro bus, rail, and Express Lanes systems	Metro On-Board Customer Satisfaction Survey
Travel time by mode in EFCs	Metro Travel Demand Model (TDM) (2017)
	Metro Equity Focus Communities (2019)
Percent of EFC households within 10-minute walk or roll of high quality transit	Transit stops: Metro Service Planning GIS Data
	Households: US Census Bureau ACS (2017)
	Jobs: US Census Transportation Planning Products
	Metro Equity Focus Communities (2019)
Collisions by mode and severity in EFCs	Statewide Integrated Traffic Records System (SWITRS)
	Metro Equity Focus Communities (2019)
Miles of protected bicycle pathways and sidewalks within ½ mile of high quality transit in EFCs	Existing & Planned Bicycle Facilities – Metro GIS (2018)
	Sidewalks – No Inventory Currently Available
	Metro rail stations and bus stops – Metro GIS
	Metro Equity Focus Communities (2019)
Affordable housing within ½ mile of high quality transit in EFCs	California Housing Partnership - LA County Annual Housing Outcome Report (2018)
	Metro Equity Focus Communities (EFCs)
Percent of household income spent on combined transportation and housing costs in EFCs	US Census Bureau ACS (2017)
	Metro Travel Demand Model (2017)
	Equity Focus Communities (2019)

PERFORMANCE MEASURES	DATA SOURCE
Air quality pollutants in EFCs	California Air Resources Board EMFAC 2017 Web Database (v 1.0.2)
	Metro Travel Demand Model (TDM) (2017)
	Metro Equity Focus Communities (EFCs)
Percent of activity centers in EFCs within 10-minute walk or roll of high quality transit	LA County Location Management System (LMS) (2016)
	Metro rail stations and bus stops – Metro GIS
	Metro Equity Focus Communities (EFCs)
Percent of roads and highway bridges in good and fair condition in EFCs	Caltrans Automated Pavement Condition Survey Report (APCS), Caltrans Pavement Management System (PaveM),
	City and county pavement management systems
	Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS)
	Metro Equity Focus Communities (EFCs)
Affordable housing within 1/2 mile of high quality transit	California Housing Partnership - LA County Annual Housing Outcome Report (2018)
Percent of household income spent on combined transportation and housing costs	US Census Bureau ACS (2017)
	Metro Travel Demand Model (2017)
Jobs within 1/2 mile of high quality transit	US Census Bureau's Census Transportation Planning Products
	Metro Service Planning data
Regional economic growth attributable to transportation investments	Metro Travel Demand Model (2017)
	Metro Financial Model
	Regional Economic Models Inc (REMI) TranSight
Regional jobs attributable to transportation investments	Metro Travel Demand Model (2017)
	Regional Economic Models Inc (REMI) TranSight
GHG emissions	California Air Resources Board EMFAC 2017 Web Database (v 1.0.2)
	Metro Travel Demand Model (TDM) (2017)
Air quality pollutants	California Air Resources Board EMFAC 2017 Web Database (v 1.0.2)
	Metro Travel Demand Model (TDM) (2017)
Percent of activity centers within 10-minute walk or roll of high quality transit	LA County Location Management System (LMS) (2016)
	Metro rail stations and bus stops – Metro GIS
Active transportation mode share	National Household Travel Survey (2017) – California Add-On
	US Census Bureau ACS (2017)
Vehicle hours of delay per capita	Metro Travel Demand Model (TDM) (2017)
Vehicle miles traveled per capita	Metro Travel Demand Model (TDM) (2017)
Total person throughput	Metro Travel Demand Model (TDM) (2017)
Average roadway incident clearance time	California Highway Patrol (CHP) Incident Logs from the Caltrans Performance Measurement System (PeMS)

PERFORMANCE MEASURES	DATA SOURCE
Annual transit trips	Metro Travel Demand Model (TDM) (2017)
Mode share	Metro Travel Demand Model (TDM) (2017)
	National Household Travel Survey – California Add-On (2017)
Truck vehicle hours of delay	Metro Travel Demand Model (TDM) (2017)
Truck travel time reliability	Freeways: Caltrans Performance Measurement System (PeMS)
	Arterials: Metro Arterial Performance Measurement Tool
Percent of roads and highway bridges in good and fair condition	Caltrans Automated Pavement Condition Survey Report (APCS), Caltrans Pavement Management System (PaveM)
	City and county pavement management systems (if available)
	Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS)
Percent of backlog to state-of-good-repair funding needs to address transit assets past useful life	Metro Transit Asset Management Database
Legal and policy reports issued on time	Metro internal records from Metro Office of Management and Budget and Metro Management Audit Services Division (MASD)

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Subregional Profiles

LA County's 10 million residents are dispersed across nine subregions, each containing many jurisdictions, communities, and neighborhoods. Although each subregion has distinct characteristics, taken together they share common needs and challenges, particularly when it comes to transportation and quality of life. The partnership between the subregions and Metro is interdependent and collaborative, resulting in the development and implementation of creative transportation solutions for LA County.

This chapter addresses the unique transportation challenges throughout the County by subregion and the transportation solutions that were developed through a collaborative approach as part of the process to get Measure M, a half-cent sales tax with no sunset, approved. Each subregion's unique transportation needs are informed by their existing population, employment, land use, and major transportation infrastructure. Future transportation investment by subregion is informed by the 2014 Measure M process in which subregional working groups developed goals for analyzing unmet transportation needs. The process ultimately resulted in a project list that met the expected revenue generated by the tax measure.

Metro is committed to working with all of the subregions and cities to address transportation priorities based upon the issues and objectives they have developed, as well as any other issues that may arise.

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For planning purposes, LA County cities and communities are identified geographically by nine distinct, diverse, and vibrant subregions generally based on the existing Councils of Government (COGs) boundaries that range from 60 to 2,500 square miles in area. Some subregions are small, cooperative efforts staffed by city representatives; others are formalized COGs with paid staff; and some are geographic sub-sections of the City of Los Angeles.

In developing this chapter, subregional agencies were engaged early in the process to capture their insight on the unique transportation issues and challenges facing each subregion. The subregions are:

- > Arroyo Verdugo Cities
- > Central Los Angeles
- > Gateway Cities
- > Las Virgenes/Malibu
- > North Los Angeles County
- > San Fernando Valley
- > San Gabriel Valley
- > South Bay Cities
- > Westside Cities

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Figure 59 illustrates the subregions in the County.

In January 2015, the Board approved the separation of major airports and seaports (including LAX, Long Beach Airport, Burbank Bob Hope Airport, Palmdale Regional Airport, and the Ports of Los Angeles and Long Beach), as well as Los Angeles Union Station into a Regional Facilities Planning Area, because improvements to these regional facilities benefit the entire county. Regional facilities are separate for funding purposes, but will be displayed within the Metro Subregional Planning Area Boundaries for LRTP Update data purposes, including travel demand modeling and census-based population data.

Figure 59

LOS ANGELES COUNTY SUBREGIONS



Arroyo Verdugo Cities

The Arroyo Verdugo subregion includes Burbank, Glendale, Pasadena, South Pasadena, La Cañada Flintridge and La Crescenta-Montrose, a Census designated place. The region sits against a backdrop of the San Gabriel Mountains, on the northern edge of the Los Angeles Basin.

Major Transportation Facilities

Several major freeways traverse this subregion, including the Foothill (I-210), Glendale (SR-2), Golden State (I-5), and Ventura (SR-134) Freeways. Bus service in the subregion is provided by Metro and LADOT, as well as by local transit service providers in each of the member cities. Metro's L (Gold) Line provides rail service to communities in the eastern portion of the subregion. Metrolink's Ventura County and Antelope Valley Lines provide commuter rail services to Burbank and Glendale. Limited Amtrak service is also available. Burbank, Glendale, and La Cañada Flintridge provide paratransit services within their cities for the elderly and persons with disabilities. Service in La Cañada Flintridge is administered by the City of Glendale. Access Services, Inc. provides paratransit service in Arroyo Verdugo as part of its region-wide service.

Land Use and Demographics

Roughly 7 percent of the subregion is designated for commercial/industrial land use, and residential land use covers approximately 40 percent. The City of South Pasadena has the highest percentage of residential land use, while the largest total residential land use is located in the City of Pasadena. The largest industrial land use (by total area and percentage) can be found in the City of Burbank. Burbank also has a large percentage of commercial land use.

Bob Hope Airport is located in the City of Burbank. The airport can be reached by the I-5 Freeway or Metrolink rail. Hospitals in the subregion include Glendale Memorial Hospital, USC Verdugo Hills Hospital, Adventist Health Hospital, Huntington Hospital, Shriners for Children Medical Center, and Saint Joseph Medical Center. The subregion is also home to one of the world's most prestigious universities, California Institute of Technology. The city of Burbank, billed as the "Media Capital of the World", has numerous media and entertainment companies' headquarters and production facilities.

Figure 6o
ARROYO VERDUGO SUBREGION



Population densities tend to cluster along SR-134, I-5, and the Metro Gold Line. High population density areas can be found south of the Verdugo Mountains and east of San Rafael Hills. The City of South Pasadena is the smallest city by total area but has the highest population density in the subregion. High employment densities can also be found along the freeways and fixed guideways. The City of Burbank has the highest employment density and one of the largest commercial land use areas in the subregion. The City of Glendale is the largest city in the subregion by area and total population. The city ranks 2nd in population density and 3rd in employment/trip densities within the subregion. Employment centers can be found near major thoroughfares in the Cities of Burbank, Glendale, and Pasadena.

Arroyo Verdugo is the smallest subregion in the County covering 87 square miles and is home to five cities and unincorporated LA County. The subregion ranks 8th (out of 9) in total population, 7th in total employment, and 7th in total daily trips. The subregion is predominately non-Hispanic Whites and ranks 4th in the County for average median household income.

Major Projects and Programs

When the Metro Board of Directors approved Measure M, they approved a set of projects, programs, and local return funding for each subregion. The North Hollywood to Pasadena Transit Corridor connecting the L line (Gold) in Pasadena to the B Line (Red) and G Line (Orange) in North Hollywood is the subregion's major project in the Los Angeles County Traffic Improvement Program and anticipated to open in 2026. The substantial Subregional Programs in the region include highway efficiency, noise mitigation and arterial projects valued at over \$600 million (in 2015 \$) and transit projects valued at over \$250 million (in 2015 \$).

Figure 61

Arroyo Verdugo Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Project (YOE \$)	North Hollywood to Pasadena Transit Corridor \$315 M (2026)
Multi-year Subregional Programs (in 2015 \$)	Modal Connectivity and Complete Streets Projects \$202 M (Start Date FY 2018) Transit Projects \$257.1 M (Start Date FY 2018) Active Transportation Projects \$136.5 M (Start Date FY 2033) Goods Movement Projects \$81.7 M (Start Date FY 2048) Highway Efficiency, Noise Mitigation, and Arterial Projects \$602.8 M (Start Date FY 2048) Arroyo Verdugo Projects to be Determined \$110.6 M (Start Date FY 2048)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_Arroyo_Verdugo.pdf

Figure 62

ARROYO VERDUGO DAILY TRIPS

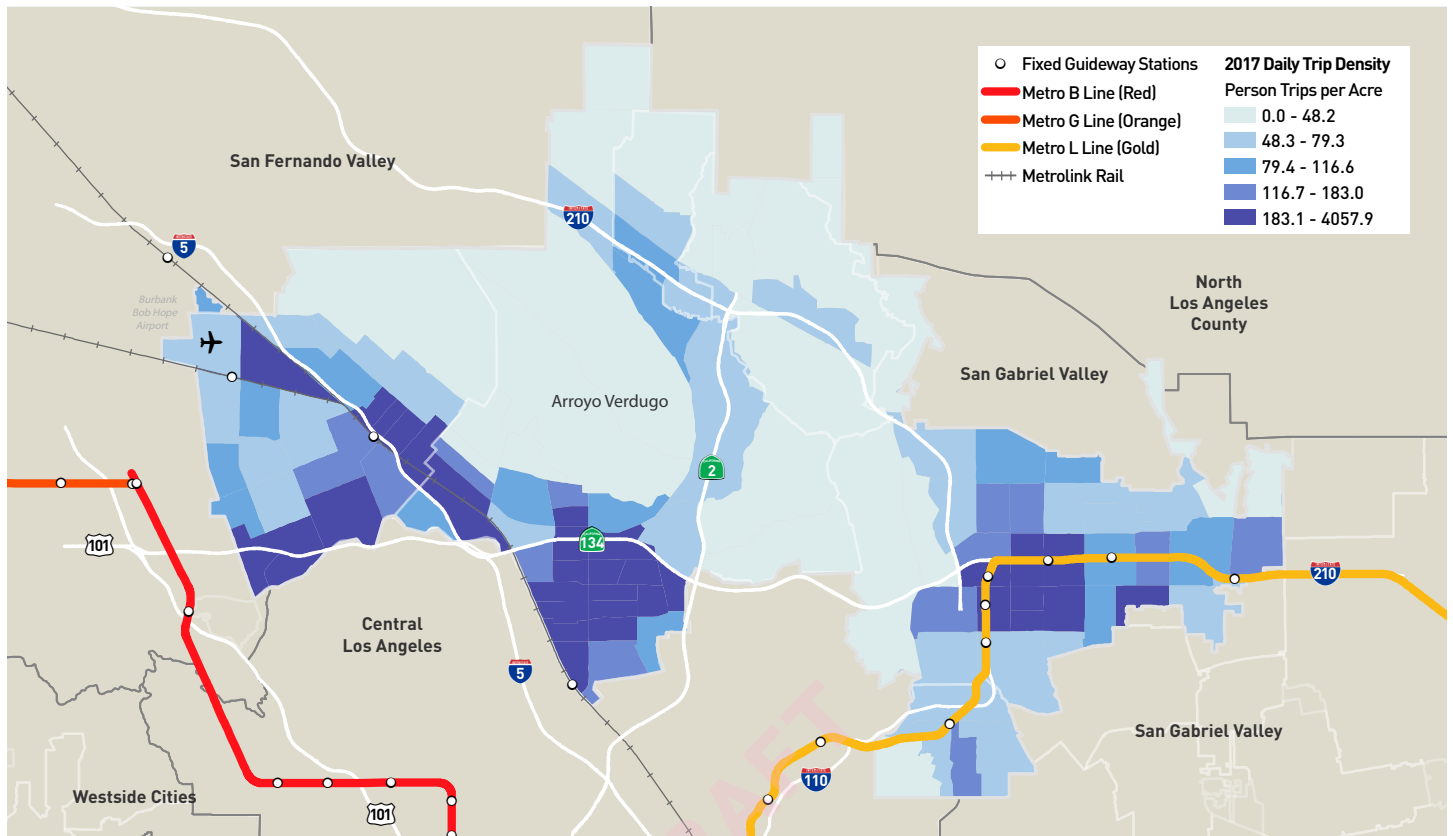


Figure 63

ARROYO VERDUGO EMPLOYMENT DENSITY

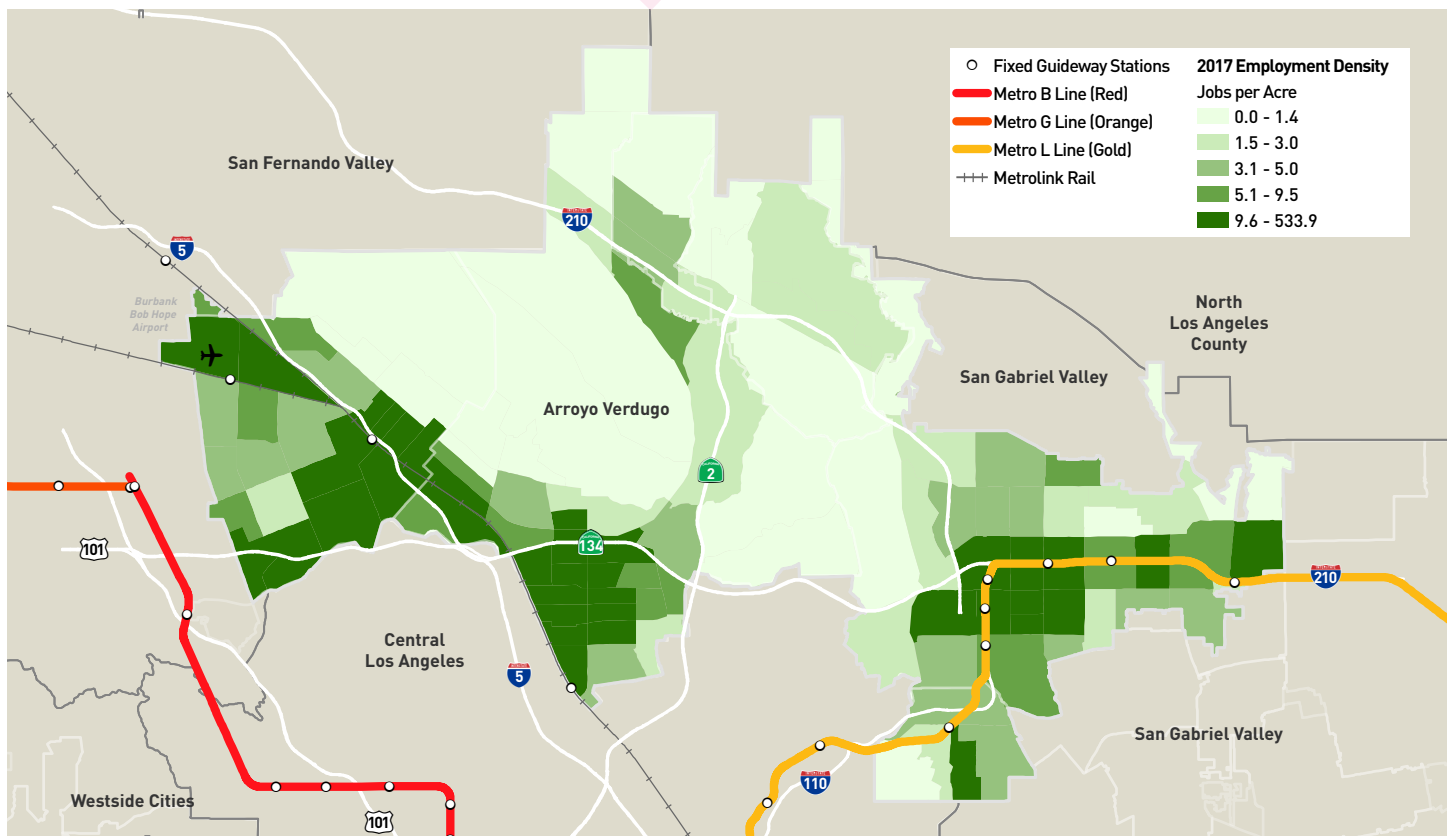


Figure 64

ARROYO VERDUGO POPULATION DENSITY

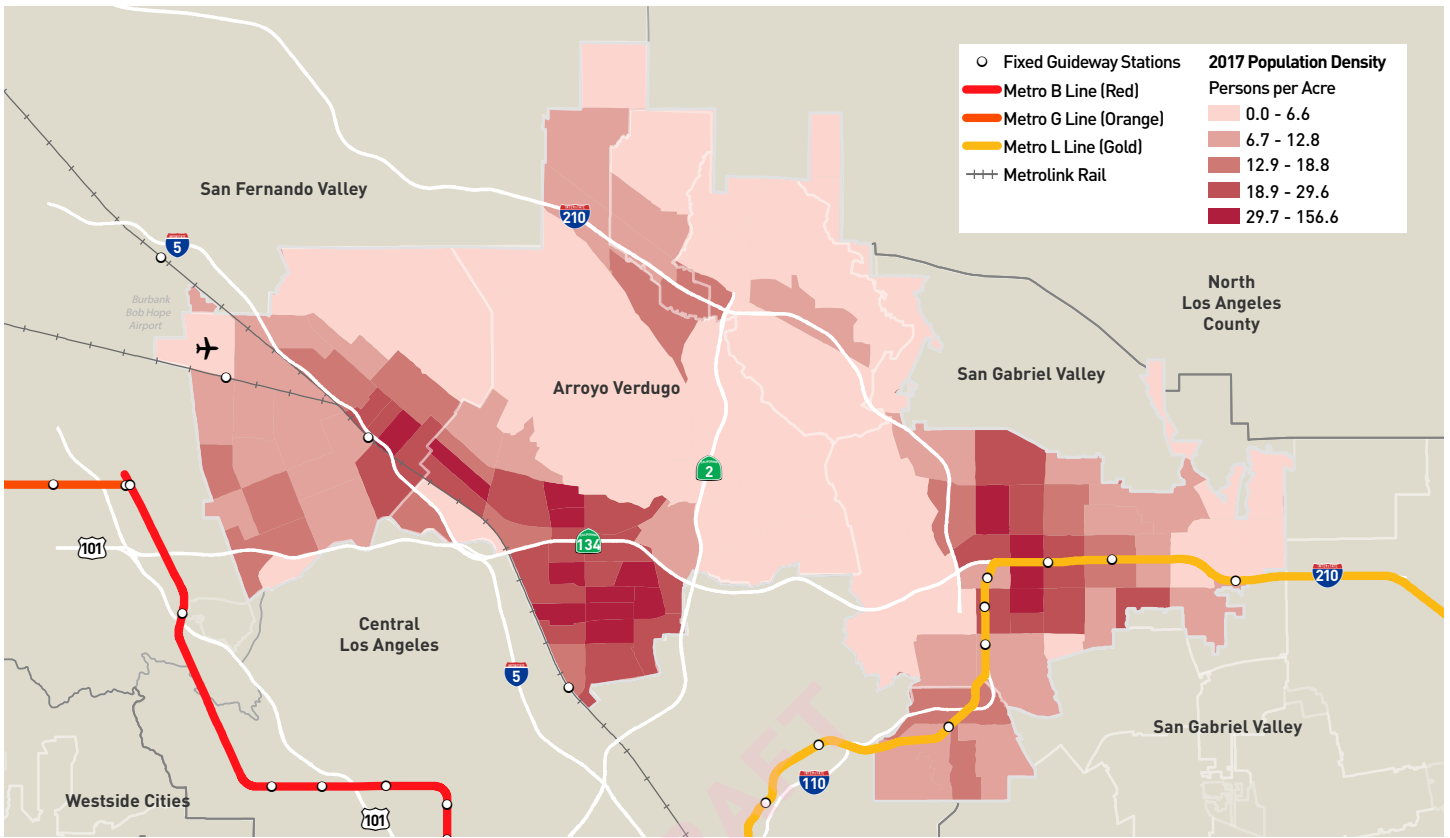


Figure 65

ARROYO VERDUGO LAND USE

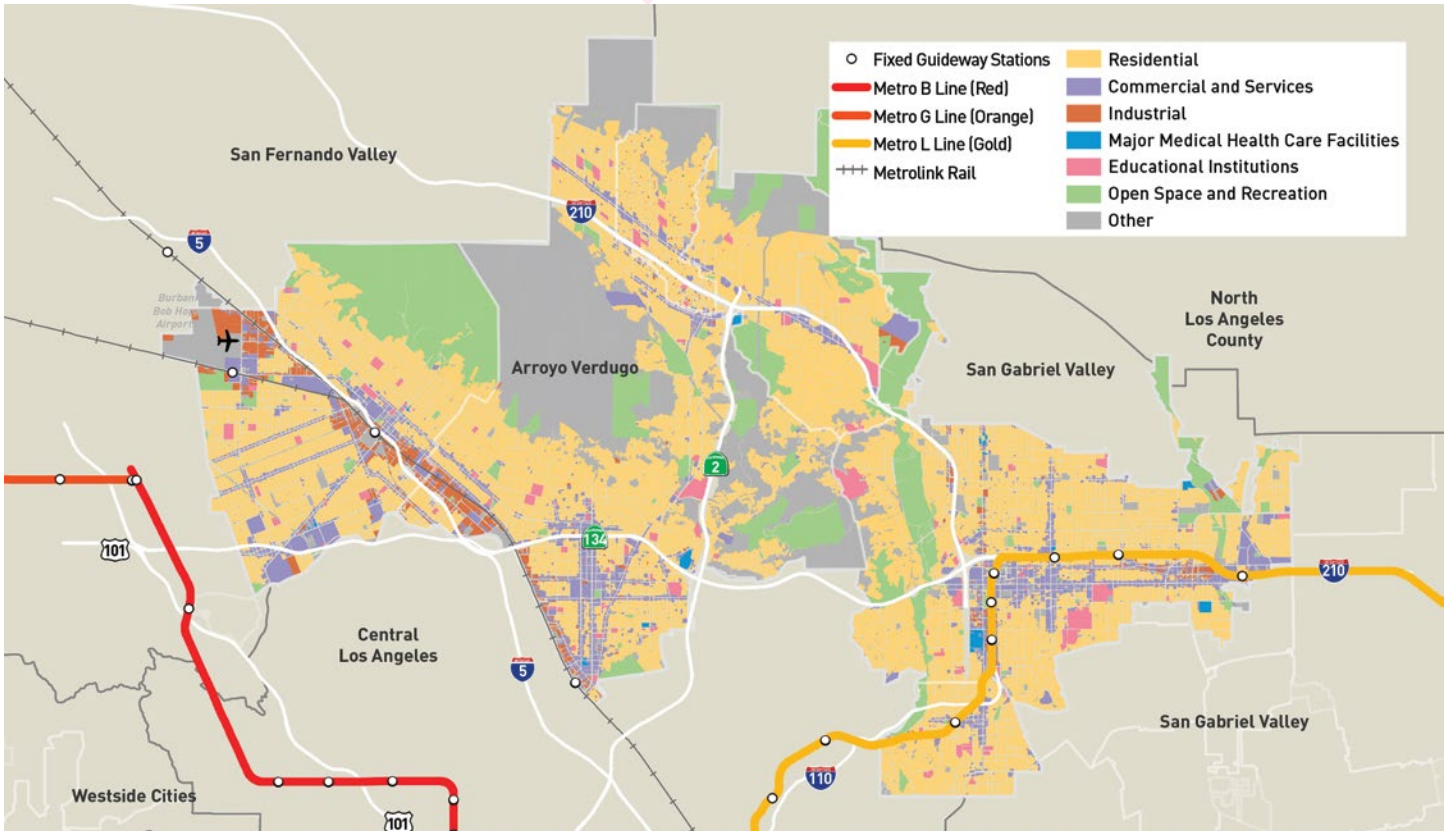
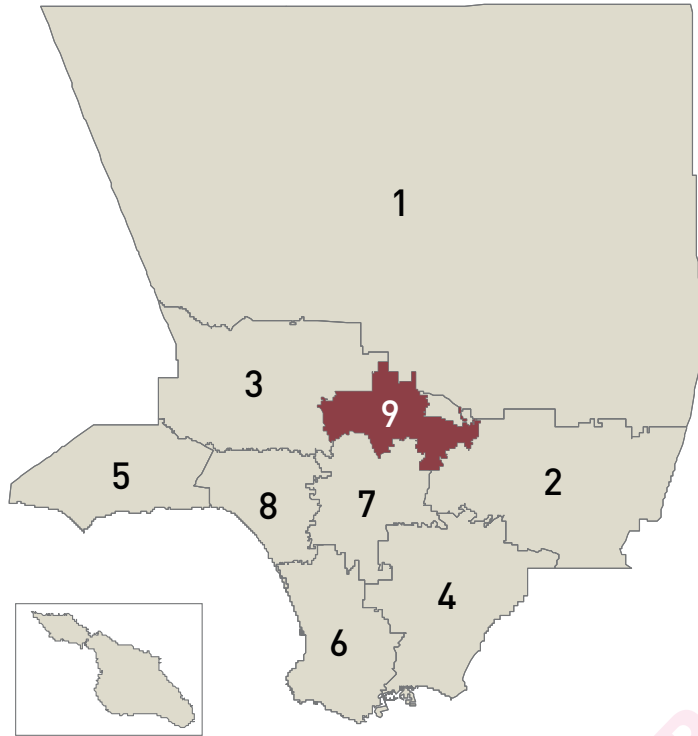


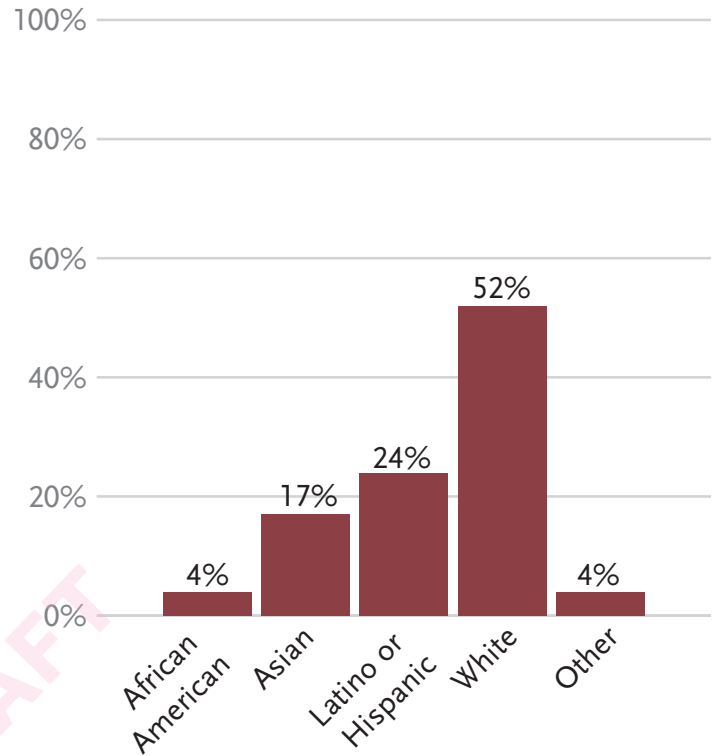
Figure 66

Arroyo Verdugo Summary Demographics

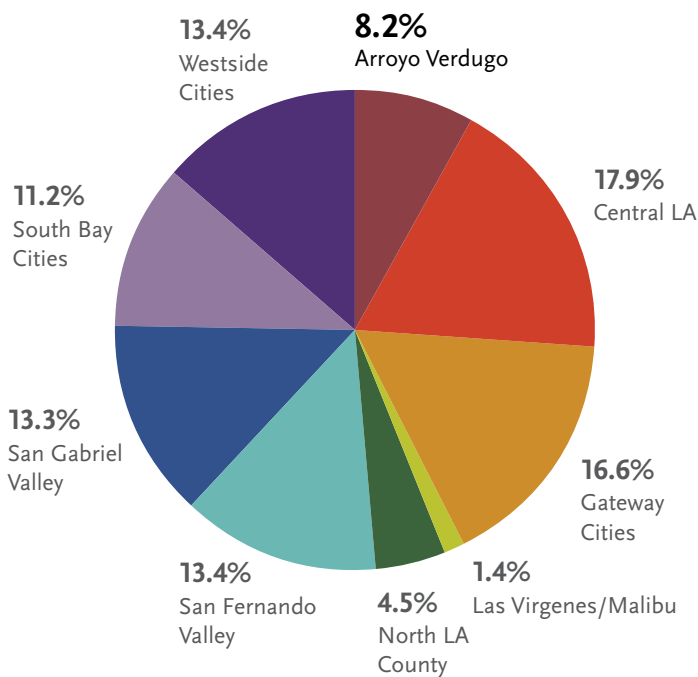
Total Area 87 Square Miles, Rank 9th
(Out of 9 Subregions)



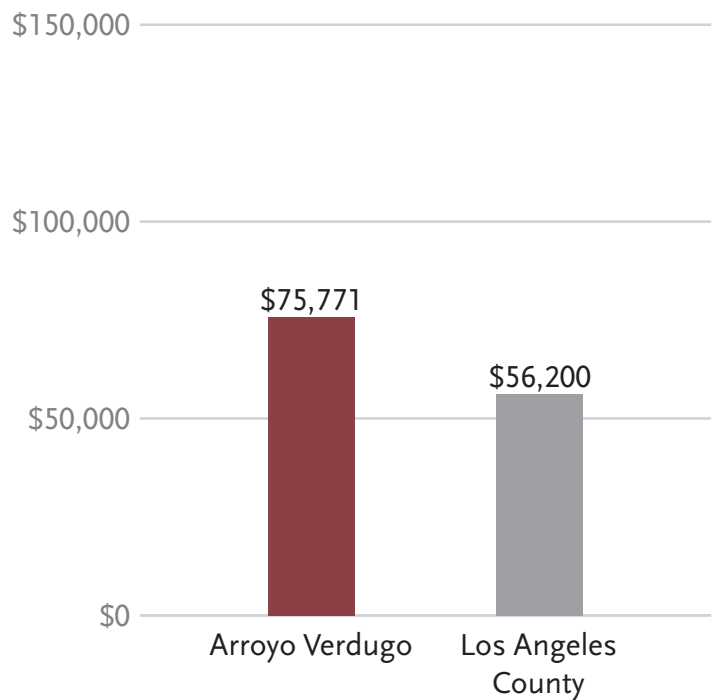
Total Population 509,273 People, Rank 8th



Total Employment 362,301 Jobs, Rank 7th



Median Household Income \$75,771 Average MHI, Rank 4th



Central Los Angeles

The Central Los Angeles subregion encompasses many communities in the City of Los Angeles including Atwater Village, Baldwin Hills, Boyle Heights, Central City, Chinatown, Eagle Rock, Echo Park, El Sereno, Glassell Park, Hancock Park, Highland Park, Hollywood, Hollywood Hills, Koreatown, Leimert Park, Little Tokyo, Arts District, Miracle Mile, Mid-City, Mt. Washington, Silver Lake, South Park, University Park, West Adams, Wilshire Center and portions of South-Los Angeles. The subregion also includes unincorporated areas of East Los Angeles, Ladera Heights, and View Park-Windsor Hills.

Major Transportation Facilities

A total of eight freeways and two busways pass through the subregion. They include Harbor Freeway (I-110), Glendale Freeway (SR-2), Golden State/Santa Ana Freeway (I-5), Santa Monica/San Bernardino Freeway (I-10), Pomona Freeway (SR-60), Ventura Freeway (SR-134), Hollywood Freeway (US-101), and Long Beach Freeway (I-710). The El Monte Busway runs along the San Bernardino Freeway's median and terminates at Alameda St. The Harbor Transitway runs along the Harbor Freeway's median and terminates at Adams Bl.

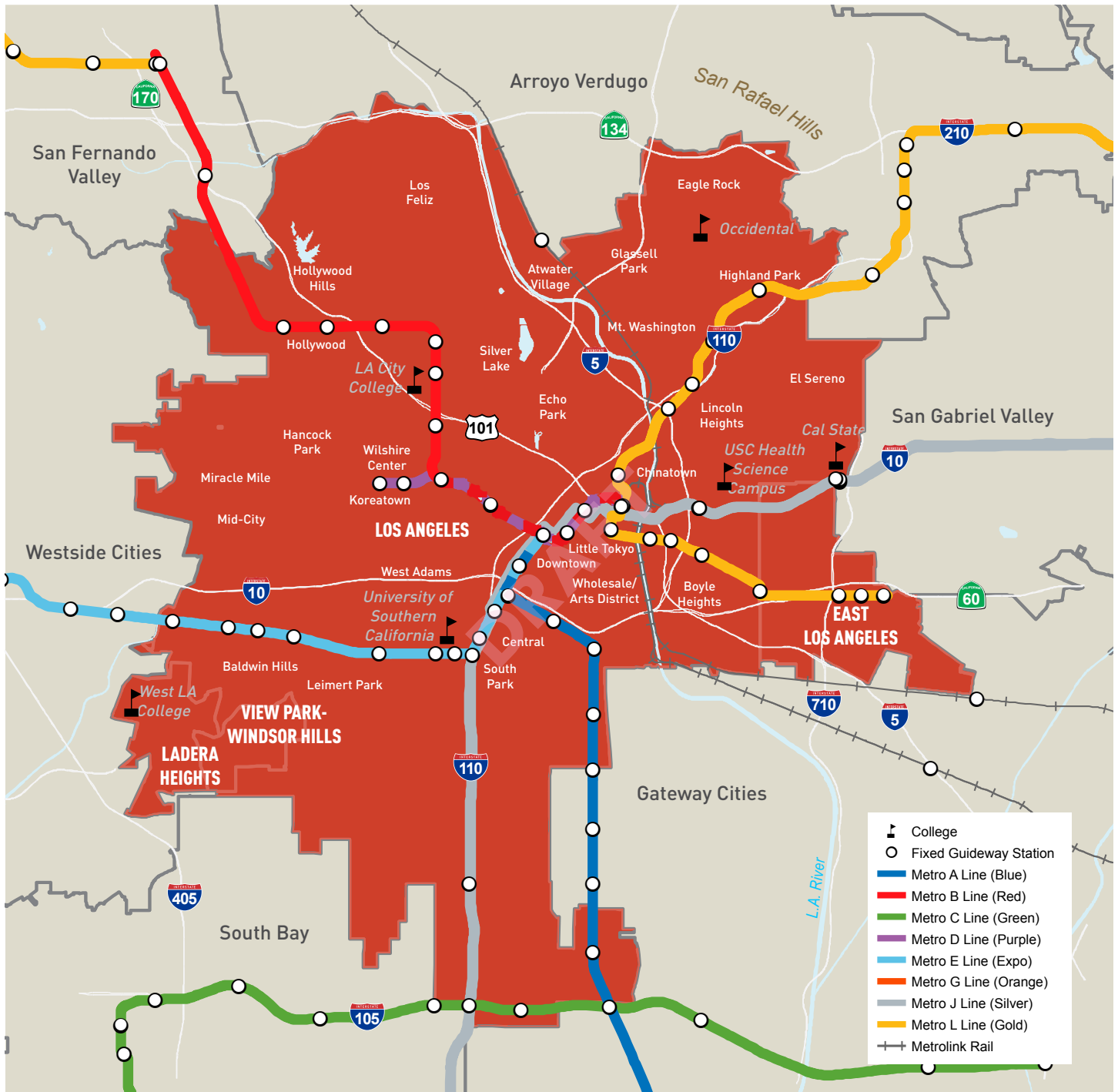
Central Los Angeles is served by most Metro Rail lines, including the B (Red) Line, D (Purple) Line, and L (Gold) Line, all converging upon Union Station. In addition, A (Blue) Line and E (Expo) Line meet nearby at the 7th Street/Metro Center station. At the southern edge of Central Los Angeles, the C (Green) Line connects to the A (Blue) Line. Union Station also serves as the major hub for Metrolink commuter rail service including the 91/Perris Valley Line, Antelope Valley Line, Orange County Line, Riverside Line, San Bernardino Line, and Ventura County Line as well as the Amtrak Pacific Surfliner line.

Ten municipal bus operators serve the Central Subregion, including Metro, Antelope Valley Transit, Foothill Transit, Gardena Municipal Bus Lines, LADOT (Dash and Commuter Express), Montebello Municipal Bus Lines, Orange County Transportation Authority (OCTA), Santa Clarita Transit, Santa Monica Municipal Bus Lines, and Torrance Transit. Currently, Metro operates four Metro Rapid lines within the Central Area (Wilshire Bl/Whittier Bl, South Broadway, Vermont Av and Florence Av). The road infrastructure is built-out and cannot accommodate more road capacity without adverse community impacts.

Land Use and Demographics

Central Los Angeles covers approximately 138 square miles. Roughly 15 percent is designated for commercial/industrial land use and residential land use covers approximately

Figure 67
CENTRAL LOS ANGELES



40 percent of the subregion. View Park-Windsor Hills has the highest percentage of residential land use, but 10 persons per acre population density. The highest population density is located in the East Los Angeles community. The City of Los Angeles has the largest area for industrial/commercial use and the highest employment density in the subregion.

Higher trip and population density is located in the areas of Hollywood, Echo Park, Koreatown, Silver Lake, Little Armenia, Downtown Los Angeles, and the Fashion District. Population densities tend to cluster around Metro’s Red, Purple, Blue, Silver, and the southern portion of the Gold Line (near the industrial/residential interface of East LA and Boyle Heights). Employment density is clustered in areas between Hollywood and Downtown Los Angeles. Downtown Los Angeles has the highest trip density areas in the subregion.

There are many entertainment attractions located in the subregion including the Hollywood Walk of Fame, L.A. Live, Orpheum Theatre, and Griffith Park/Observatory. The region also has several major sports facilities including the Coliseum, L.A. where the L.A. Rams and USC Trojans play, the Chavez Ravine, home to the Dodgers, and the Staples Center, home to the L.A. Lakers. The symbolic landmark Hollywood sign can be found on Mount Lee and is often viewed by thousands of daily visitors from Griffith Park Observatory. Downtown Los Angeles is the County’s largest employment district, and over the past decade, the site of a considerable expansion of residential, entertainment, and retail development.

Central Los Angeles is also home to several colleges and universities including the University of Southern California, Occidental College and Cal State Los Angeles. In addition, the medical complexes include Kaiser Permanente Los Angeles Medical Center, Childrens Hospital, Hollywood Presbyterian Medical Center, Los Angeles County + USC Medical Center, and USC Keck Hospital.

Central Los Angeles is the focal point of the region’s transportation system. The subregion ranks 2nd in total population, 1st in total employment, and 1st in total daily trips. The population is predominately Hispanic or Latino and has the lowest average median household income in the County. The subregion contains a diverse land use pattern that includes the County’s heaviest concentration of commercial and government offices, major industrial areas along the Los Angeles River, the most densely populated residential communities in the region, and many of the region’s recreational and cultural facilities.

Major Projects and Programs

The major regional transit projects with initial phases to be completed by the 2028 Olympics include the West Santa Ana Branch Transit Corridor connecting Downtown Los Angeles to the City of Artesia, Vermont Transit Corridor, a proposed BRT along 12.5 miles of Vermont Avenue. The LA River Path – Central LA, an 8-mile path between the Elysian Valley and Maywood through Downtown Los Angeles is anticipated to open between 2026 – 2027. Both the LA Streetscape Enhancement and Great Streets Program and the Public Transit State of Good Repair Program are allocated more than \$400 million in investment in the Central Subregion.

Figure 68

Central Los Angeles Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	West Santa Ana Branch Transit Corridor Phase 1 \$1.25 B (2028) and phase 2, \$5.06 B (2041), (\$6.31 B total cost)
	LA River Path – Central LA \$365 M (2026 – 2027)
	Vermont Transit Corridor \$524 M (2028)
	Crenshaw Northern Extension \$4.74 B (2047)
	Historic Downtown Streetcar \$581 M (2057)
Multi-year Subregional Programs (in 2015 \$)	Active Transportation, First/Last Mile and Mobility Hubs \$215 M (Start Date FY 2018)
	Los Angeles Safe Routes to School Initiative \$250 M (Start Date FY 2033)
	Bus Rapid Transit and First/Last Mile Solutions (e.g., DASH) \$250 M (Start Date FY 2048)
	Freeway Interchange and Operational Improvements \$195 M (Start Date FY 2048)
	LA Streetscape Enhancement and Great Streets Program \$450 M (Start Date FY 2048)
	Public Transit State of Good Repair Program \$402 M (Start Date FY 2048)
	Traffic Congestion Relief/Signal Synchronization \$50 M (Start Date FY 2048)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_Central_LA.pdf

Figure 69
CENTRAL LOS ANGELES DAILY TRIPS

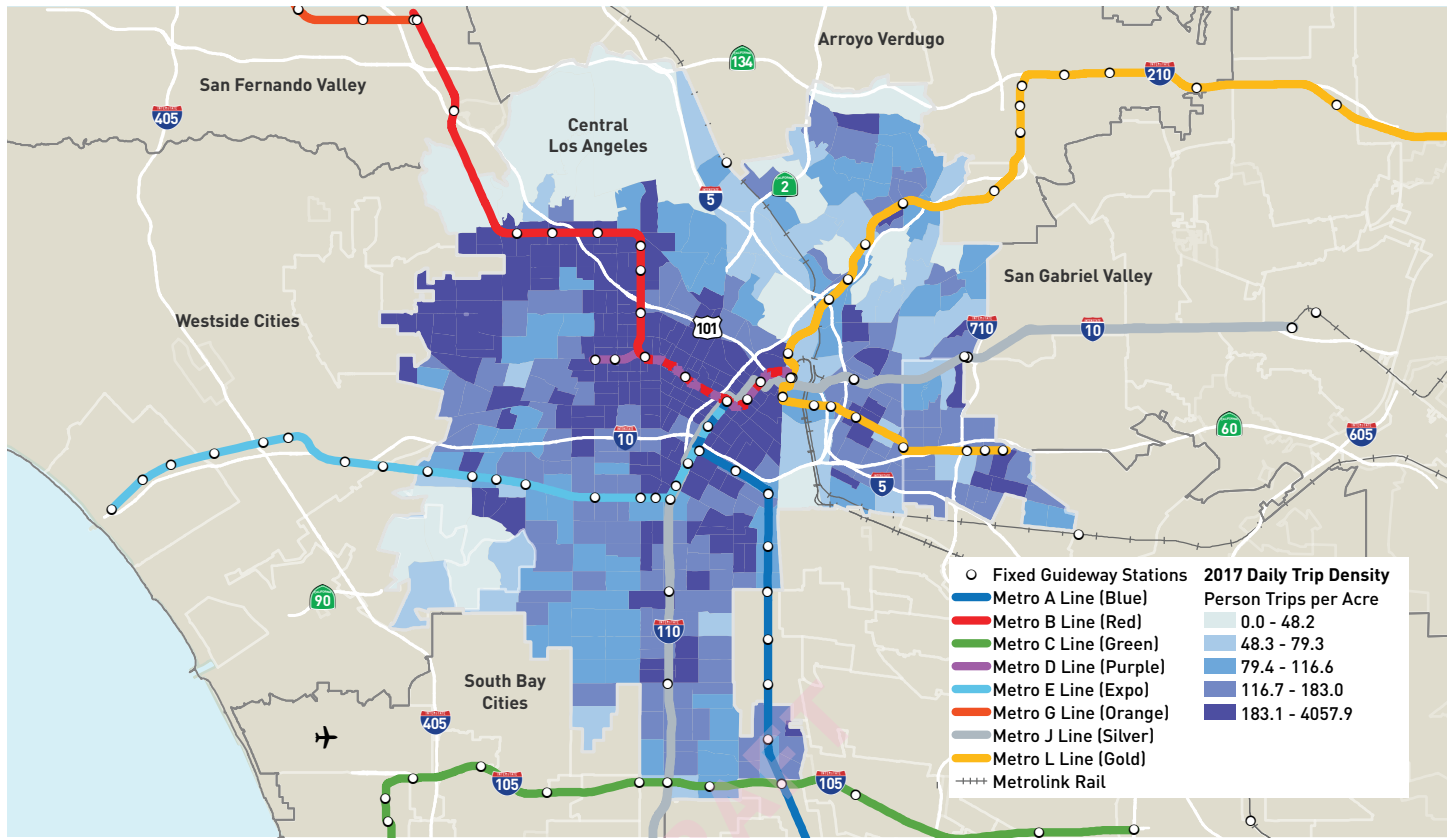


Figure 70
CENTRAL LOS ANGELES EMPLOYMENT DENSITY

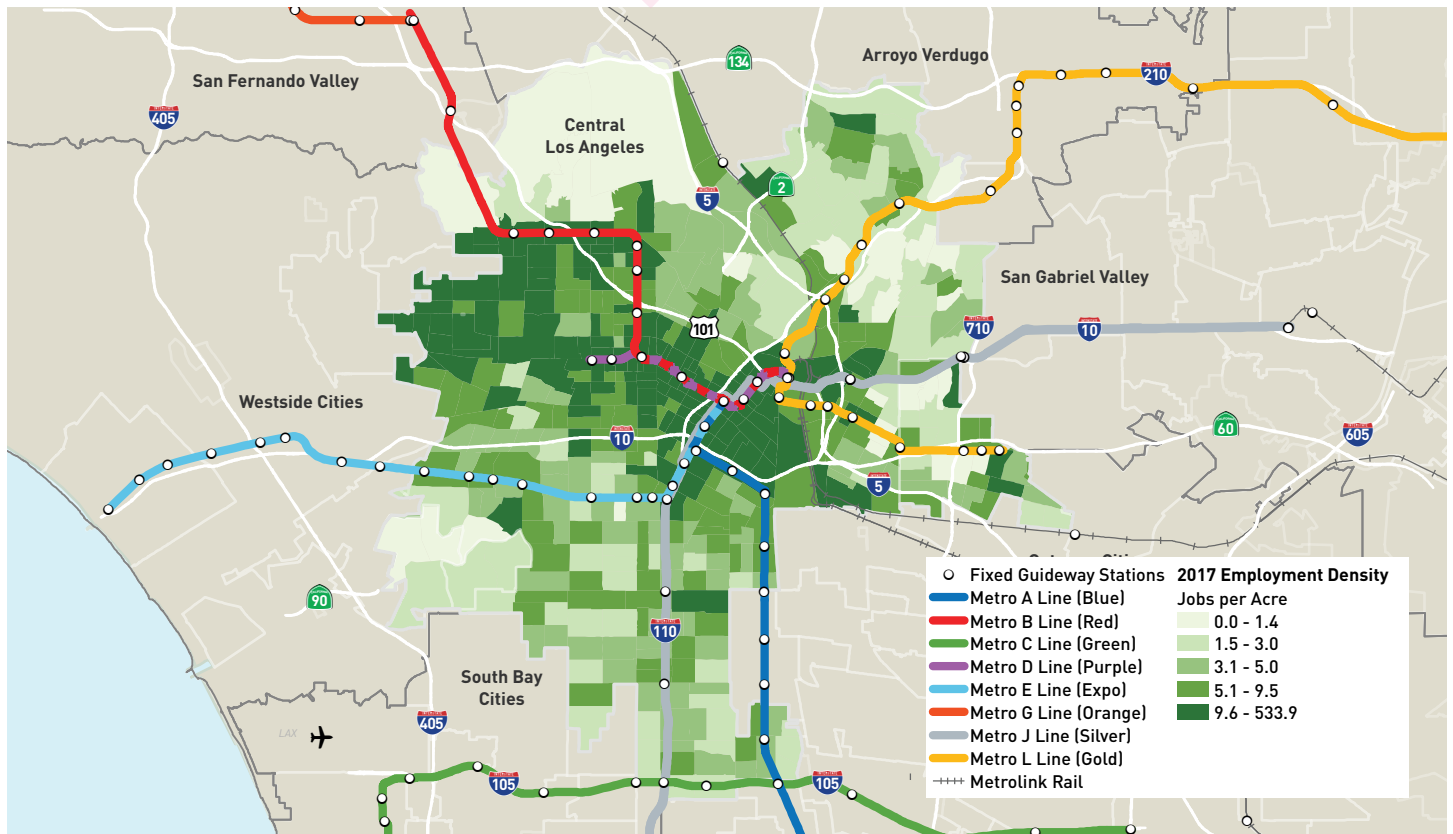


Figure 71

CENTRAL LOS ANGELES POPULATION DENSITY

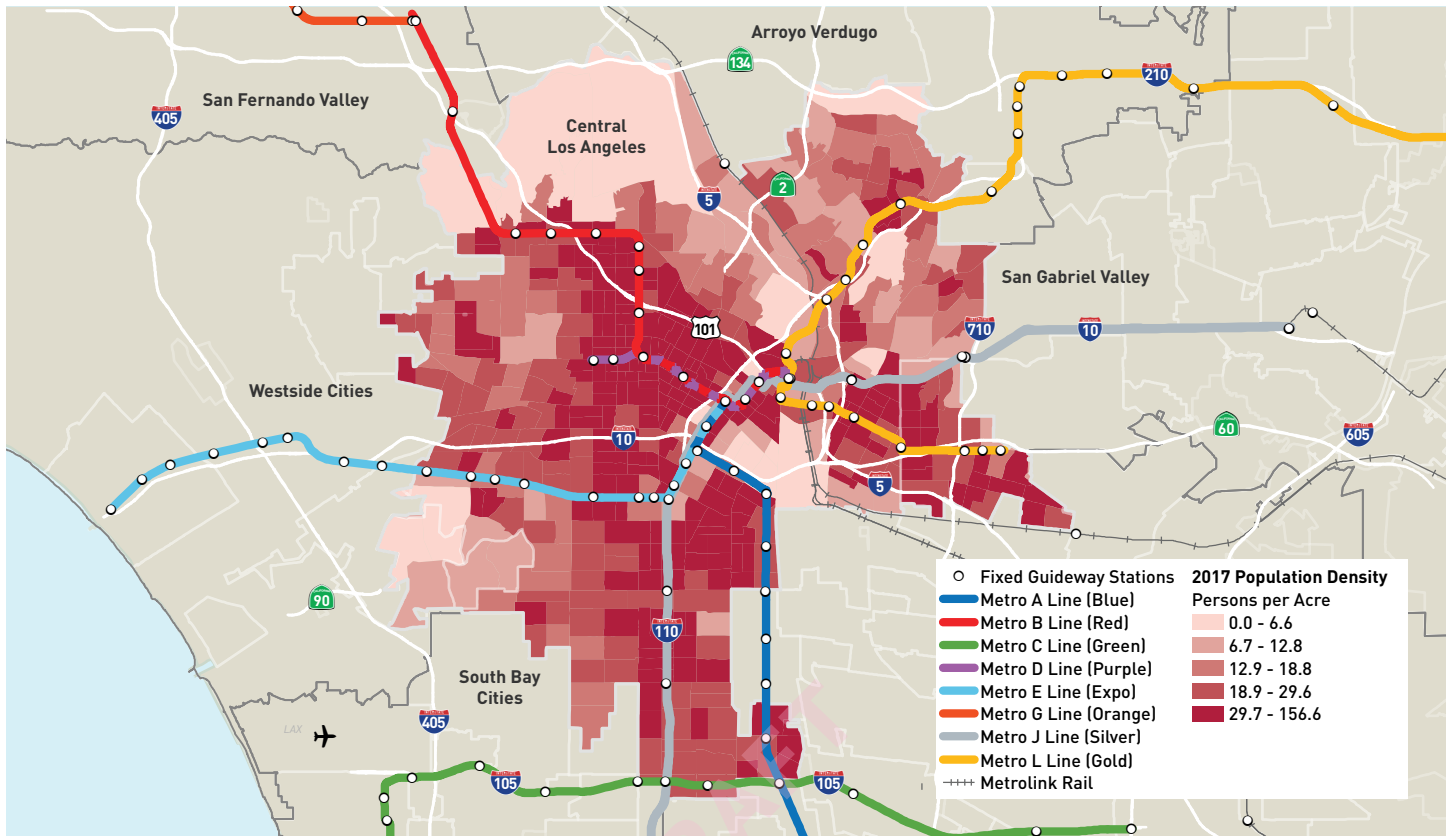


Figure 72

CENTRAL LOS ANGELES LAND USE

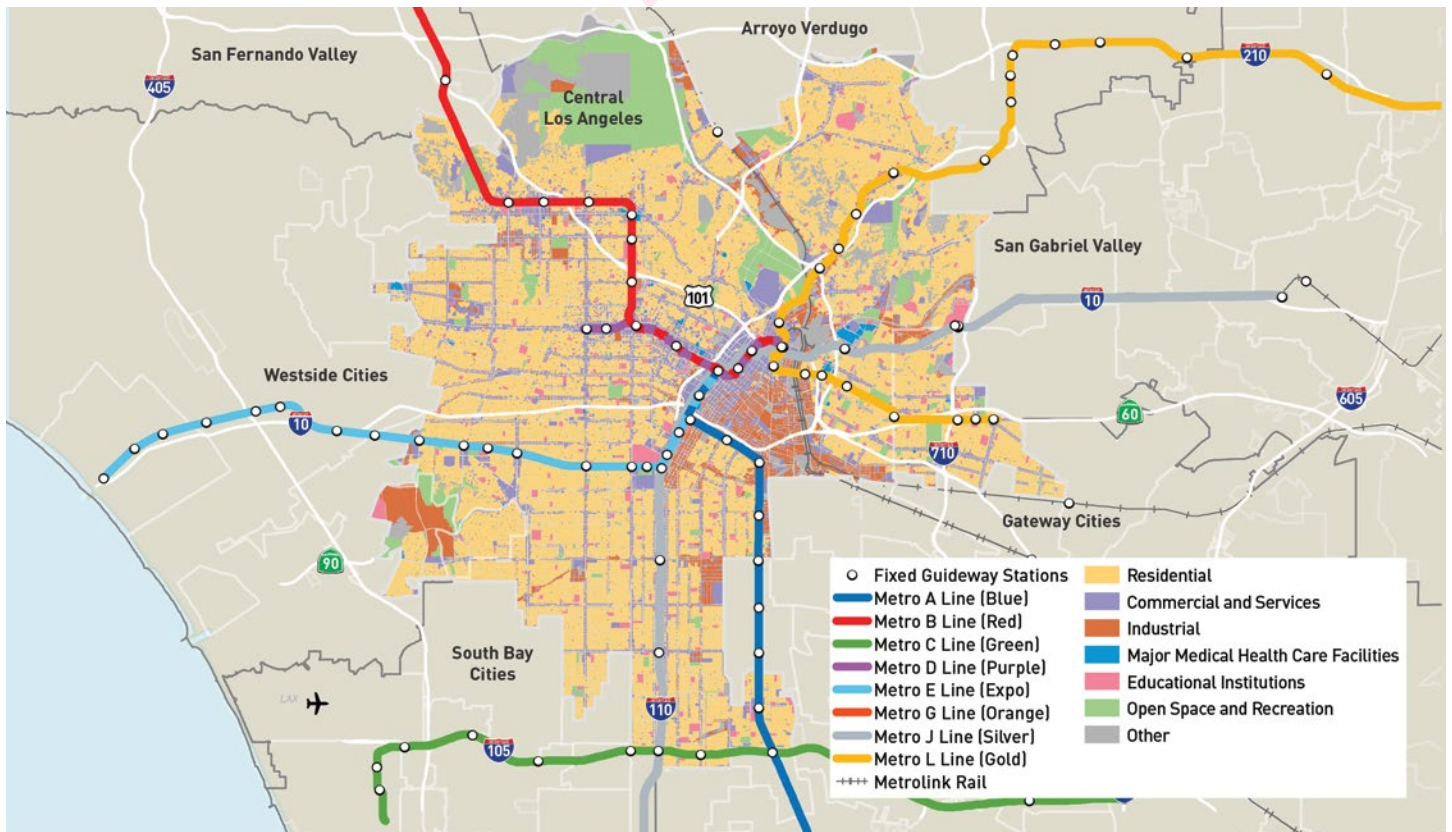


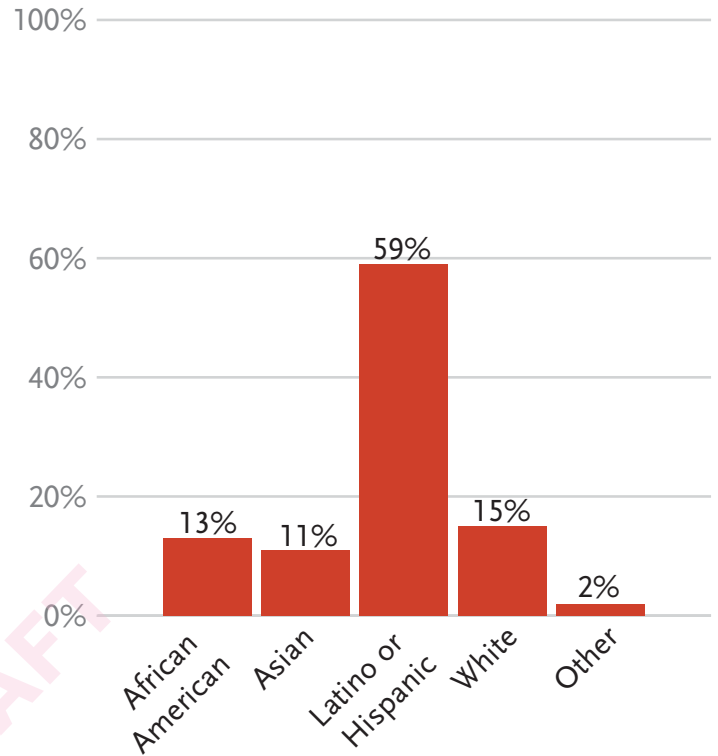
Figure 73

Central Los Angeles Summary Demographics

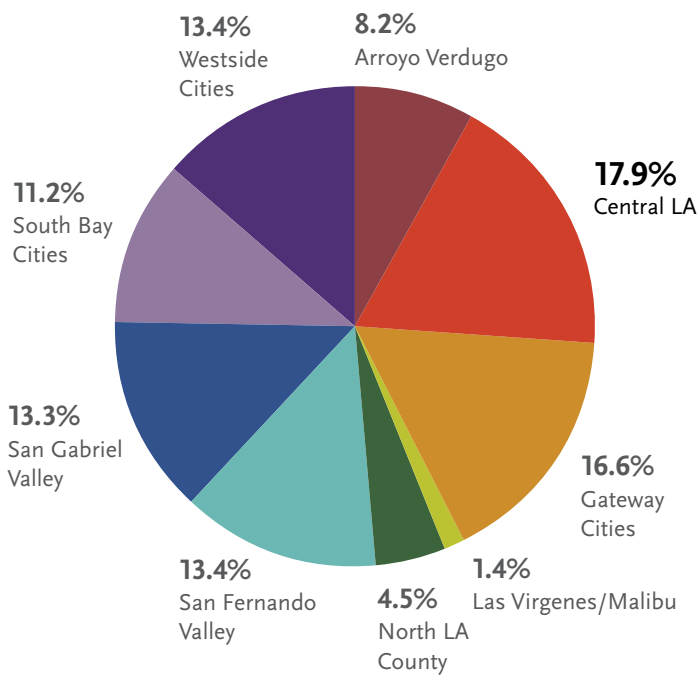
Total Area 138 Square Miles, Rank 7th
(Out of 9 Subregions)



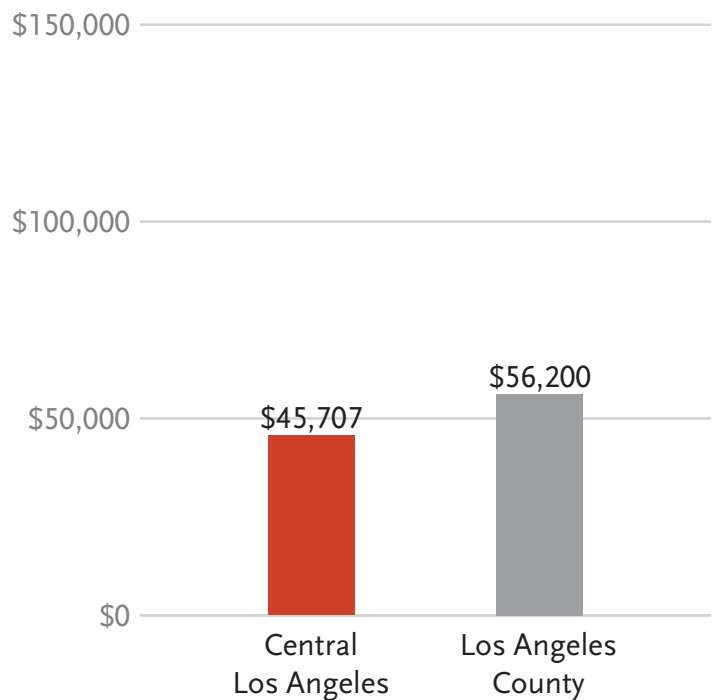
Total Population 1,910,621 People, Rank 2nd



Total Employment 789,312 Jobs, Rank 1st



Median Household Income \$45,707 Average MHI, Rank 9th



Gateway Cities

The Gateway Cities Subregion include Artesia, Avalon, Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, La Habra Heights, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, and Whittier. Gateway Cities also contains the following unincorporated communities of LA County: East Rancho Dominguez, East Whittier, Florence-Graham, Rose Hills, South Whittier, Walnut Park, West Rancho Dominguez, West Whittier-Los Nietos, and Willowbrook (portion).

Major Transportation Facilities

Several major east-west freeway corridors traverse this subregion. These include the Pomona Freeway (SR-60), Artesia Freeway (SR-91), and the Glenn Anderson Freeway (I-105). Santa Ana Freeway (I-5), San Diego Freeway (I-405), Long Beach Freeway (I-710), and San Gabriel River Freeway (I-605) are the major north-south corridors. An airport located in the City of Long Beach serves as a hub of corporate activity. The Port of Long Beach combined with the adjacent Port of Los Angeles constitutes the fifth busiest port in the world and the largest container port in the U.S. The ports are served by the Alameda Corridor, a 20-mile railway designed to speed cargo and containers from the ports to the rest of the country. The ports are also served by the freeway network described above.

The subregion is served by the Metro Blue and Green Light Rail lines as well as the Harbor Transitway running along the I-110. These major transit infrastructure investments help move people to the ports and other employment centers within the subregion.

The subregional bus system consists of Metro Gateway Cities Service Sector, Long Beach Transit, Norwalk Transit, Commerce, and Montebello Municipal Bus lines. In addition, many cities operate transit and dial-a-ride services, such as Cerritos on Wheels (COW) and La Mirada Dial-a-Ride. Metrolink's Orange County Line and the 91-Line provide commuter rail services with stops in Norwalk/Santa Fe Springs and the City of Commerce. Metrolink's Riverside Line provides commuter service with a stop in Montebello/Commerce.

Figure 74
GATEWAY CITIES



Land Use and Demographics

Gateway Cities covers approximately 311 square miles. Roughly 18 percent is designated for commercial/industrial land use and residential land use covers approximately 37 percent. Figure 79 shows the land use of cities within the subregion. The city of Maywood has the highest percentage of residential land use area while Santa Fe Springs and the city of Vernon contain the highest percentage of commercial/industrial areas.

Trip density and population density cluster in the northwest and southwest areas of the subregion as well as areas between I-710 Freeway and Metro Blue Line. Population densities are dispersed sporadically throughout the region, oftentimes surrounded by high employment density. Bellflower, Downey, Norwalk, Lynwood, Maywood, and Long Beach all have high population density. The city of Vernon has the highest employment density in this subregion. City of Commerce and Santa Fe Springs also have high employment densities with a high percentage of commercial/industrial land use.

Gateway Cities form the southeastern boundary of LA County. This subregion has an approximate resident population of 2 million people within 26 cities and unincorporated areas. Long Beach covers the largest area, ranks 7th in population density, and 5th in employment density within the subregion. Hawaiian Gardens is the smallest city in the subregion, ranking 8th in population density, and 17th in employment density. The subregion also contains industrial-oriented cities, such as Vernon and Commerce; traditional residential suburbs, such as La Habra Heights; and a broad spectrum of balanced communities that fall between. Hospitals in the subregion include Kaiser Permanente Downey and Veteran Affairs Long Beach.

Gateway Cities is the third largest subregion in the County by area, ranks first in total population, second in total employment, and second in total daily trips. The subregion is predominately Hispanic or Latino and has the second lowest average median household income of all the subregions. The region also includes Catalina Island, a sparsely populated destination for tourists and visitors. Universities include Cal State Long Beach.

Major Projects and Programs

In the coming years the Gateway Cities will see initial investment in several major transit projects and new ExpressLanes on I-105. In addition to the West Santa Ana Transit Corridor, the L line (Gold) and the C line (Green) have planned extensions. Investment to address I-605 “Hot Spot” improvements is the major subregional program.

Figure 75

Gateway Cities Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	West Santa Ana Branch Transit Corridor, \$1.25 B (2028) and \$5.06 B (2041), (\$6.31 B total cost)
	I-710 South Corridor Project phase 1, \$5.7 M and phase 2, \$1.51 M (2041) (\$7.21 B total cost)
	Gold Line Foothill Extension to Claremont \$1.57 B (2028)
	I-5 Corridor Improvements (I-605 to I-710) \$ 2.04 B (2042)
	C Line (Green) Eastern Extension (Norwalk) \$1.89 B (2052)
	I-105 ExpressLane from I-405 to I-605 \$530 M (2025)
Multi-year Subregional Programs (in 2015 \$)	Active transportation Program (Start Date FY 2018)
	I-605 Corridor “Hot Spot” Interchange Improvements \$1 B (\$1.2 B total cost) ¹ (Start Date FY 2018)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_Gateway.pdf

Figure 76

GATEWAY CITIES DAILY TRIPS

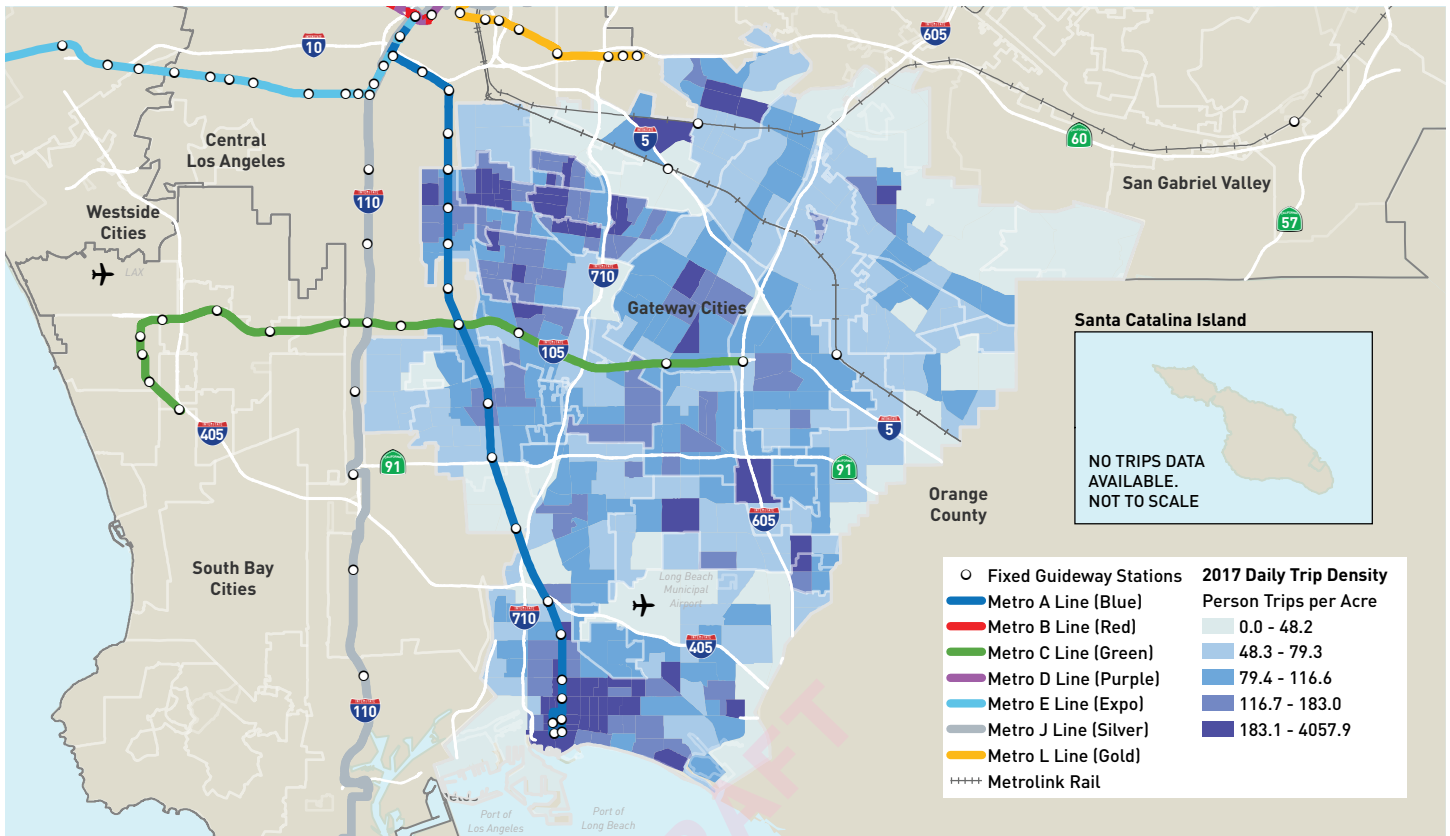


Figure 77

GATEWAY CITIES EMPLOYMENT DENSITY

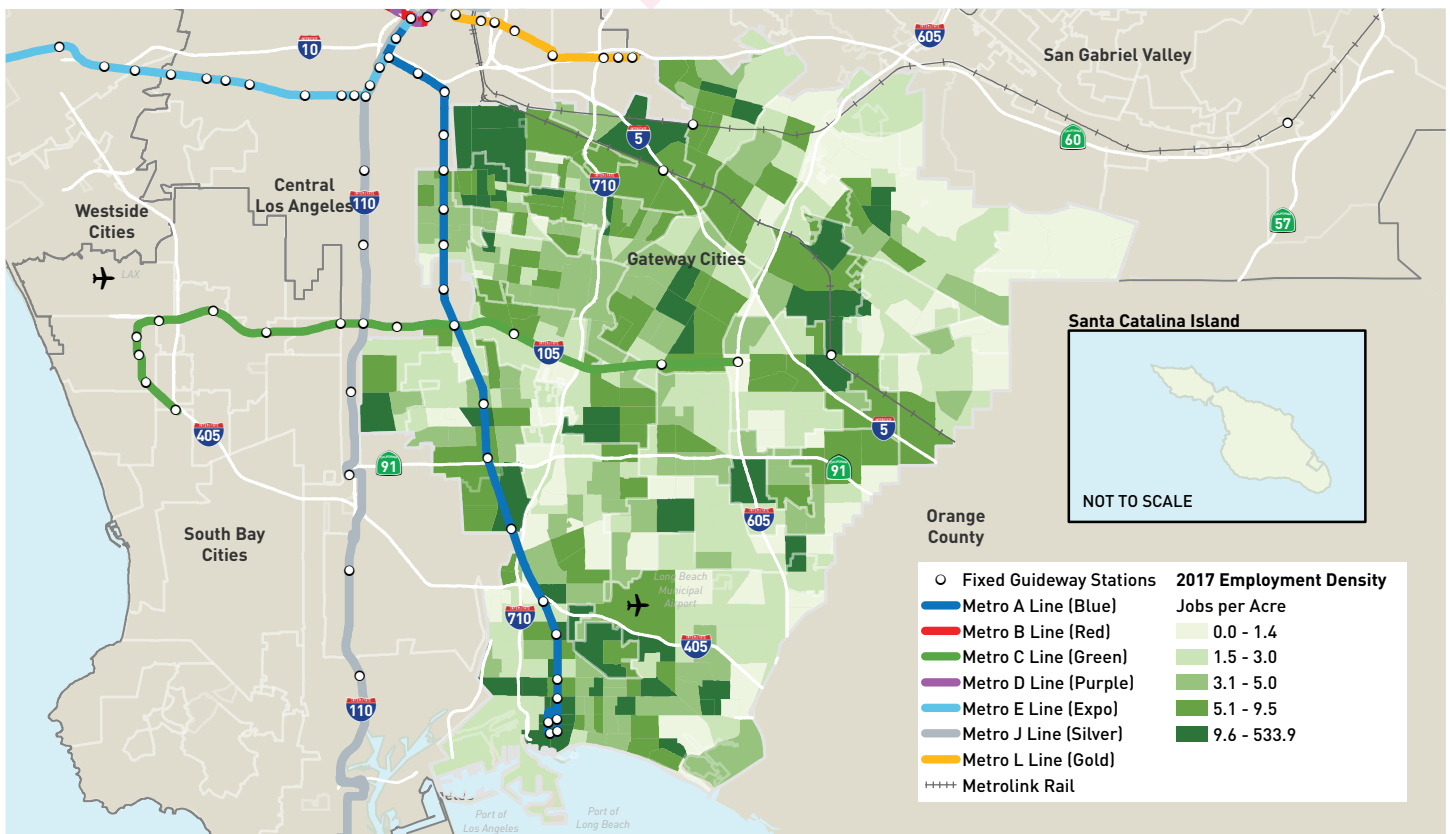


Figure 78

GATEWAY CITIES POPULATION DENSITY

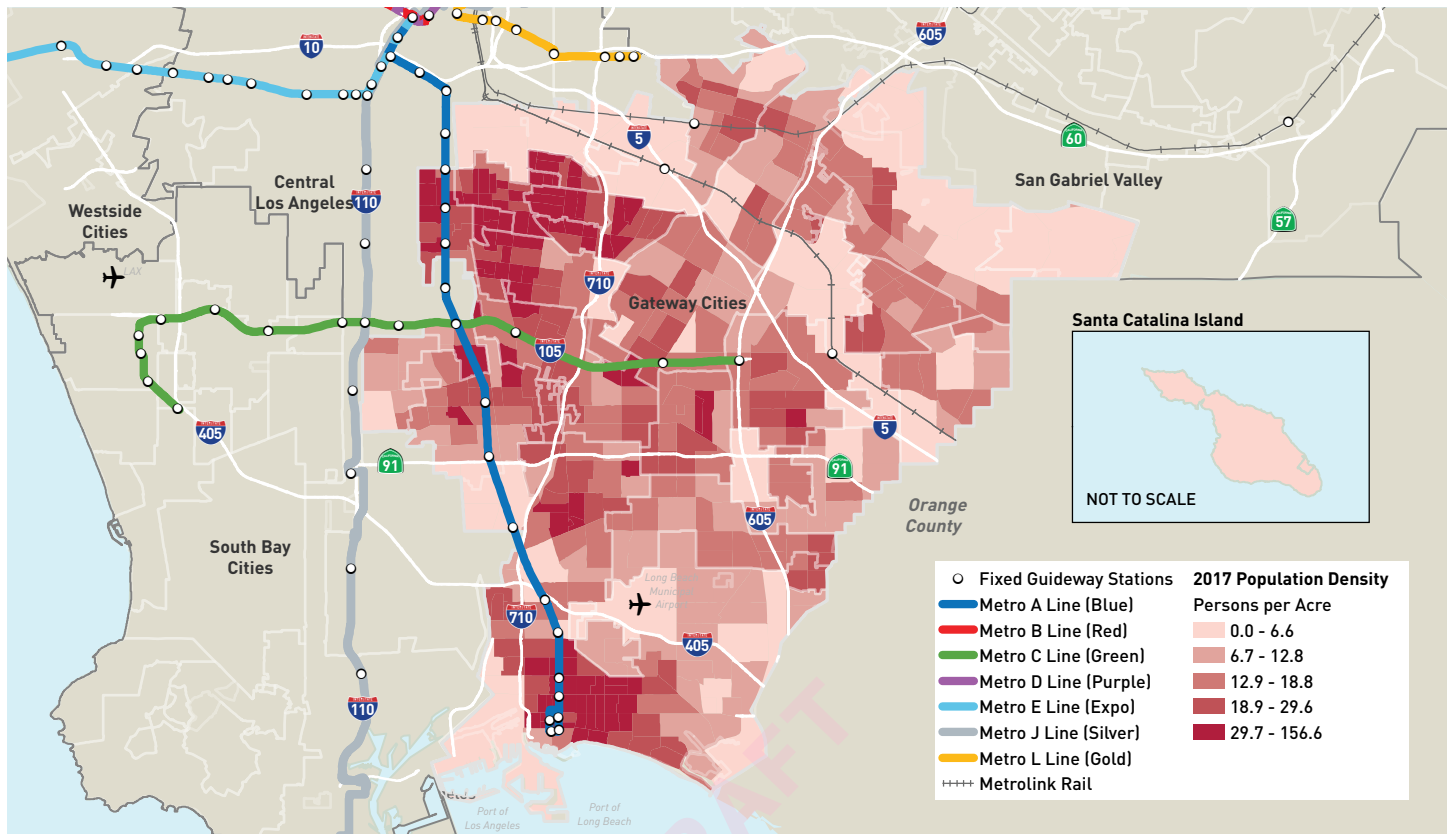


Figure 79

GATEWAY CITIES LAND USE

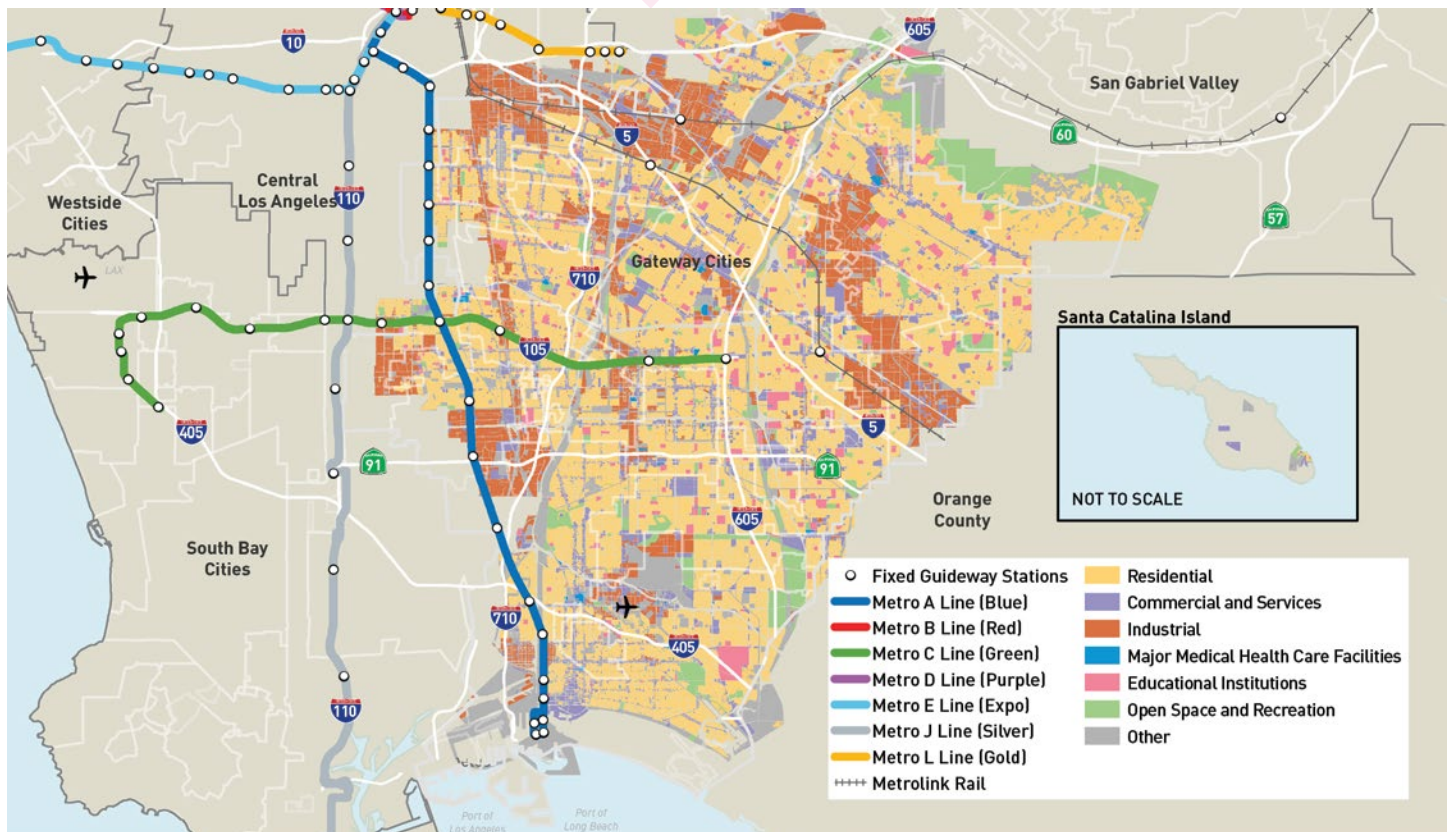
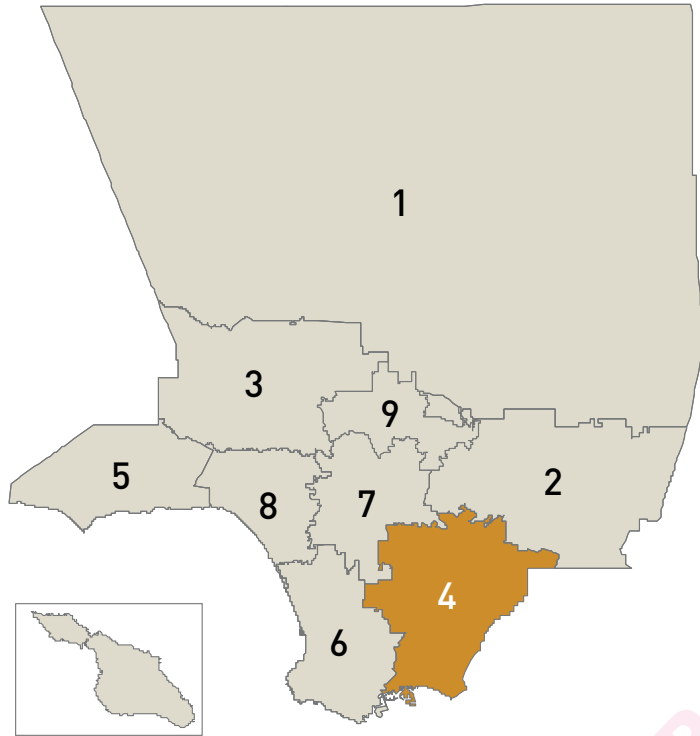


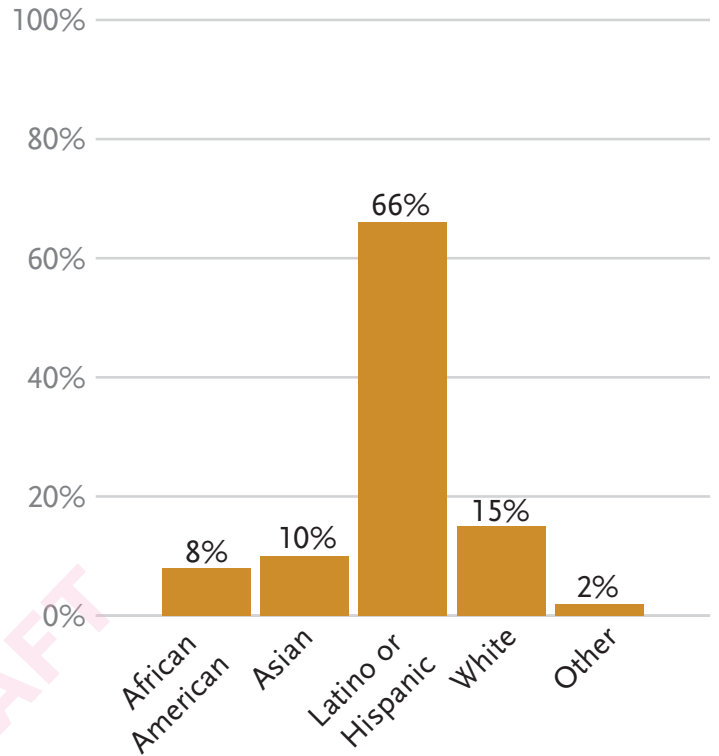
Figure 8o

Gateway Cities Summary Demographics

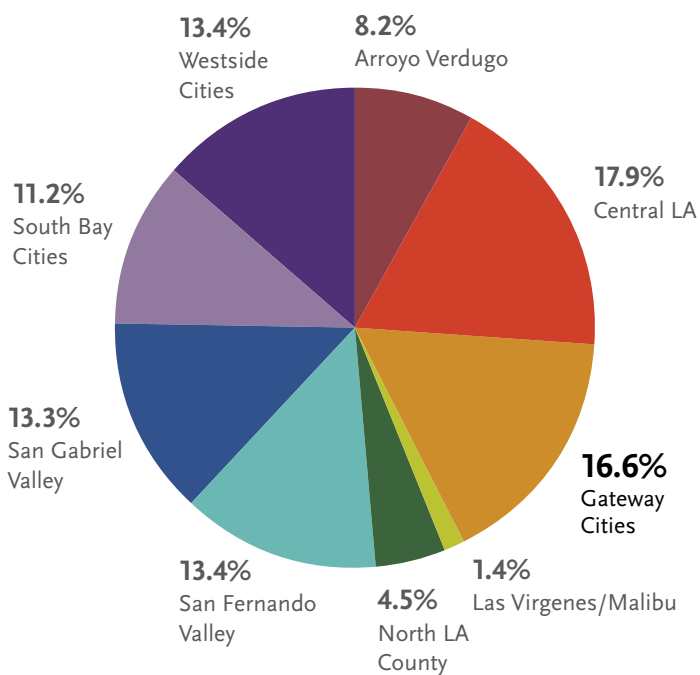
Total Area 235 Square Miles, Rank 4th
(Out of 9 Subregions)



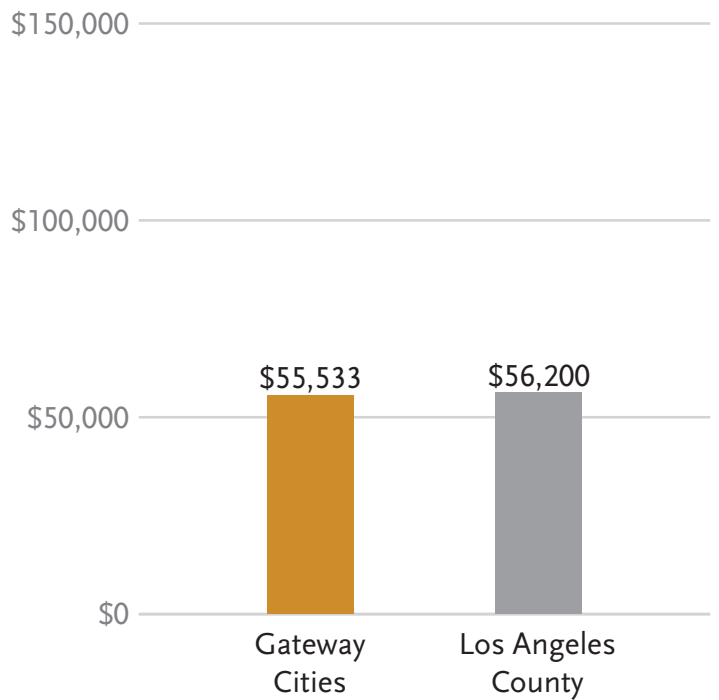
Total Population 1,979,441 People, Rank 1st



Total Employment 735,342 Jobs, Rank 2nd



Median Household Income \$55,533 Average MHI, Rank 8th



Las Virgenes/ Malibu

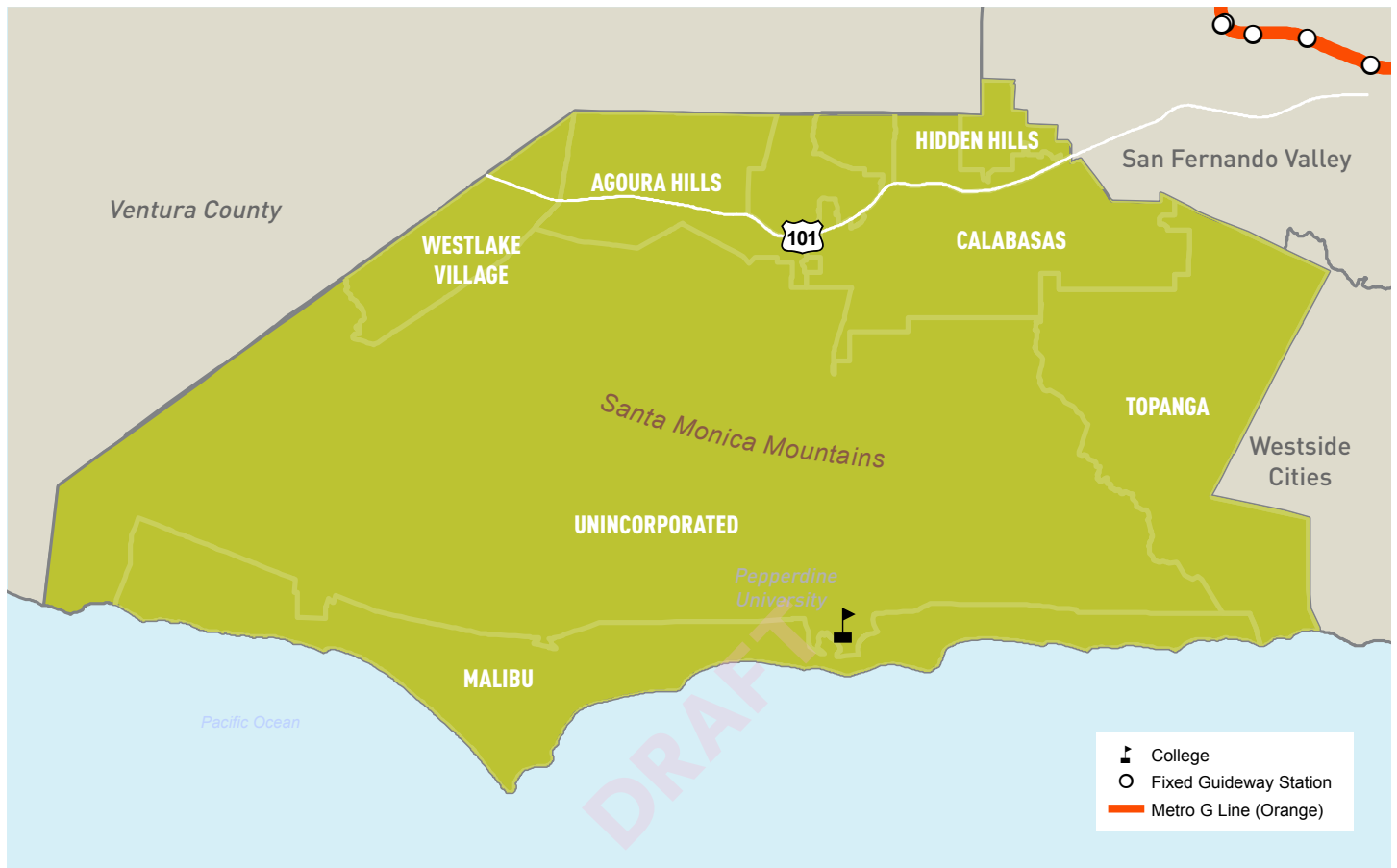
The Las Virgenes/Malibu subregion occupies the westernmost portion of LA County and includes Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village, and parts of unincorporated LA County.

Major Transportation Facilities

The US-101 is the subregion's dominant transportation corridor, around which most commercial/research park development and employment opportunities have clustered. This generally low-density area has a limited network of arterial roadways, of which Pacific Coast Highway (SR-1) is the most heavily traveled. A series of north-south arterials connect the two highways, which include SR-23, Kanan Dume/Kanan, Las Virgenes/Malibu Canyon Rd, and Topanga Canyon Bl (SR-27). Regional bus service is provided by Metro and LADOT. Calabasas runs a community shuttle while the other cities in the subregion operate dial-a-ride services. There is currently no rail service in the subregion.

The transportation system in the Las Virgenes/Malibu subregion has substantial capacity problems. As home to some of the nation's most-visited beaches and recreational sites, severe weekend and summertime traffic are frequent occurrences. Weekday traffic volumes have also grown as development and employment opportunities have extended into Ventura County. The reliance on two primary routes presents substantial challenges to this area and yields traffic delays, disruptions and unreliable service levels. Due to the region's topography, size, modest roadway network, and limited transportation alternatives, congestion has become commonplace. Bus service does not traverse the mountains in a north-south direction. This significantly reduces access to employment opportunities by day workers and access to Pepperdine University by students traveling from other areas of the region.

Figure 81
LAS VIRGENES/MALIBU



Land Use and Demographics

The area’s most prominent feature is the strikingly rugged Santa Monica Mountains, which divide this subregion. The Las Virgenes cities occupy the north-facing foothills and valleys adjacent to the Santa Monica Mountains State Park and National Recreation Area, and the city of Malibu sits in the south stretching 21 miles along the Pacific coast. The coastline is home to world-class beaches and surf breaks, which include Topanga Beach, Surfrider Beach, and Zuma Beach. Overlooking the Pacific Ocean is Pepperdine University, one of the nation’s top business and law schools.

Roughly two percent of the subregion is designated for commercial/industrial land use and residential land use covers approximately 15 percent. The largest area in the subregion is unincorporated and used for recreation/state parks. The Santa Monica Mountain Range extends east-west for roughly 40 miles, paralleling the north shore of Santa Monica Bay. Figure 86 shows the variety of land use for communities within the subregion. The City of Hidden Hills has the highest percentage of residential land use at 85 percent, but is also the smallest city in the subregion. It is followed by Malibu with 37 percent residential land use, and the largest city in the subregion.

Population and employment density in the subregion is relatively low. The higher concentrations of employment density are in the immediate area surrounding the US-101 where there is commercial and industrial land use. This subregion covers 162 square miles and is home to five cities and unincorporated areas. The subregion has the lowest total population, lowest total employment, and lowest total daily trips. The area is predominately non-Hispanic Whites and has the highest average median household income of all the subregions.

Major Projects and Programs

The subregion does not have any major planned projects. Highway efficiency is the region’s subregional program with the largest amount of funding.

Figure 82

Las Virgenes/Malibu Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	N/A
Multi-year Subregional Programs (in 2015 \$)	Active Transportation, Transit and Technology Program \$32 M (Start Date FY 2018) Highway Efficiency Program \$133 M (Start Date FY 2018) Modal Connectivity Program \$68 M (Start Date FY 2048) Traffic Congestion Relief and Improvement Program \$63 M (Start Date FY 2048)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_Malibu.pdf

Figure 83
LAS VIRGENES/MALIBU DAILY TRIPS

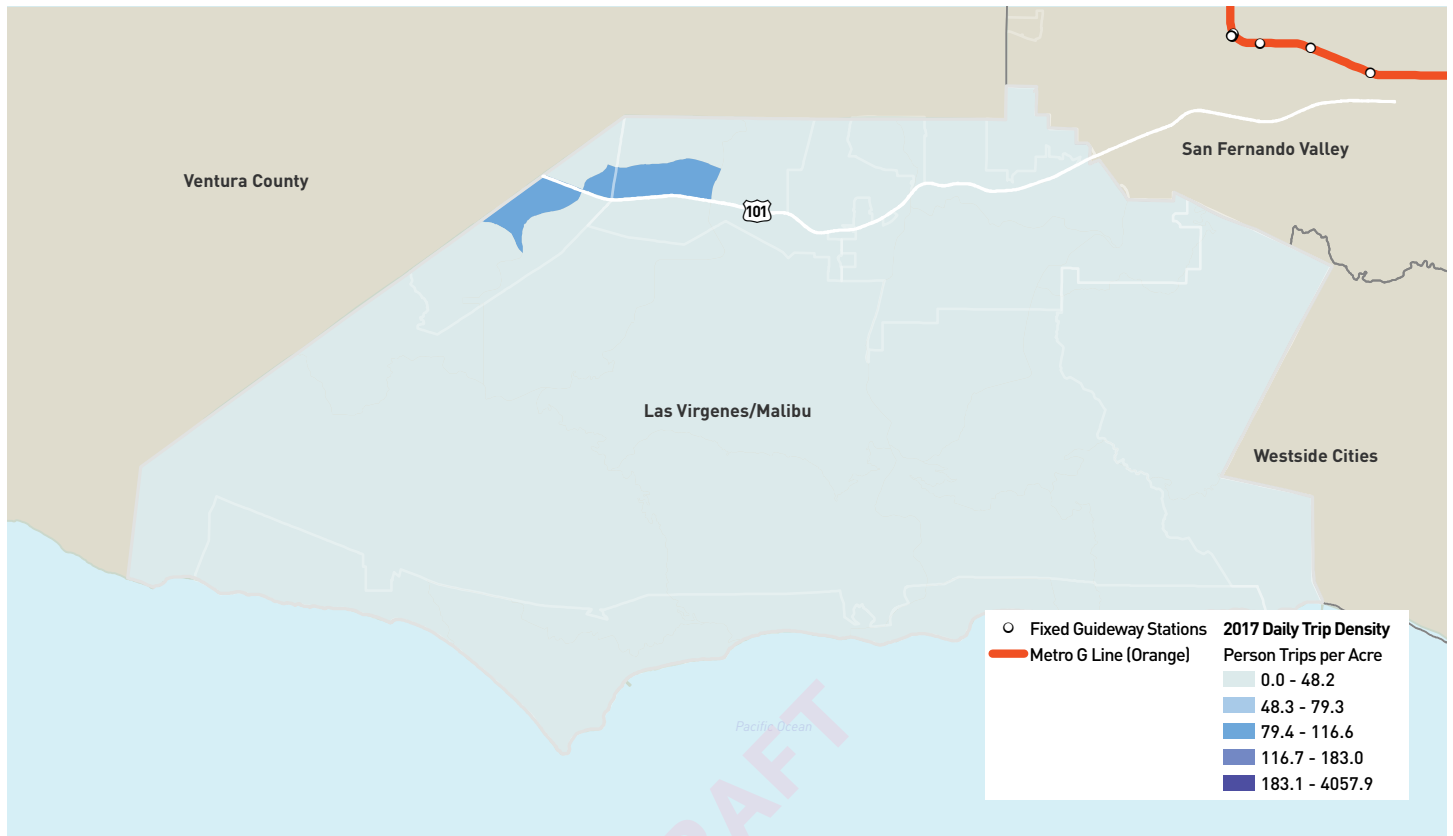


Figure 84
LAS VIRGENES/MALIBU EMPLOYMENT DENSITY

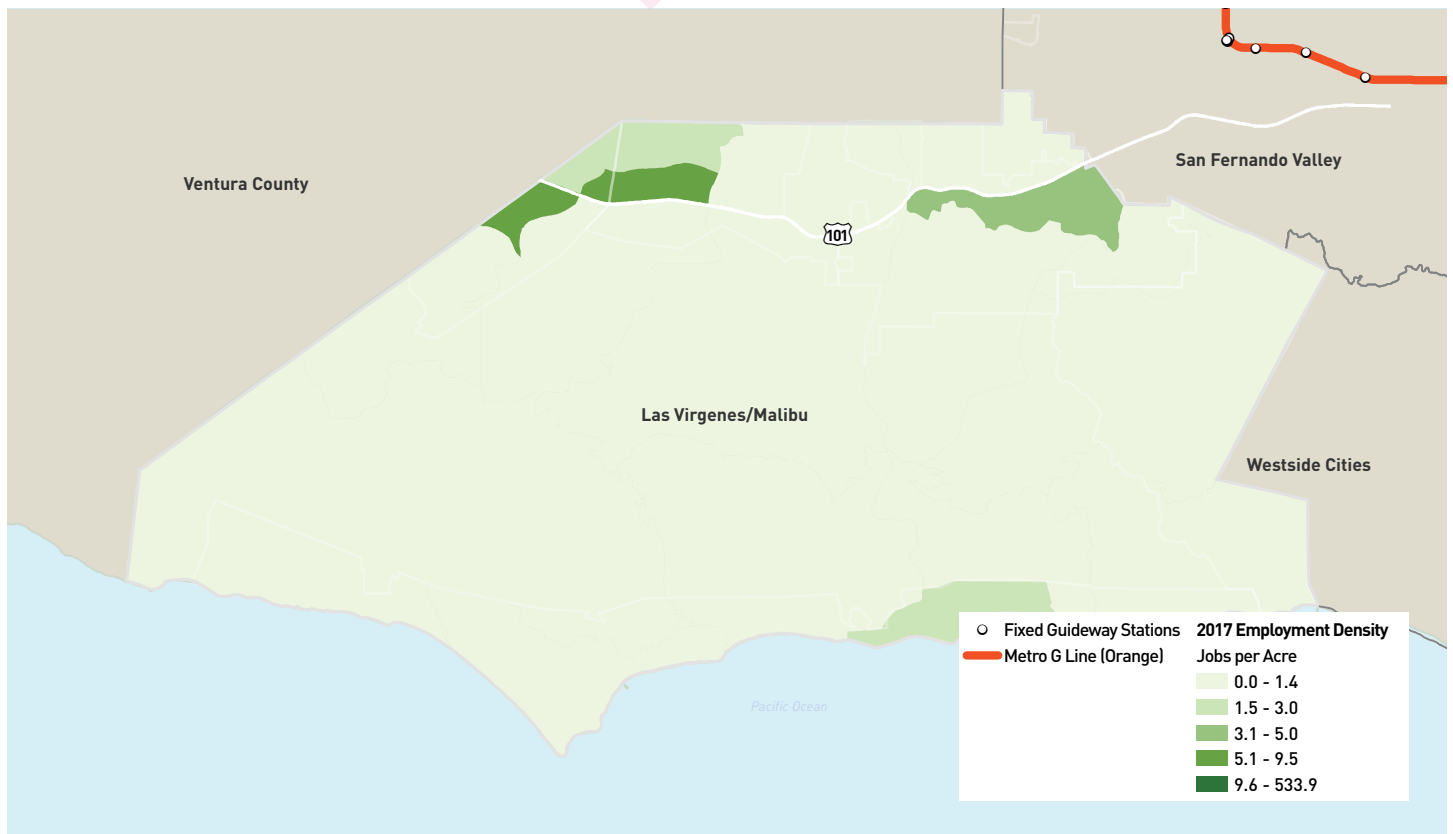


Figure 85

LAS VIRGENES/MALIBU POPULATION DENSITY

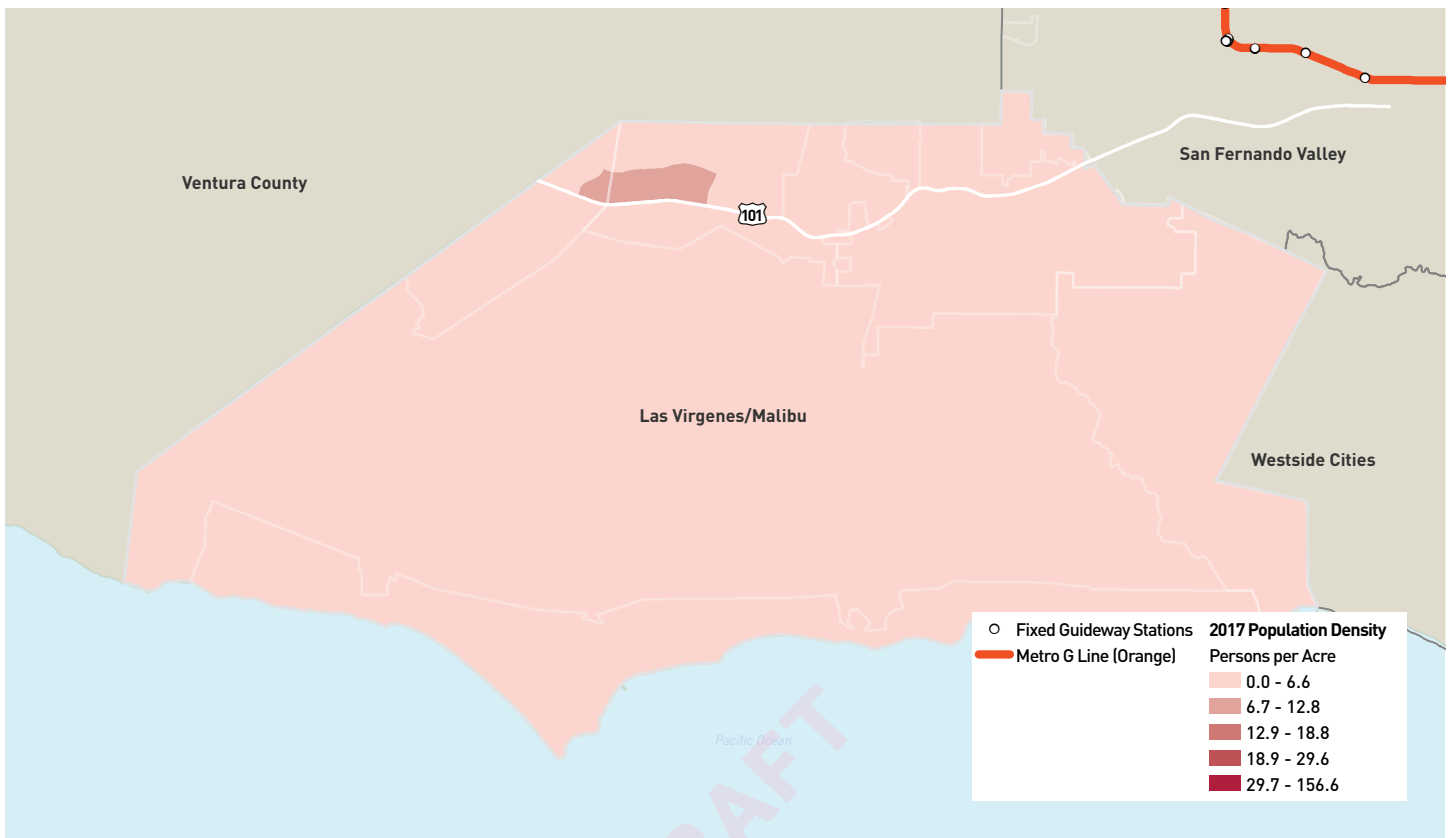


Figure 86

LAS VIRGENES/MALIBU LAND USE

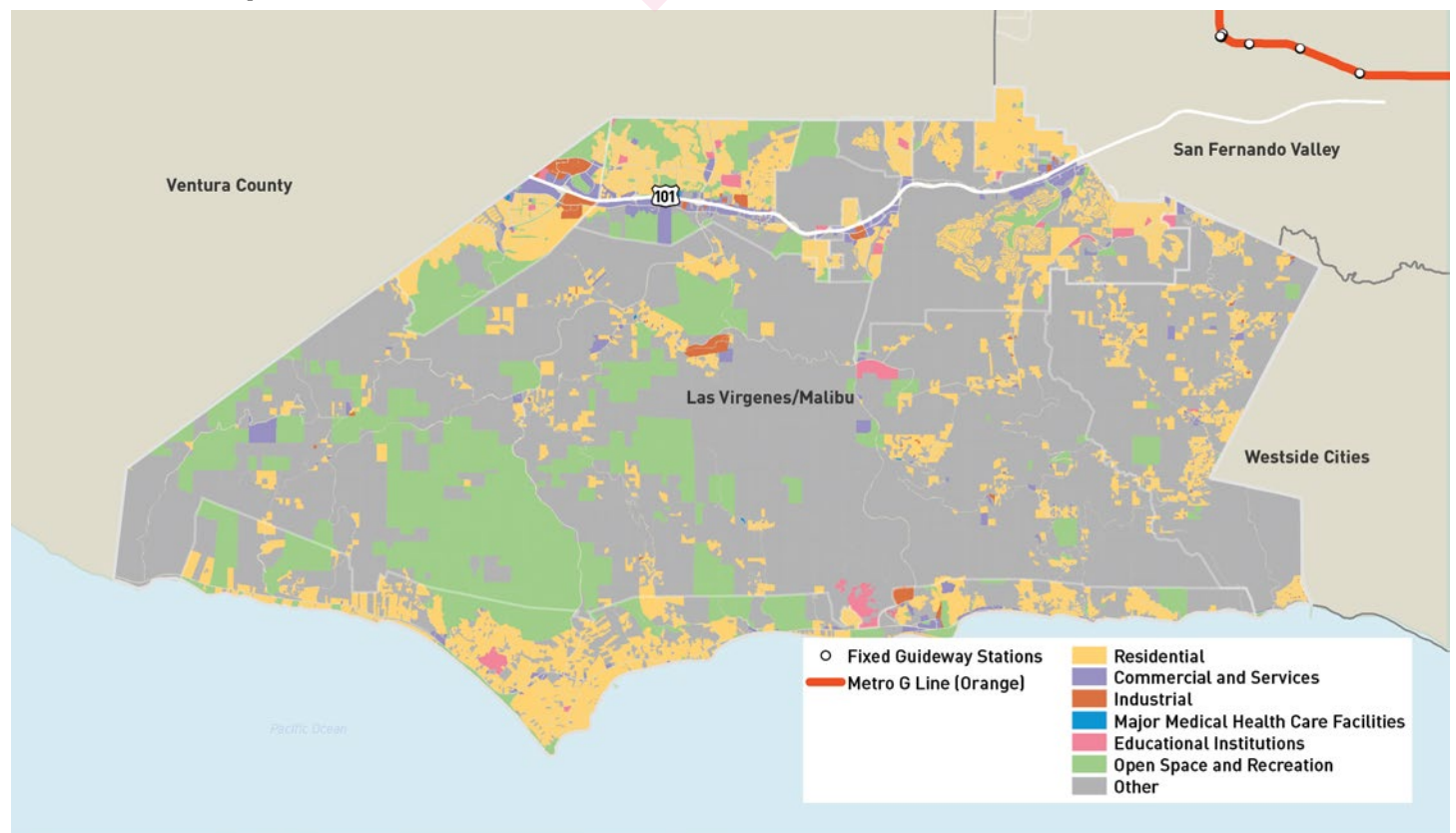
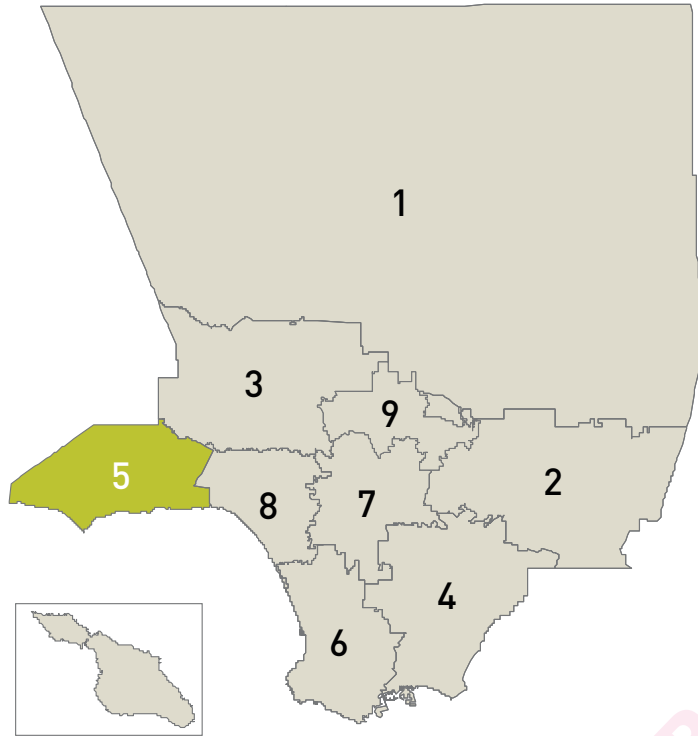


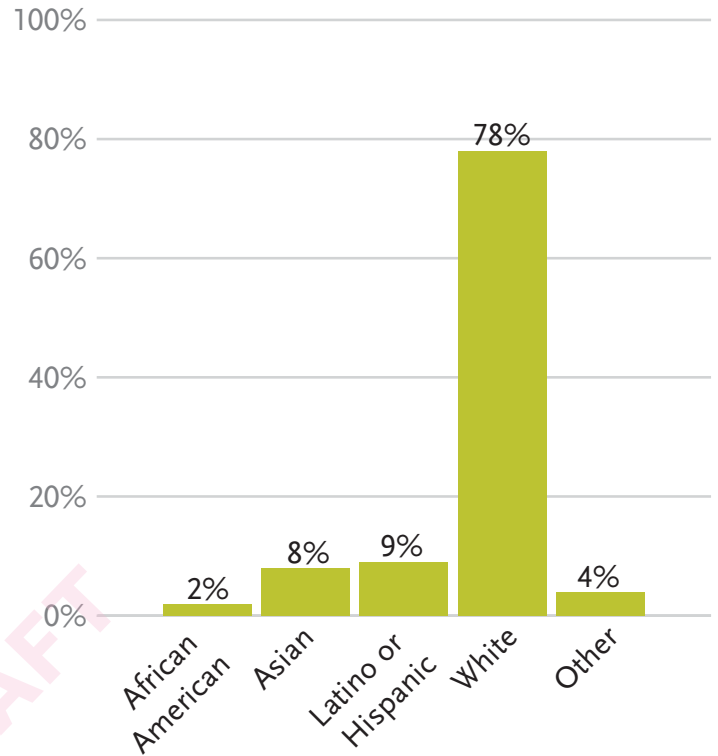
Figure 87

Las Virgenes/Malibu Summary Demographics

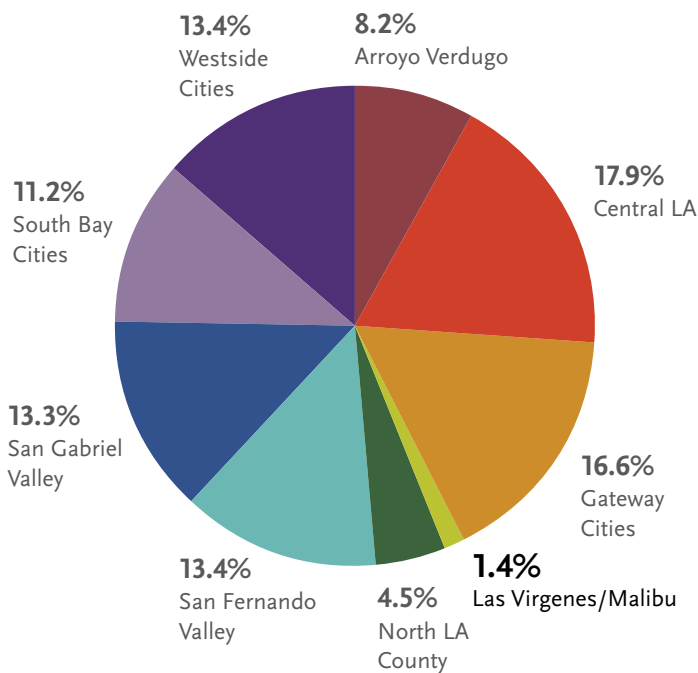
Total Area 162 Square Miles, Rank 5th
(Out of 9 Subregions)



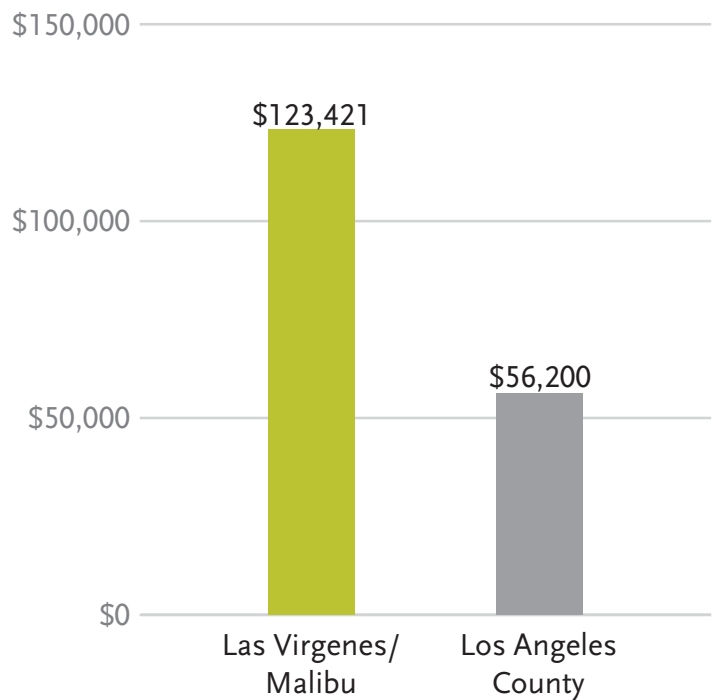
Total Population 84,282 People, Rank 9th



Total Employment 61,743 Jobs, Rank 9th



Median Household Income \$123,421 Average MHI, Rank 1st



North Los Angeles County

North Los Angeles County includes Lancaster, Palmdale, and Santa Clarita. North Los Angeles County subregion also encompasses the following unincorporated communities: Acton, Agua Dulce, Castaic, Desert View Highlands, Elizabeth Lake, Green Valley, Hasley Canyon, Lake Hughes, Lake Los Angeles, Leona Valley, Littlerock, Quartz Hill, Stevenson Ranch, Sun Village, and Val Verde.

Major Transportation Facilities

Area freeways include the Golden State Freeway (I-5) and the Antelope Valley Freeway (SR-14). State Route SR-126 and SR-138 also impact the region. Metrolink operates commuter rail services with stations located in the cities of Lancaster, Palmdale, Santa Clarita, and in unincorporated areas of LA County.

Land Use and Demographics

Roughly one percent of the subregion is designated for commercial/industrial land use and residential land use covers approximately four percent. Desert View Highlands is the smallest community in the subregion but has the highest population, employment, and daily trip densities. Palmdale is the largest city, followed by Lancaster, and Santa Clarita. The City of Santa Clarita has the 2nd highest densities in the subregion.

The North Los Angeles County subregion comprises the LA County area north of the San Fernando Valley. This subregion covers 2,479 square miles and includes three cities and unincorporated LA County. There are various unique characters in the landscape; as shown in Figure 93, the majority of the area is designated as desert/forest. The subregion is bounded to the south by the San Gabriel mountain range and Angeles National Forest, north-east by the Mojave Desert, and west by the Santa Susana mountain range. Snow is common in the mountain ranges over 4,000 feet. The subregion is home to the Henry Mayo Newhall Hospital as well as the California Institute of the Arts.

The subregion is the largest in the County by area, ranks 6th in total population, 8th in total employment, 8th in total daily trips, and 3rd in average median household income. The subregion has a high percentage of non-Hispanic Whites and Latino or Hispanic population.

Figure 88
NORTH LOS ANGELES COUNTY



Major Projects and Programs

North Los Angeles County will see two large projects including I-5 capacity enhancements and the High Desert Multi Purpose Corridor extending east-west across the region. The major subregional programs by dollar amount include the arterial and transit programs.

Figure 89

North Los Angeles County Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) \$679 M (2026)
	High Desert Multi-Purpose Corridor (HDMC) \$ 393 M (2034)
Multi-year Subregional Programs (in 2015 \$)	Active Transportation Program \$264 M (Start Date FY 2018)
	Transit Program \$88 million (\$588 M total cost) (Start Date FY 2018)
	Multimodal Connectivity Program \$239 M (Start Date FY 2033)
	Arterial Program \$726.1 M (Start Date FY 2048)
	Goods Movement Program \$104 M (Start Date FY 2048)
	Highway Efficiency Program \$128.9 M (Start Date FY 2048)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_North_County.pdf

Figure 90
NORTH LOS ANGELES COUNTY DAILY TRIPS

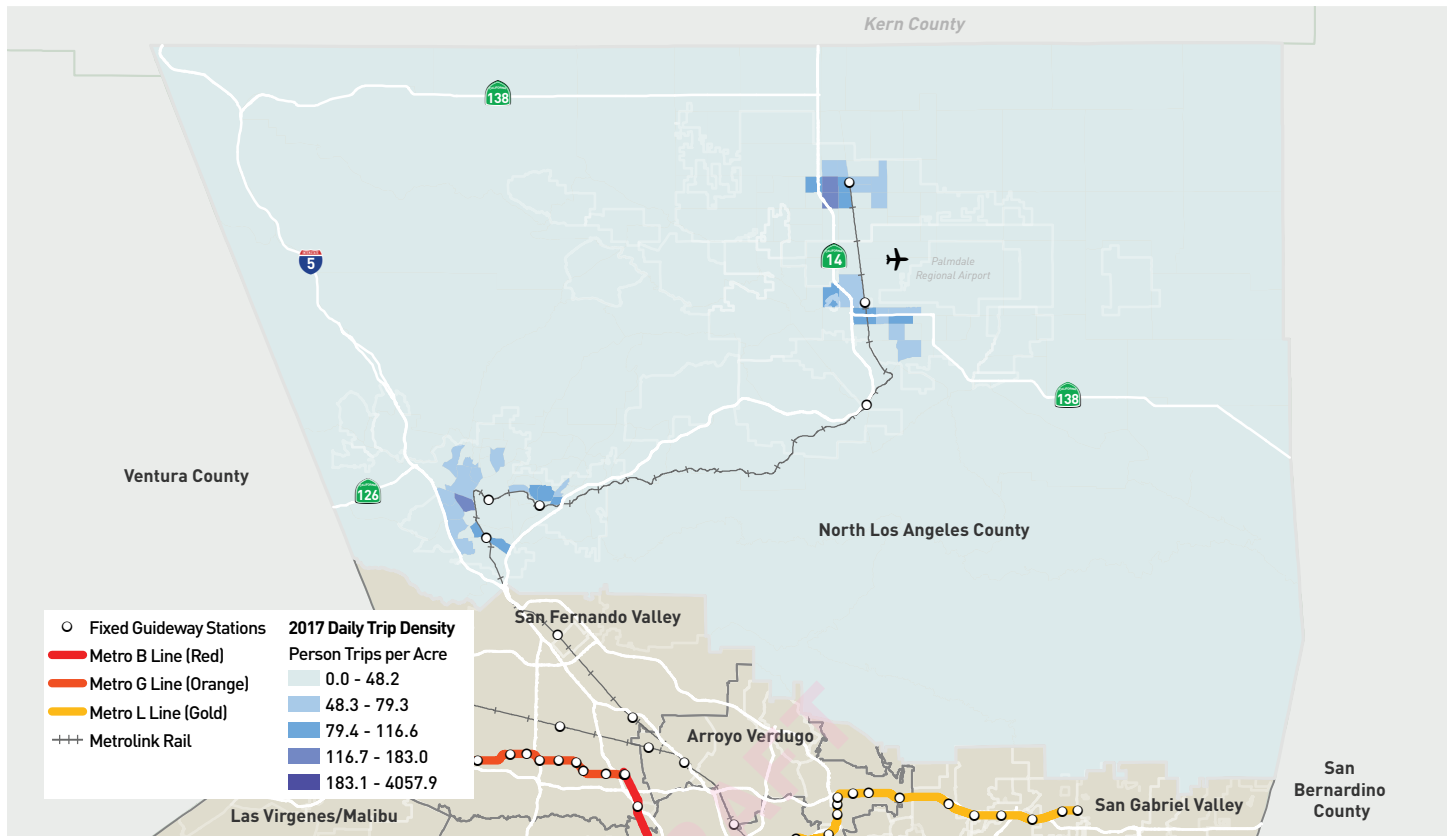


Figure 91
NORTH LOS ANGELES COUNTY EMPLOYMENT DENSITY

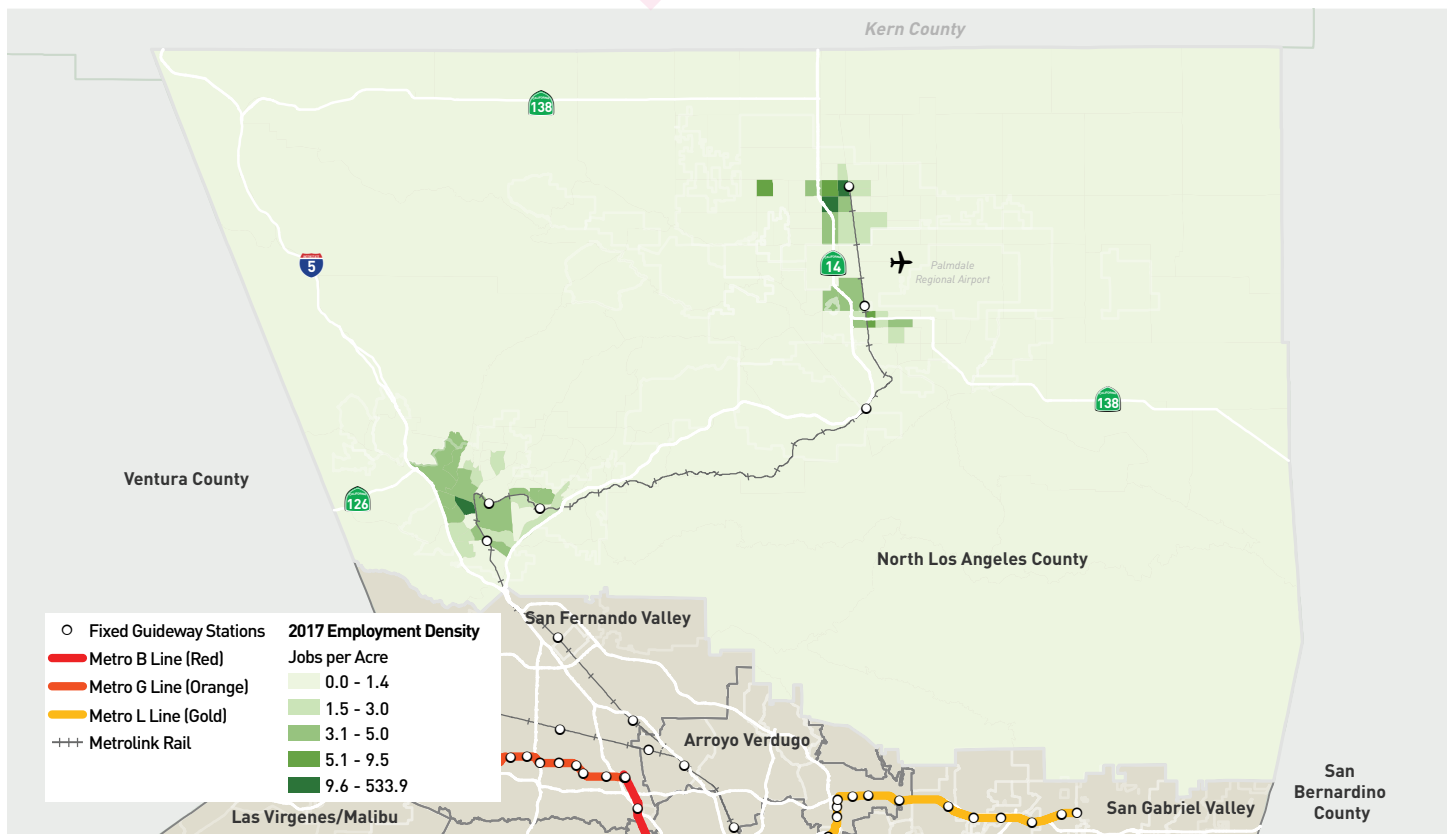


Figure 92

NORTH LOS ANGELES COUNTY POPULATION DENSITY

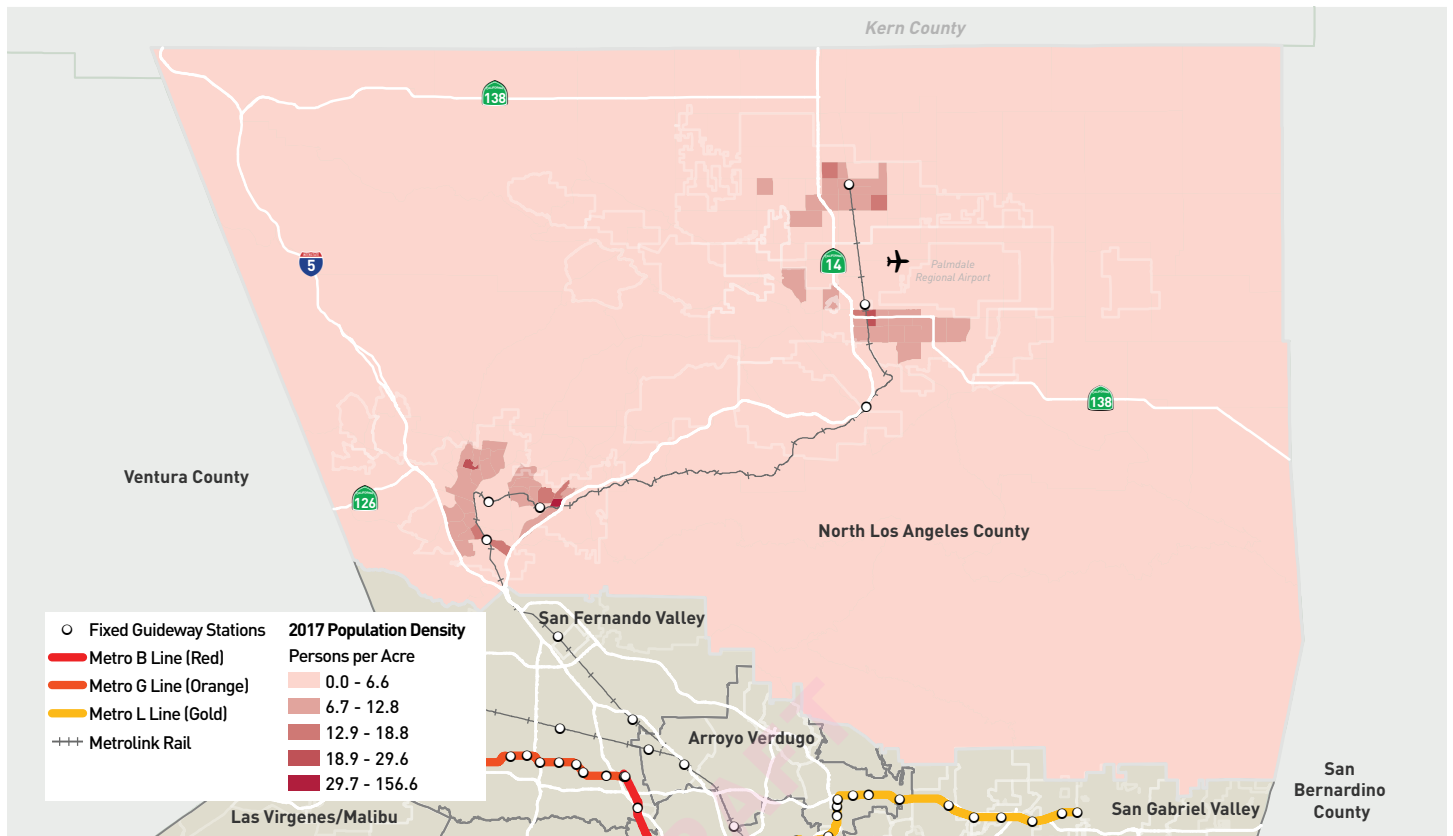


Figure 93

NORTH LOS ANGELES COUNTY LAND USE

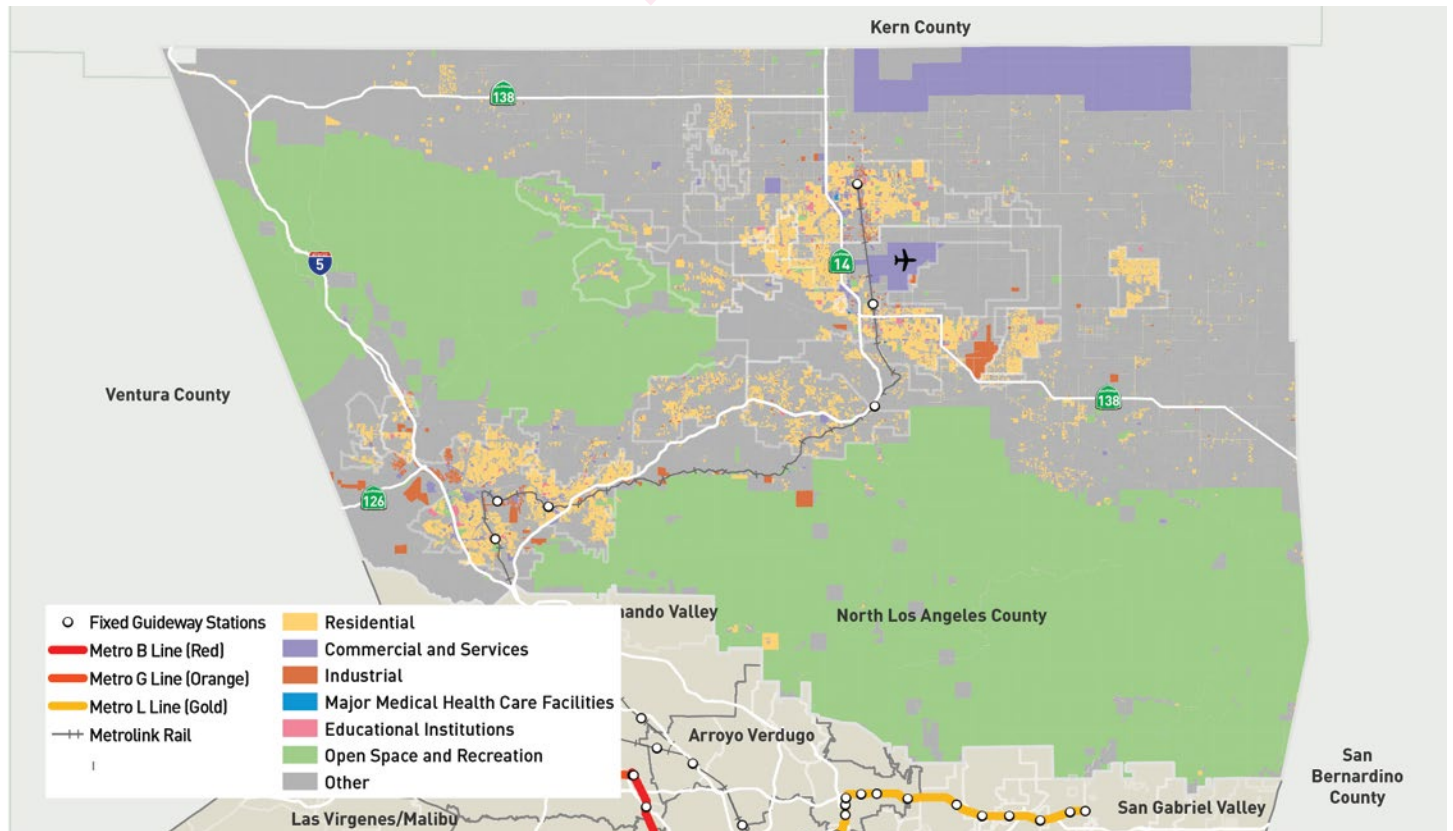
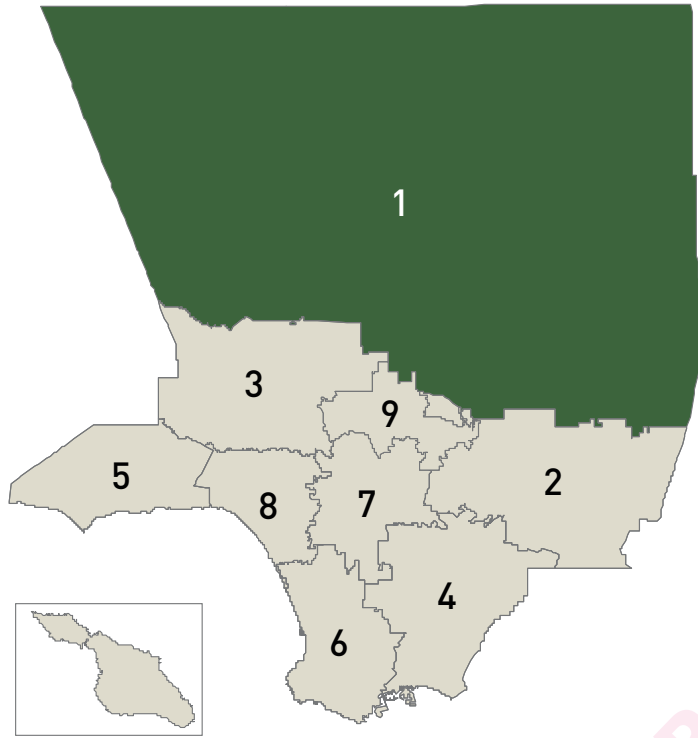


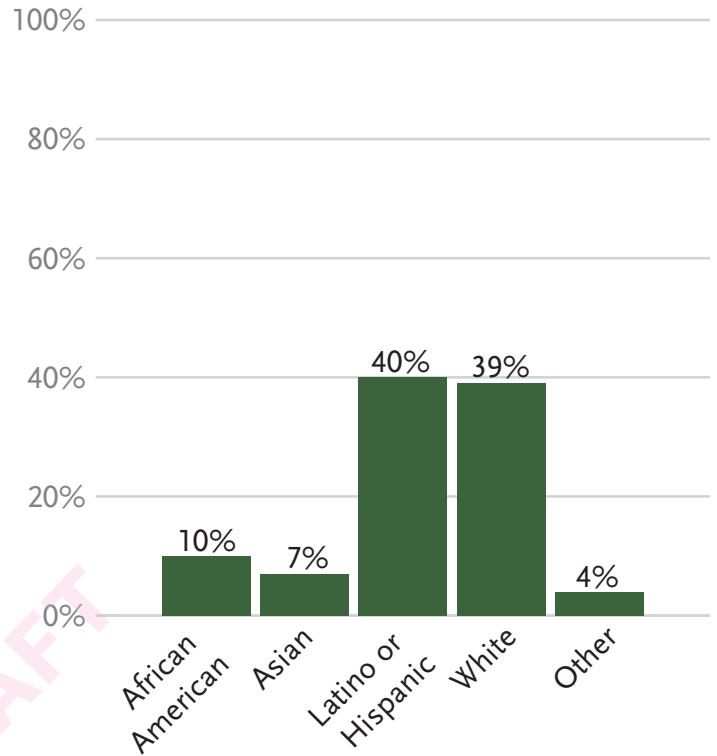
Figure 94

North Los Angeles County Summary Demographics

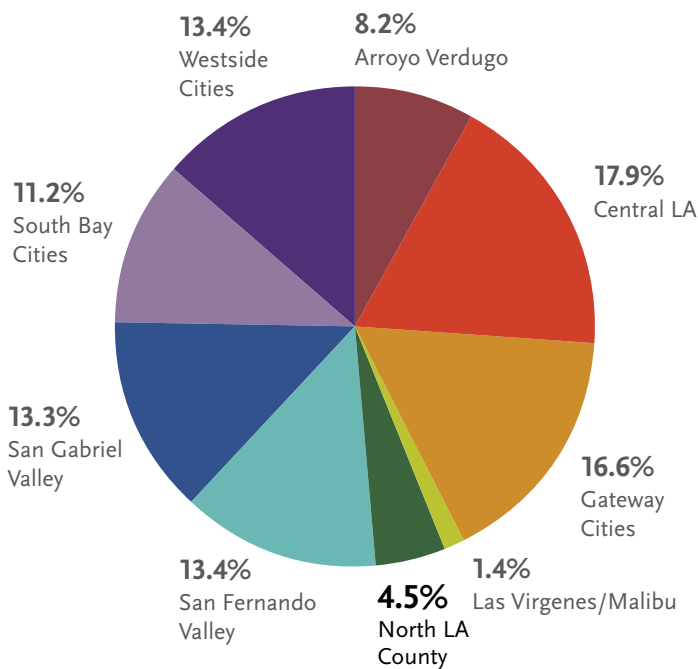
Total Area 2,479 Square Miles, Rank 1st
(Out of 9 Subregions)



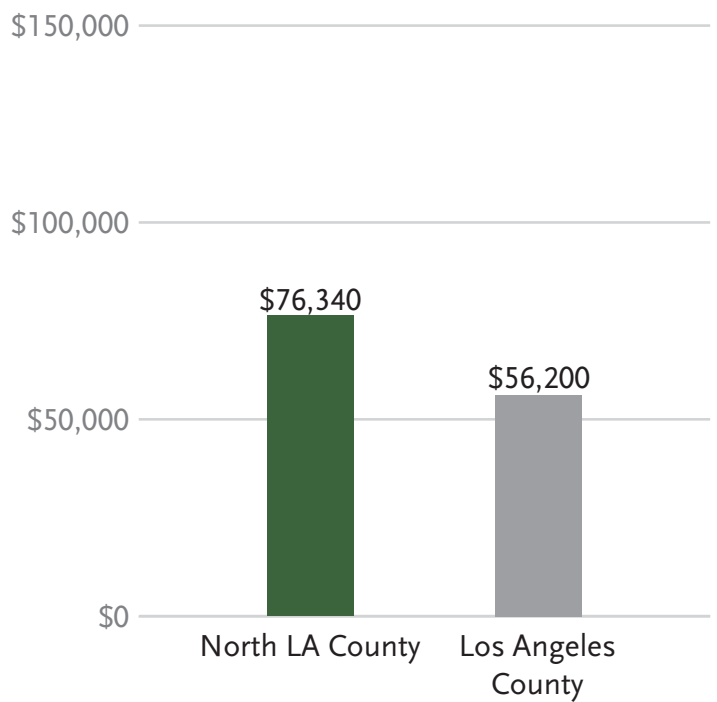
Total Population 671,680 People, Rank 6th



Total Employment 199,382 Jobs, Rank 8th



Median Household Income \$76,340 Average MHI, Rank 3rd



San Fernando Valley

San Fernando Valley includes portions of the City of Los Angeles, City of San Fernando, and parts of unincorporated LA County. The San Fernando (SF) Valley subregion fans north of the Hollywood Hills west to the Las Virgenes/Malibu area and eastward towards the Arroyo Verdugo subregion. This subregion covers 269 square miles and is home to two cities and numerous Los Angeles City communities. The San Fernando Valley is home to several entertainment companies, the most well-known of which work in motion pictures, music recording, and television production.

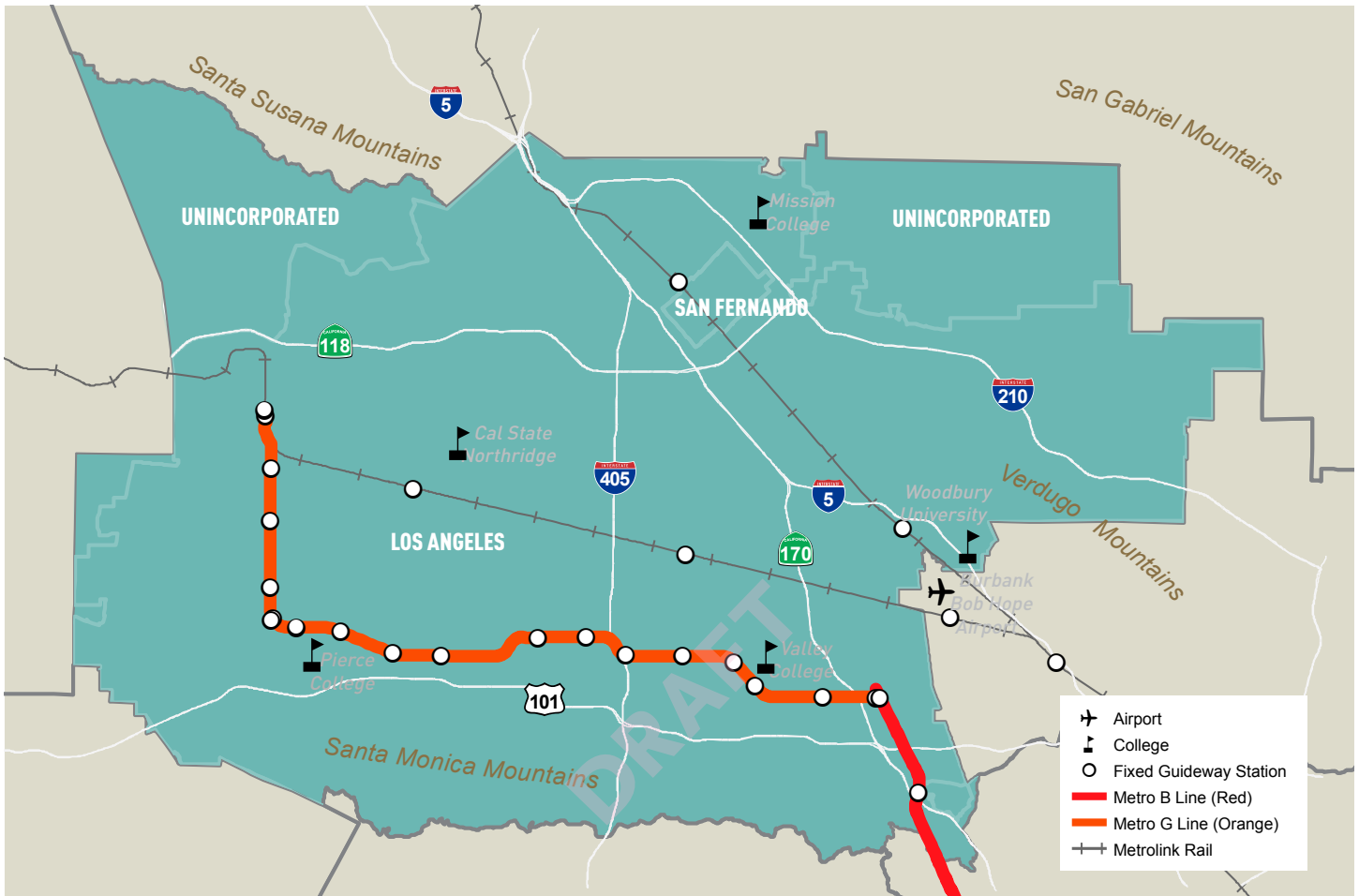
Major Transportation Facilities

A number of freeways crisscross this subregion, including the Golden State Freeway (I-5), Ventura Freeway (US-101 and SR-134), Simi Valley Freeway (SR-118), Hollywood Freeway (SR-170), San Diego Freeway (I-405) and Foothill Freeway (I-210). There are carpool lanes on the SR-118, SR-134, and SR-170 and portions of the I-5 and I-405.

The I-405 is the major conduit between the San Fernando Valley and the Westside Cities, carrying several hundred thousand vehicles per day through the Sepulveda Pass. The I-405/US-101 and I-405/I-10 interchanges at either end of this section are two of the 10 busiest interchanges in the nation. Due to capacity limitations on the I-405 through the Pass, Sepulveda Bl, Laurel Canyon Bl, Coldwater Canyon Dr, and Beverly Glen Bl carry significant traffic between the San Fernando Valley and the Westside, impacting local residents. The I-405 is also the primary route to LAX from the San Fernando Valley and the North County sub-region.

Municipal operators as well as Metro provide bus and rail services to the subregion. The Metro Red Line serves this area via stations at Universal City and North Hollywood. Metrolink's Antelope Valley and Ventura County lines provide commuter rail service. The Metro Orange Line transitway, which includes a Class I bikeway along most of the alignment, runs between the North Hollywood Metro Rail station and the Metrolink Chatsworth Station in the area.

Figure 95
SAN FERNANDO VALLEY



Land Use and Demographics

Roughly 11 percent of the subregion is designated for commercial/industrial land use and residential land use covers approximately 35 percent. Figure 100 below shows the land use for communities within the subregion. City of Los Angeles is the largest city and has the biggest residential area in the subregion. The City of San Fernando is the smallest city in the subregion but has the highest area percentage of residential, commercial, and industrial land uses as well as the highest density in terms of population, employment, and daily trips. The subregion is home to Cal State Northridge as well as the Providence Holy Cross Medical Center and Kaiser Permanente Panorama City.

The area is the 4th largest subregion by area, ranks 4th in total population, 3rd in total employment, 4th in total daily trips, and 5th in average median household income. The subregion has a high percentage of non-Hispanic Whites and Latino or Hispanic population.

Major Projects and Programs

The San Fernando Valley subregion has several planned projects that will traverse the region. In the coming years, the G Line (Orange) will undergo improvements and the North Hollywood to Pasadena Transit Corridor will be built to connect to the G Line. The LA River Path will also connect the San Fernando Valley with active transportation facilities.

Figure 96

San Fernando Valley Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	G Line (Orange) Improvement \$314 M (2025)
	North Hollywood to Pasadena Transit Corridor \$315 M (2026)
	East San Fernando Valley Light Rail Project \$1.57 B (2027)
	LA River Path – San Fernando Valley \$60 M (2025)
	Sepulveda Transit Corridor, Phase 1 – Valley to Westside \$7.69 M (2033) and Phase 2 – Westside to LAX 10.59 B (2057) (\$18.27 B total cost)
	North San Fernando Valley Transit Corridor \$207 M (2025)
	G Line (Orange) Conversion to Light Rail \$4.07 B (2057)
	City of San Fernando Bike Master Plan \$5 million (2052)
Multi-year Subregional Programs (in 2015 \$)	N/A

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_SFV.pdf

Figure 97
SAN FERNANDO VALLEY DAILY TRIPS

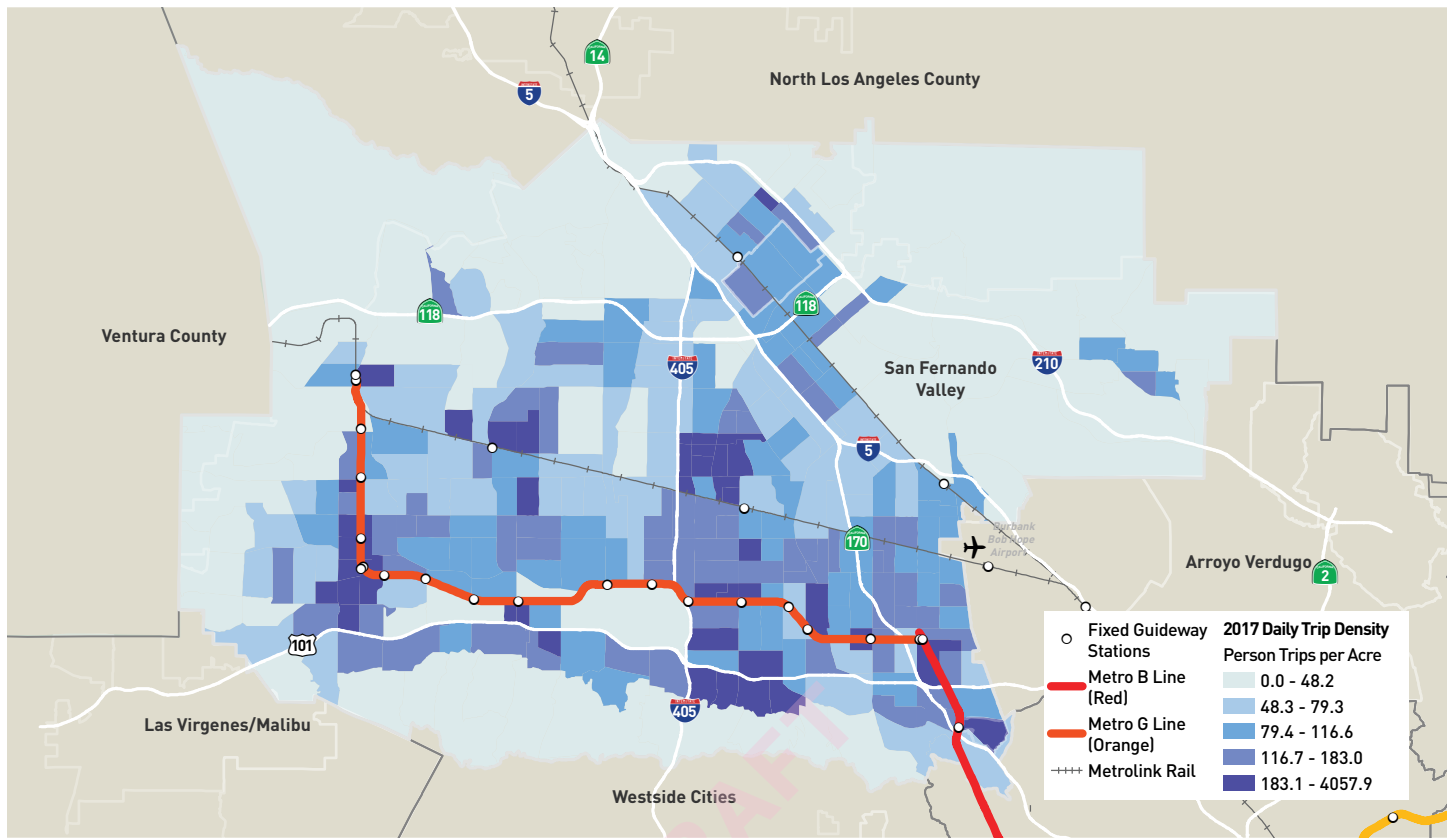


Figure 98
SAN FERNANDO VALLEY EMPLOYMENT DENSITY

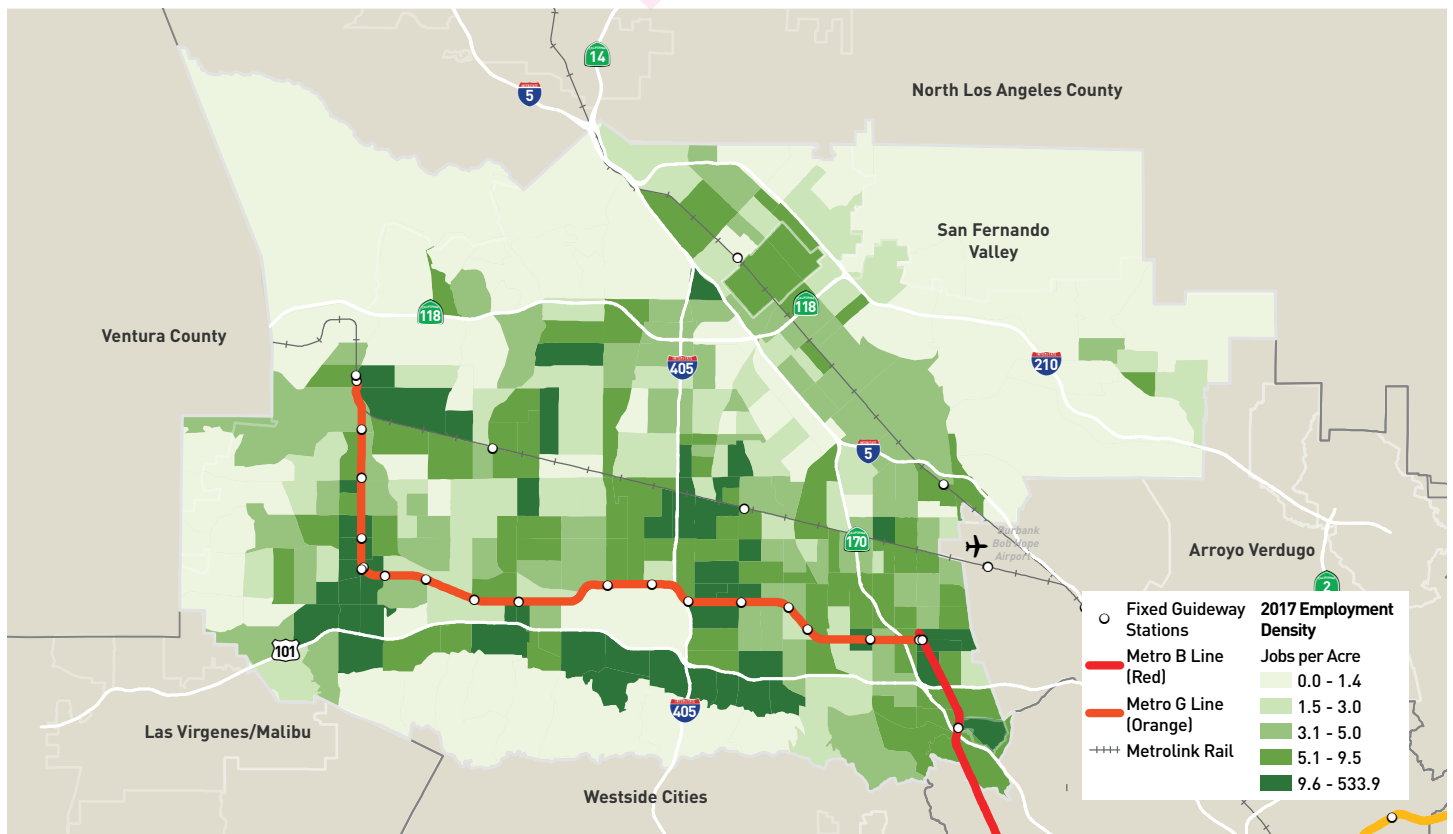


Figure 99

SAN FERNANDO VALLEY POPULATION DENSITY

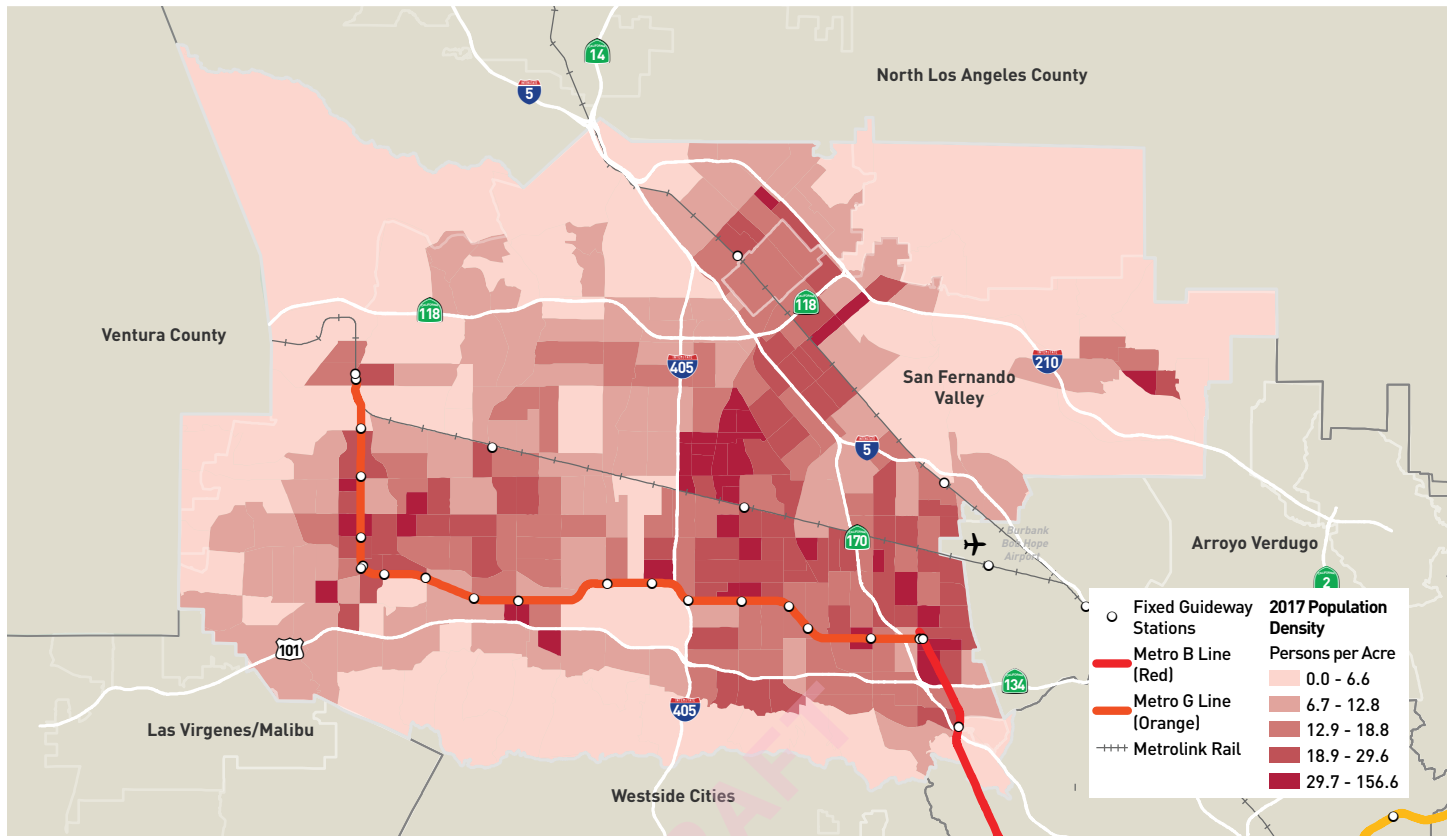


Figure 100

SAN FERNANDO VALLEY LAND USE

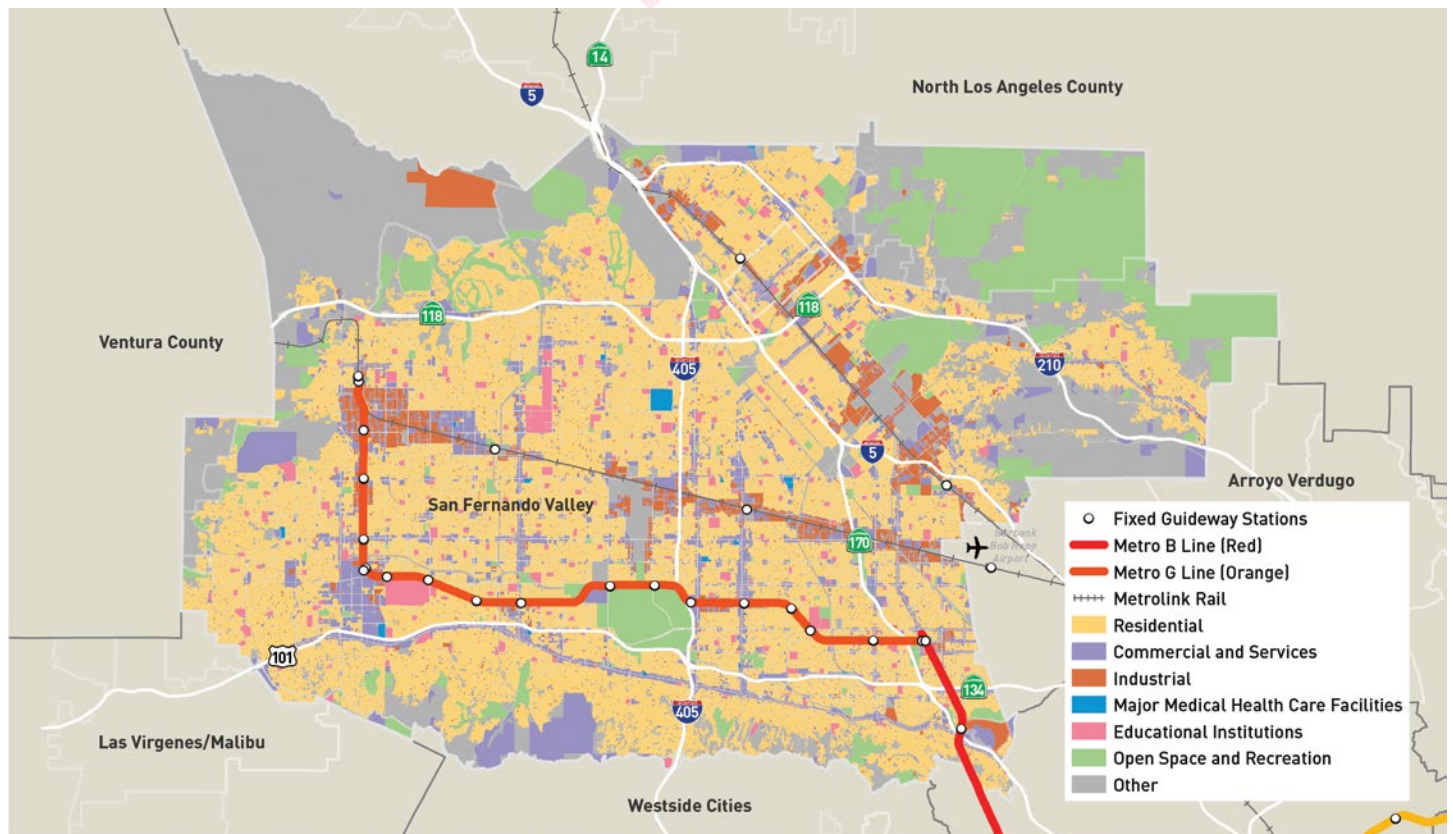
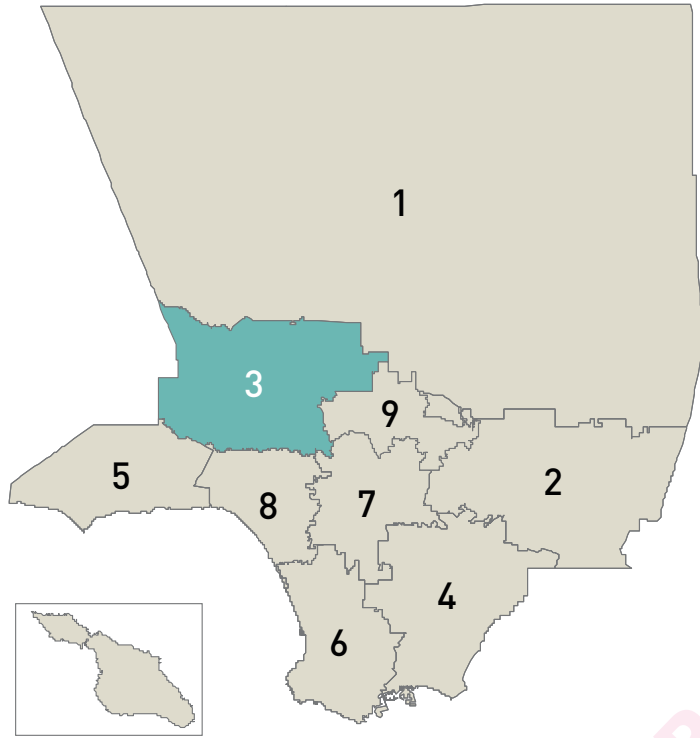


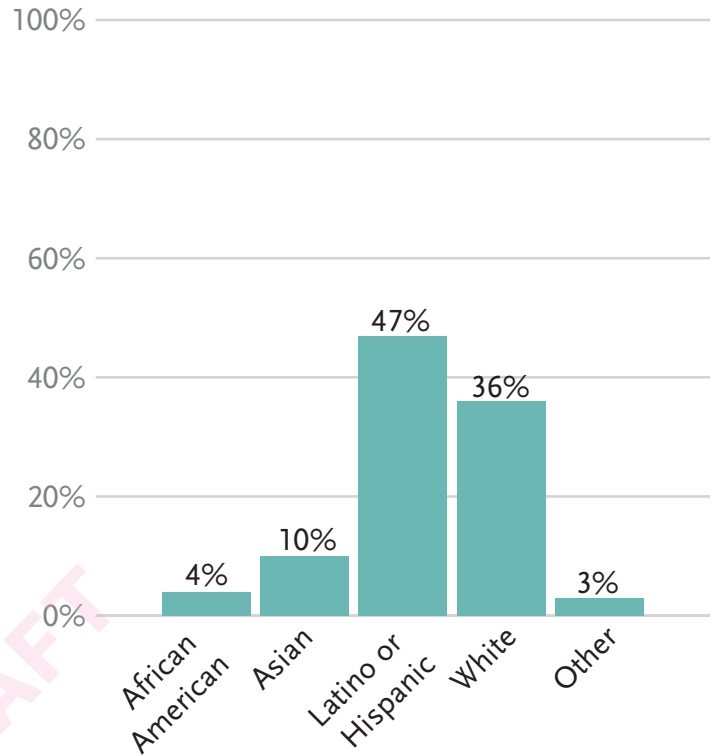
Figure 101

San Fernando Valley Summary Demographics

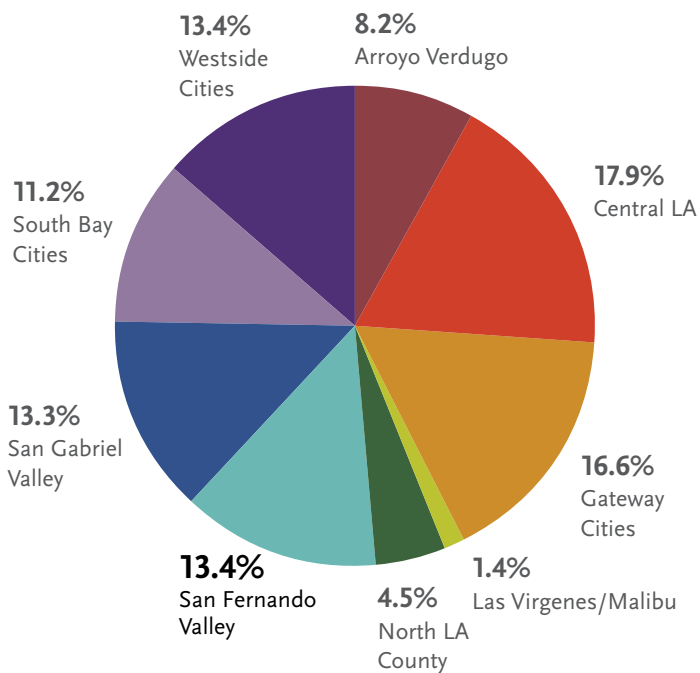
Total Area 269 Square Miles, Rank 3rd
(Out of 9 Subregions)



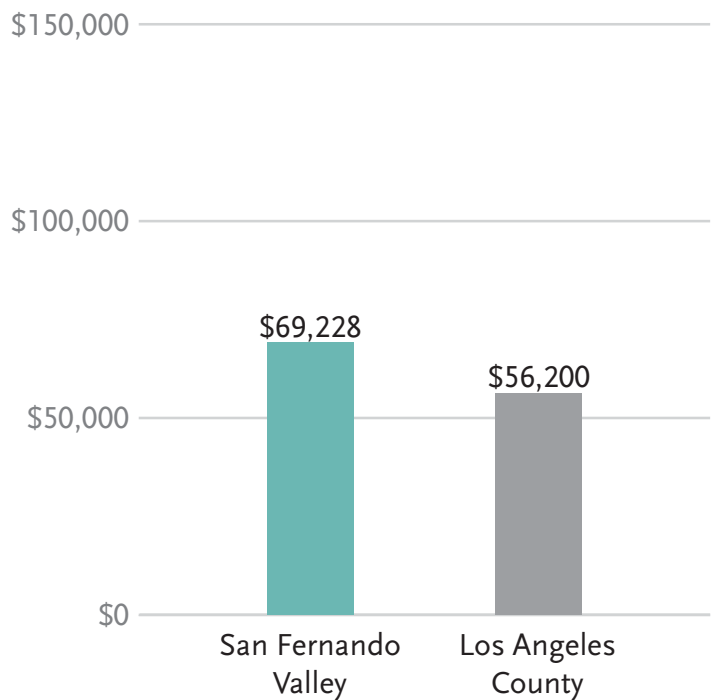
Total Population 1,514,066 People, Rank 4th



Total Employment 593,890 Jobs, Rank 3rd



Median Household Income \$69,228 Average MHI, Rank 5th



San Gabriel Valley

San Gabriel Valley includes Alhambra, Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Monterey Park, Pomona, Rosemead, San Dimas, San Gabriel, San Marino, Sierra Madre, South El Monte, Temple City, Walnut, and West Covina. San Gabriel Valley also includes the following unincorporated communities of LA County: Altadena, Avocado Heights, Charter Oak, Citrus, East Pasadena, East San Gabriel, Hacienda Heights, Mayflower Village, North El Monte, Rowland Heights, San Pasqual, South Monrovia Island, South San Gabriel, South San Jose Hills, Valinda, Vincent, and West Puente Valley.

The subregion is home to several colleges, including Cal State Pomona, University of La Verne, the Claremont Colleges, Citrus College, East LA College, and Mt. San Antonio College. Major medical facilities include Alhambra Hospital Medical Center, Methodist Hospital, Harbor-UCLA Medical Center, and Kaiser Permanente South Bay Medical Center.

Major Transportation Facilities

One of the unique transportation features of this subregion is the significant number of freeways that traverse it; namely, San Bernardino Freeway (I-10), Foothill Freeway (I-210), Pasadena Freeway (SR-110), Orange Freeway (SR-57), Pomona Freeway (SR-60), Chino Valley Freeway (SR-71), San Gabriel River Freeway (I-605) and the Long Beach Freeway (I-710). The Foothill Freeway has a carpool lane in each direction through the entire San Gabriel Valley subregion. Carpool lanes also exist on portions of I-10, I-605, and SR-60.

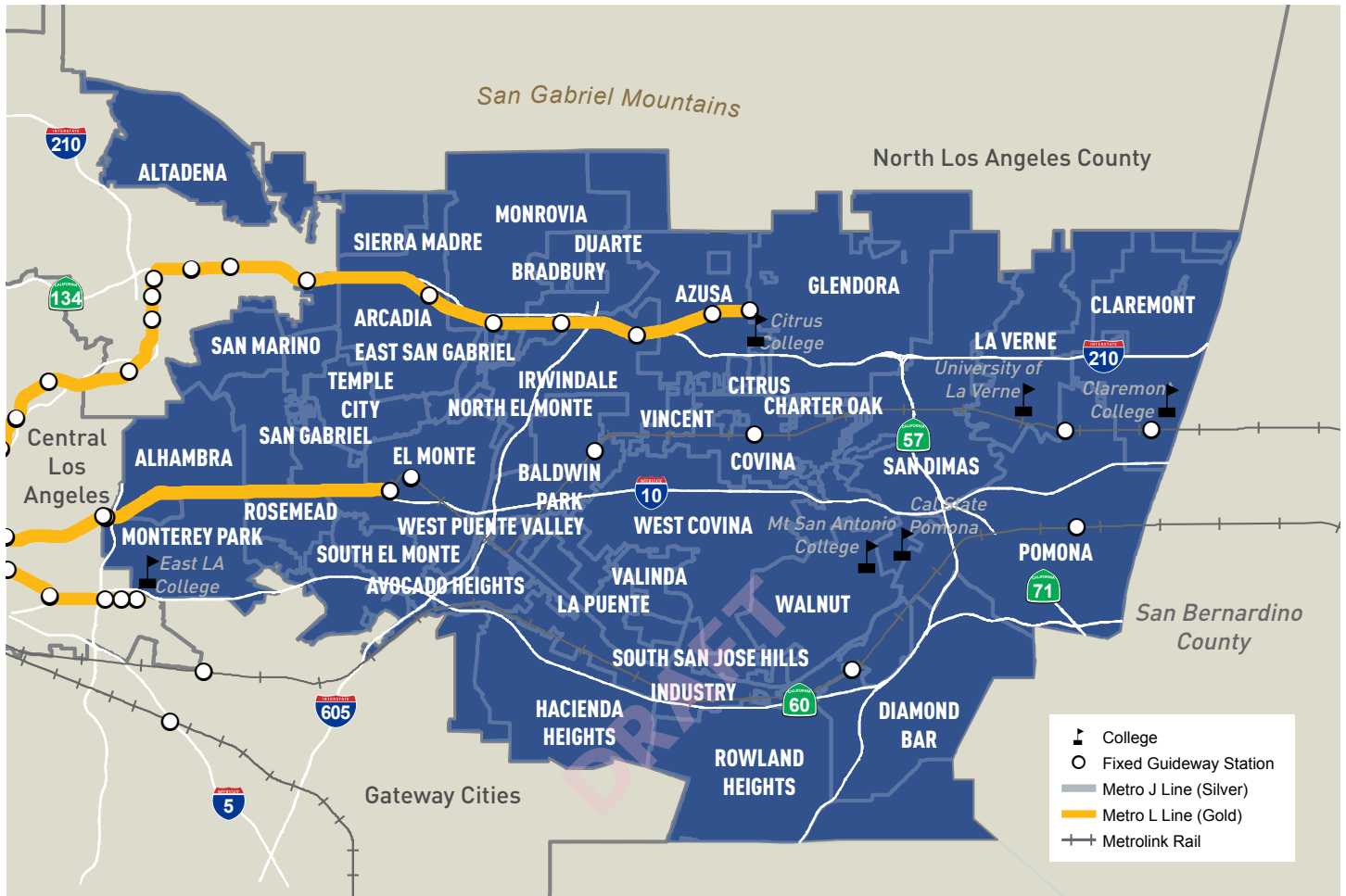
The El Monte Busway on the I-10 serves both buses and carpools and is the highest-volume carpool facility in LA County. Metro, Foothill, and Montebello Transit provide bus service to the subregion. Most cities in this subregion provide dial-a-ride services within their city limits to seniors and persons with disabilities.

Land Use and Demographics

Figure 107 below shows the breakdown of land use for communities within the subregion. The City of Industry has the largest percentage of commercial/industrial land use and the highest employment density in the area. The communities of South Monrovia Island and South San Gabriel have the highest percentage of residential land use area. The Cities of Industry and Irwindale contains the largest total area for commercial/industrial use.

Figure 102

SAN GABRIEL VALLEY



The City of Alhambra has the highest daily trip density in the subregion. The city is split by the I-10, which serves both buses and carpools and has the highest volume carpool facility in LA County. Population, employment, and trip densities can be seen clustering in or near the City of Alhambra, Rosemead, El Monte, South El Monte, Baldwin Park, Irwindale, Covina, La Puente, Azusa, Duarte, West Puente Valley, South San Jose Hills, and Pomona, and the southern portion of Claremont. The City of Industry has the highest employment density in the subregion. The highest population density area can be found in the community of San Jose Hills, but the highest total population is in the City of Pomona. Zero-vehicles households are dispersed throughout the region, with most of the tracts clustering around Alhambra, Monterey Park, El Monte, Duarte, La Verne, Claremont, and Pomona.

Major medical facilities include Arcadia Methodist Hospital, City of Hope, Kaiser Permanente Baldwin Park, and Pomona Valley Hospital. The San Gabriel Valley is also home to several universities including Cal State Poly Pomona, Azusa Pacific University, and University of La Verne.

The San Gabriel Valley subregion sits in the easternmost portion of LA County. It covers 322 square miles and is approximately 99 percent built-out, leaving very little undeveloped land for commercial or industrial uses.

The subregion encompasses 31 jurisdictions and is home to 570,000 jobs. The area is also characterized by socioeconomic and ethnic diversity and is comprised of some of the most affluent as well as the lowest-income communities within LA County.

Major Projects and Programs

The subregion's major transportation investments include the Gold Line Foothill Extension to Claremont and multiple interchange projects. San Gabriel Valley has several subregional programs including significant funding for active transportation and highway programs.

Figure 103

San Gabriel Valley Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	Gold Line Foothill Extension to Claremont \$1.57 B (2028)
	SR-71 Gap from I-10 to Rio Rancho Rd \$637 M (2026)
	SR-57/SR-60 Interchange Improvements \$422 M (2027)
	I-605/I-10 Interchange \$1.29 B (2047)
	SR 60/I-605 Interchange HOV Direct Connectors \$1.06 B (2047)
Multi-year Subregional Programs (in 2015 \$)	Active Transportation Program (Including Greenway Proj.) \$231 M (Start Date FY 2018)
	Bus System Improvement Program \$55 M (Start Date FY 2018)
	First/Last Mile and Complete Streets \$198 M (Start Date FY 2018)
	Highway Demand Based Program (HOV Ext. & Connect.) \$231 M (Start Date FY 2018)
	Goods Movement (Improvements & RR Xing Elim.) \$33 M (Start Date FY 2048)
	Highway Efficiency Program \$534 M (Start Date FY 2048)
	ITS-Technology Program (Advanced Signal Tech.) \$66 M (Start Date FY 2048)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_SGV.pdf

Figure 104

SAN GABRIEL VALLEY DAILY TRIPS

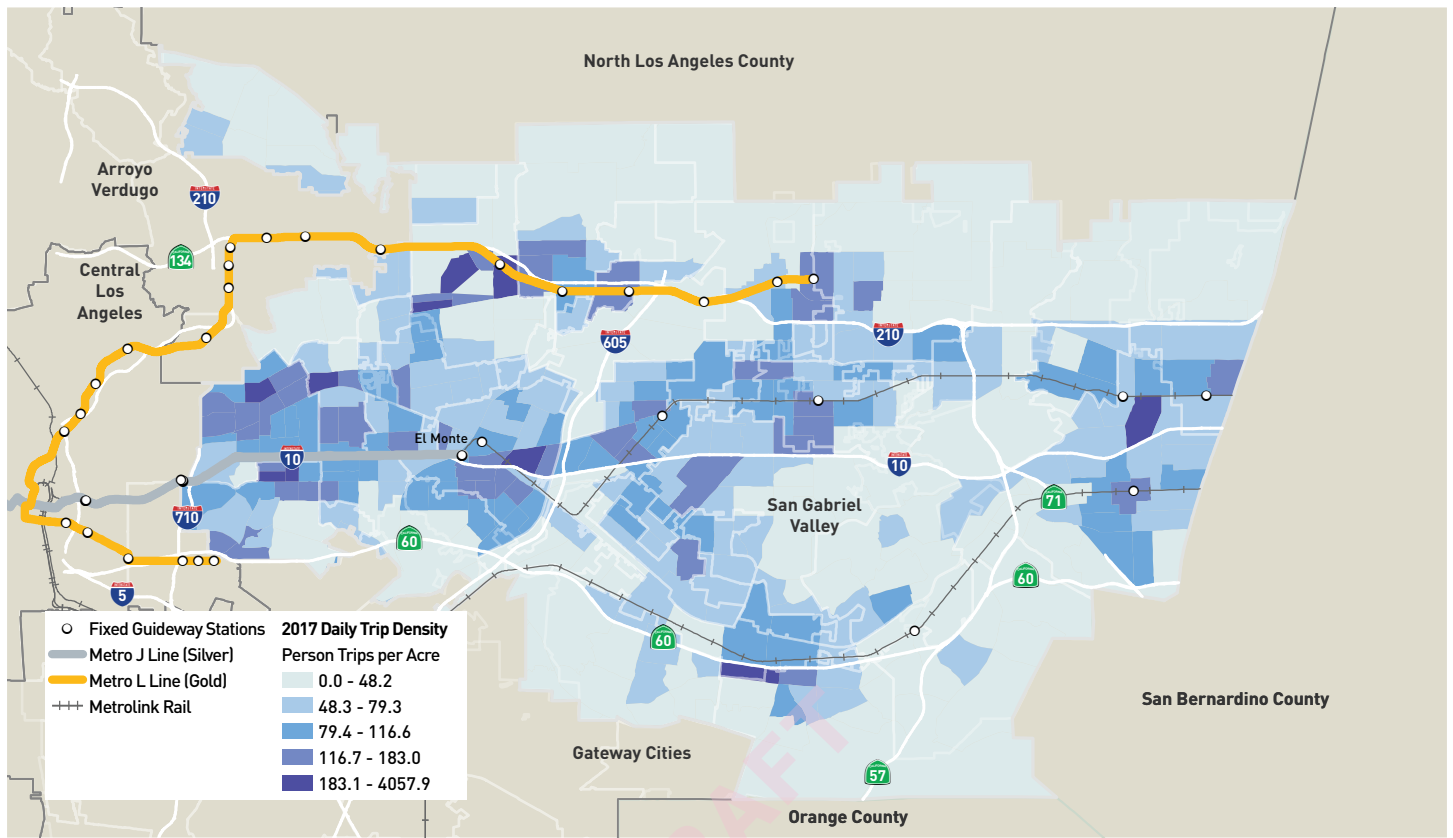


Figure 105

SAN GABRIEL VALLEY EMPLOYMENT DENSITY

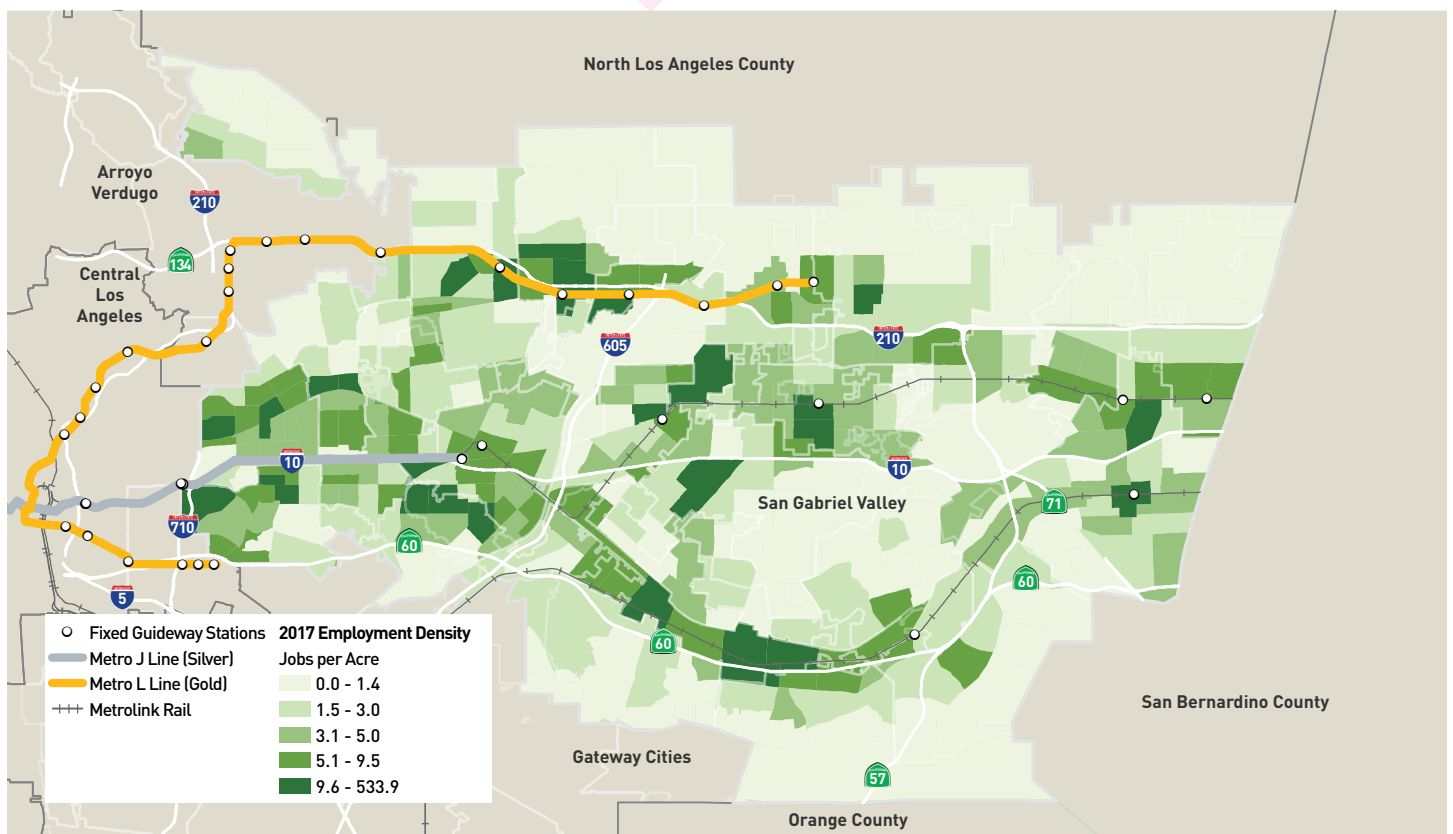


Figure 106

SAN GABRIEL VALLEY POPULATION DENSITY

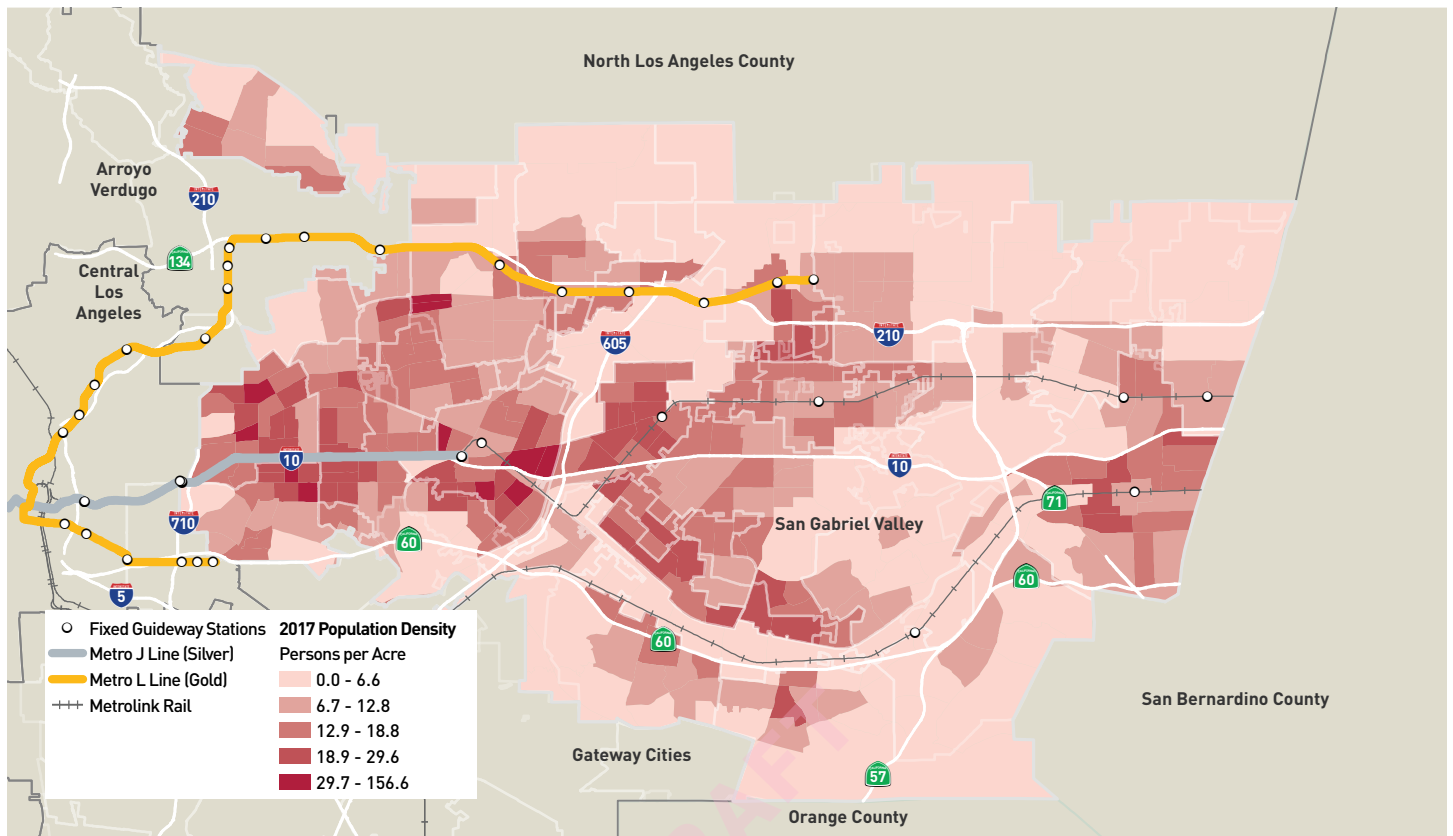


Figure 107

SAN GABRIEL VALLEY LAND USE

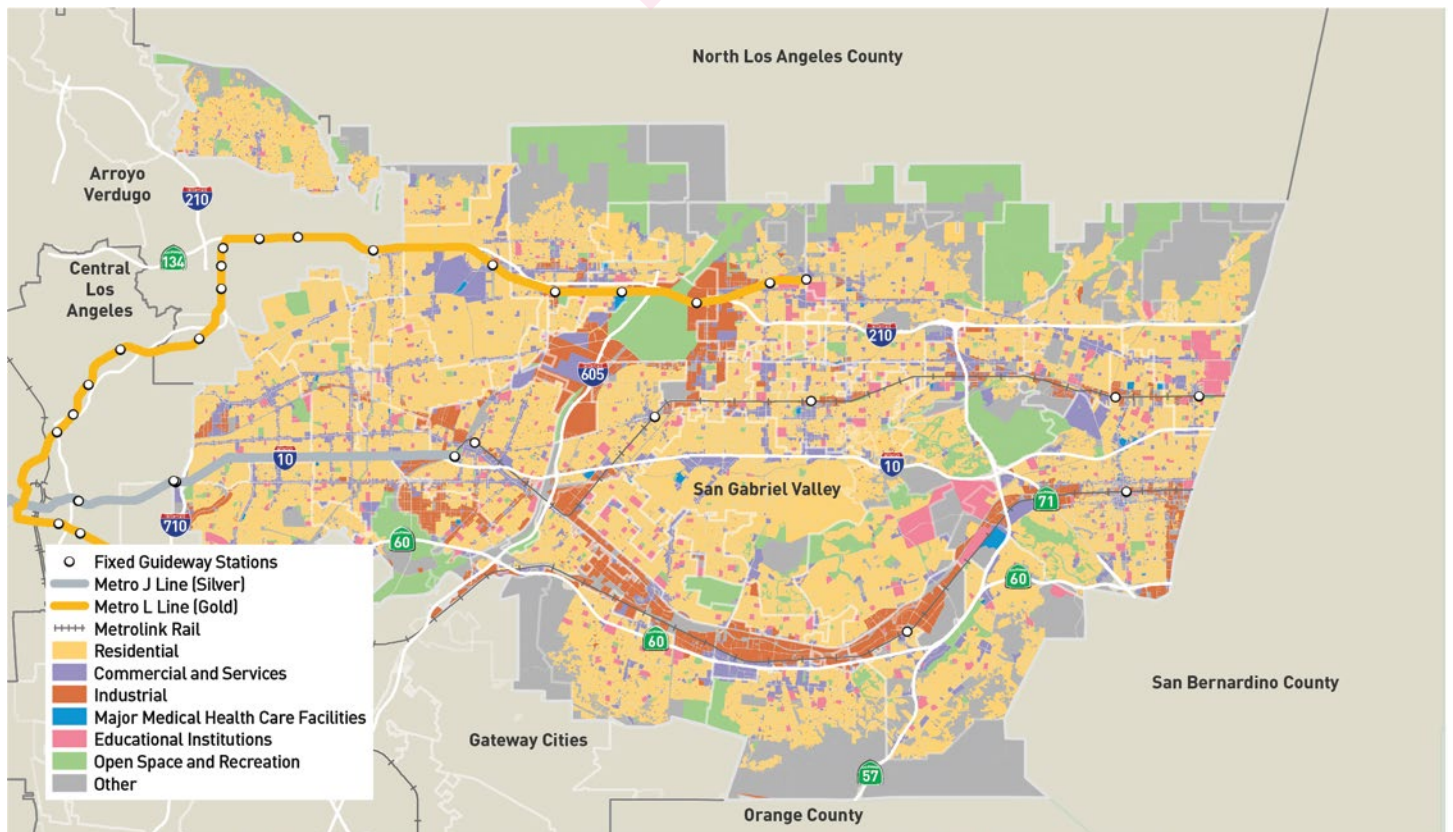
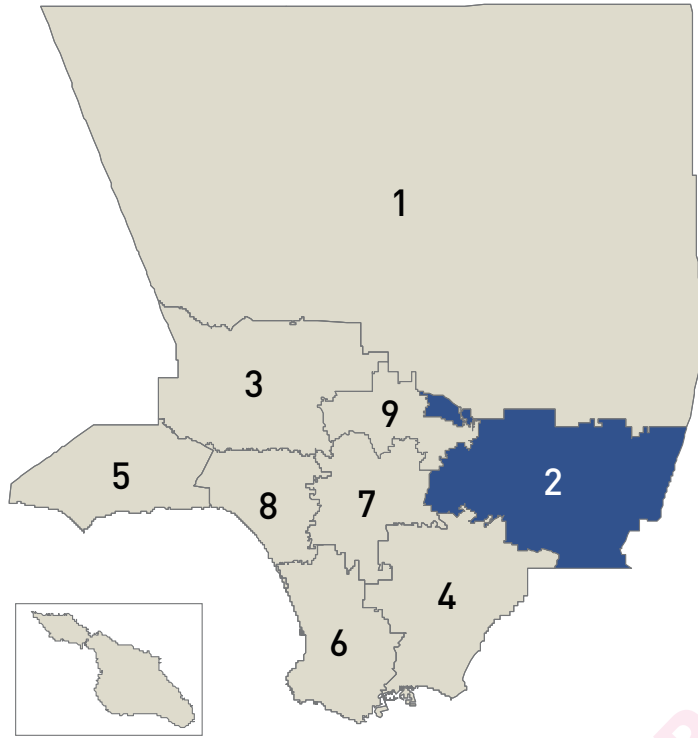


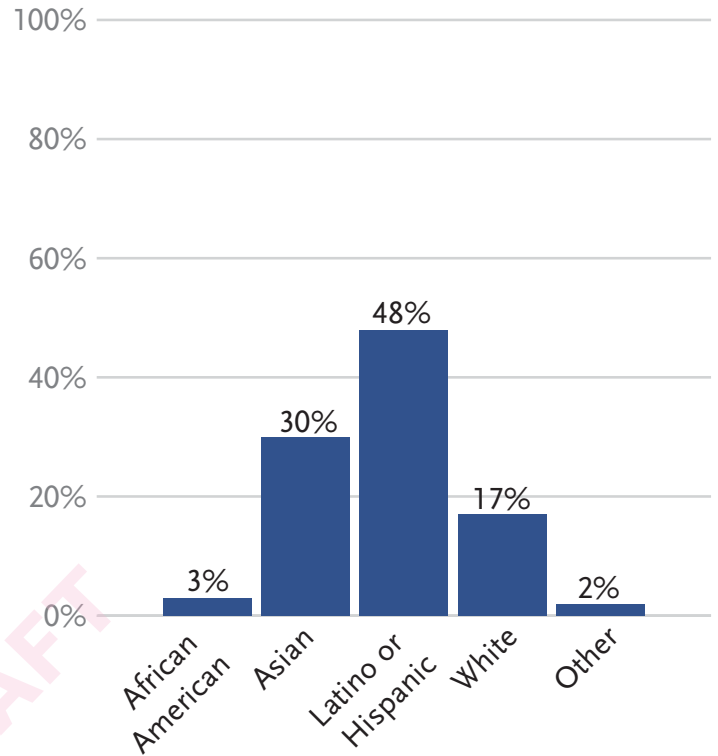
Figure 108

San Gabriel Valley Summary Demographics

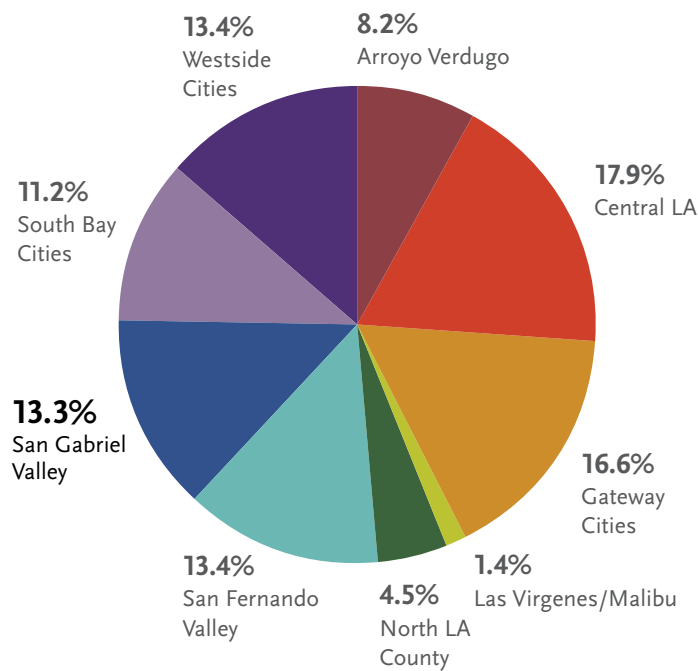
Total Area 324 Square Miles, Rank 2nd
(Out of 9 Subregions)



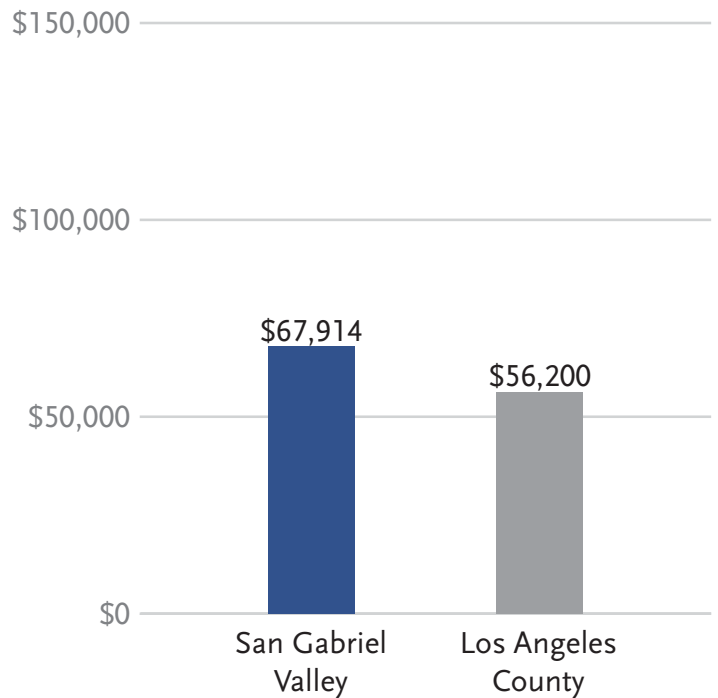
Total Population 1,618,858 People, Rank 3rd



Total Employment 587,628 Jobs, Rank 5th



Median Household Income \$67,914 Average MHI, Rank 7th



South Bay Cities

South Bay Cities include portions of Los Angeles, 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, and Torrance. South Bay Cities also include the following unincorporated communities of LA County: Alondra Park, Del Aire, Lennox, West Athens, West Carson, and Westmont.

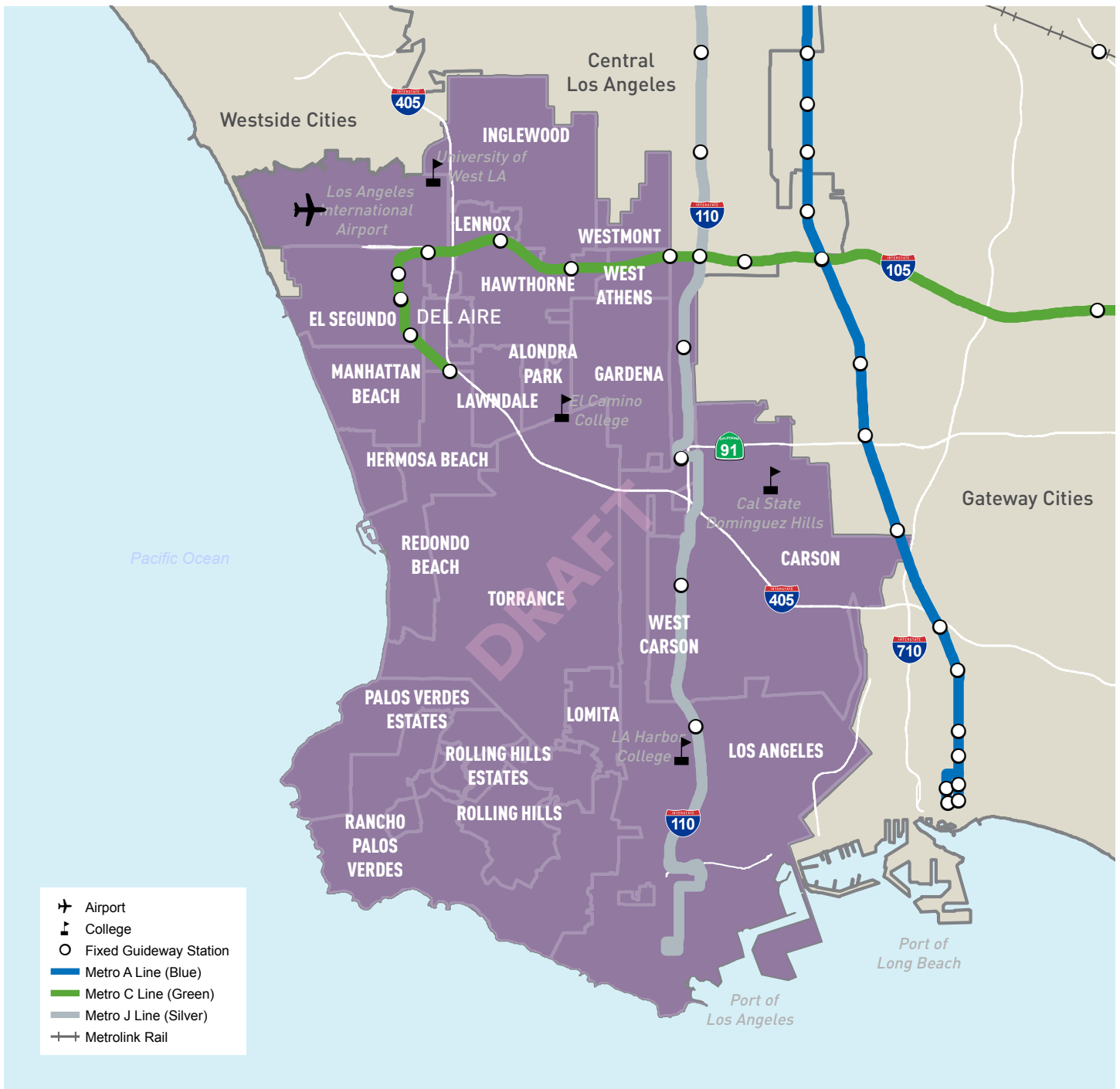
Major Transportation Facilities

The Glenn Anderson (Century, I-105), Harbor (I-110) and the San Diego (I-405) freeways serve the South Bay area. SR-91 terminates near the eastern portion of the subregion, near Harbor Gateway Transit Center. A transitway, which provides elevated carpool lanes and a busway, runs down the center of the Harbor Freeway from USC in Central Los Angeles southwards to SR-91. A unique feature of the carpool lanes on the I-110 and I-105 Freeways is that they flow directly into each other via an elevated direct connector interchange, bypassing the at-grade interchange used by other traffic. In addition, the South Bay is traversed with major arterials that carry capacity that is equivalent to the local freeway system. These major arterials include Hawthorne Bl, Pacific Coast Hwy, Sepulveda Bl, Crenshaw Bl, Artesia Bl, Lomita Bl, Manhattan Beach Bl, Douglas St, Rosecrans Av, and 190th St as well as others.

The South Bay has two major transportation hubs near its borders – LAX, and the Port of Los Angeles. LAX passenger trips substantially add to traffic volumes on the freeways and surface streets traversing the area. Cargo and truck traffic also impact the subregion's transportation system. During the economic downturn in the 1990s, the South Bay adapted existing business structures to warehousing, which has led to increased truck traffic, added congestion and associated pavement damage on arterials and freeways (I-405 and I-110). At the same time, transporting goods into and out of the subregion has added traffic volumes to the freeways, placing additional capacity pressure on the aging onramps.

The Metro Green Line runs in the median of the I-105 Freeway from Norwalk in the east to the southern edge of Los Angeles International Airport (LAX) and south to Redondo Beach. A long segment of the Alameda Corridor runs along the subregion's eastern border. The area has regional and local transit services provided by Metro, Torrance Transit, Municipal Area Express (MAX), Gardena Municipal Bus Lines, Long Beach Transit, Palos Verdes Transit, Beach Cities Transit, Carson Circuit, Lawndale Beat, and LADOT's Commuter Express. In addition, many local jurisdictions operate transit and dial-a-ride services within their boundaries.

Figure 109
SOUTH BAY CITIES



Land Use and Demographics

Roughly 19 percent of the subregion is designated for commercial/industrial land use and residential land use covers approximately 37 percent. Figure 114 below shows the breakdown of land use for communities within the subregion. City of Los Angeles is the largest city in the subregion. The city of Rolling Hills has the largest percentage of residential land use but the lowest population density in the subregion. City of Torrance has the largest total area for residential land use. City of El Segundo has the highest percentage of industrial land use but the City of Carson has the largest total area. City of Los Angeles has the largest total commercial area, followed by the City of Torrance.

In addition, major trip generators/attractors such as the StubHub Center, The Forum, and Hollywood Park, add to the considerable demand for commuter and entertainment travel and overall travel mobility needs of the subregion. Trip and population density clusters in the areas along I-405, I-110, and I-105 Freeways. High population and trip densities tends to occur in most areas north of Pacific Coast Highway and in the San Pedro community. City of El Segundo has the highest employment density, followed by Hermosa Beach and Torrance.

The South Bay Cities subregion is located at the southern end of the Santa Monica Bay. This subregion covers 154 square miles and is home to 16 cities and unincorporated County areas. The west and southern portion of the subregion is bounded by the Pacific Ocean. El Porto Beach, Abalone Cove, and Venice Beach are major attractions for surfers and other beach activities. Cal State Dominguez Hills is located in the City of Carson. Major medical facilities include Harbor-UCLA Medical Center, Kaiser Permanente South Bay Medical Center, and Children’s Hospital Los Angeles.

Major Projects and Programs

Upcoming transportation projects in South Bay Cities include the airport Metro Connector and the I-105 ExpressLane, which will both provide added accessibility to LAX. Highway Operational Improvements and Transportation System and Mobility Improvements are the two South Bay Cities subregional programs.

Figure 110

South Bay Cities Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	Airport Metro Connector/96th Street Station/ Green Line Ext LAX \$626 M (2024)
	I-105 ExpressLane from I-405 to I-605 \$530 M (2025)
	C Line (Green) Extension to Torrance \$1.17 B (2030)
	I-405/I-110 Interchange HOV Connect Ramps and Interchange Improvements \$504 M (2044)
	I-110 ExpressLanes Extension South to I-405/I-110 Interchange \$599 M (2046)
	I-405 South Bay Curve Improvements \$883 M (2047)
	Sepulveda Transit Corridor, Phase 2 (Westside to LAX) 10.59 B (2057) (\$18.27 B total cost)
Multi-year Subregional Programs (in 2015 \$)	South Bay Highway Operational Improvements \$500 M (\$1.1 B total cost) (Start Date FY 2018)
	Transportation System and Mobility Improvements Program \$643.5 M (Start Date FY 2018)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_South_Bay.pdf

Figure 111

SOUTH BAY CITIES DAILY TRIPS

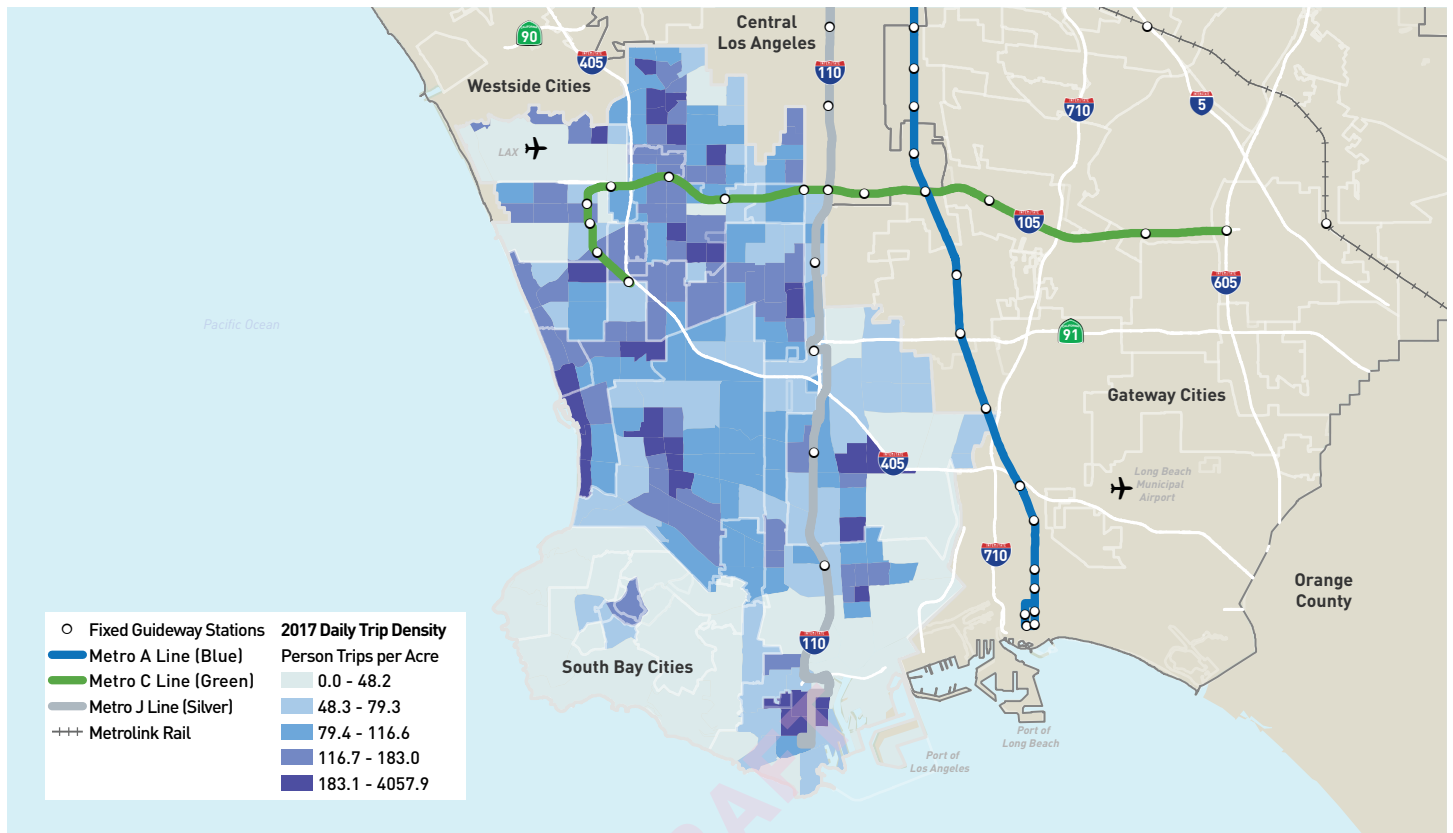


Figure 112

SOUTH BAY CITIES EMPLOYMENT DENSITY

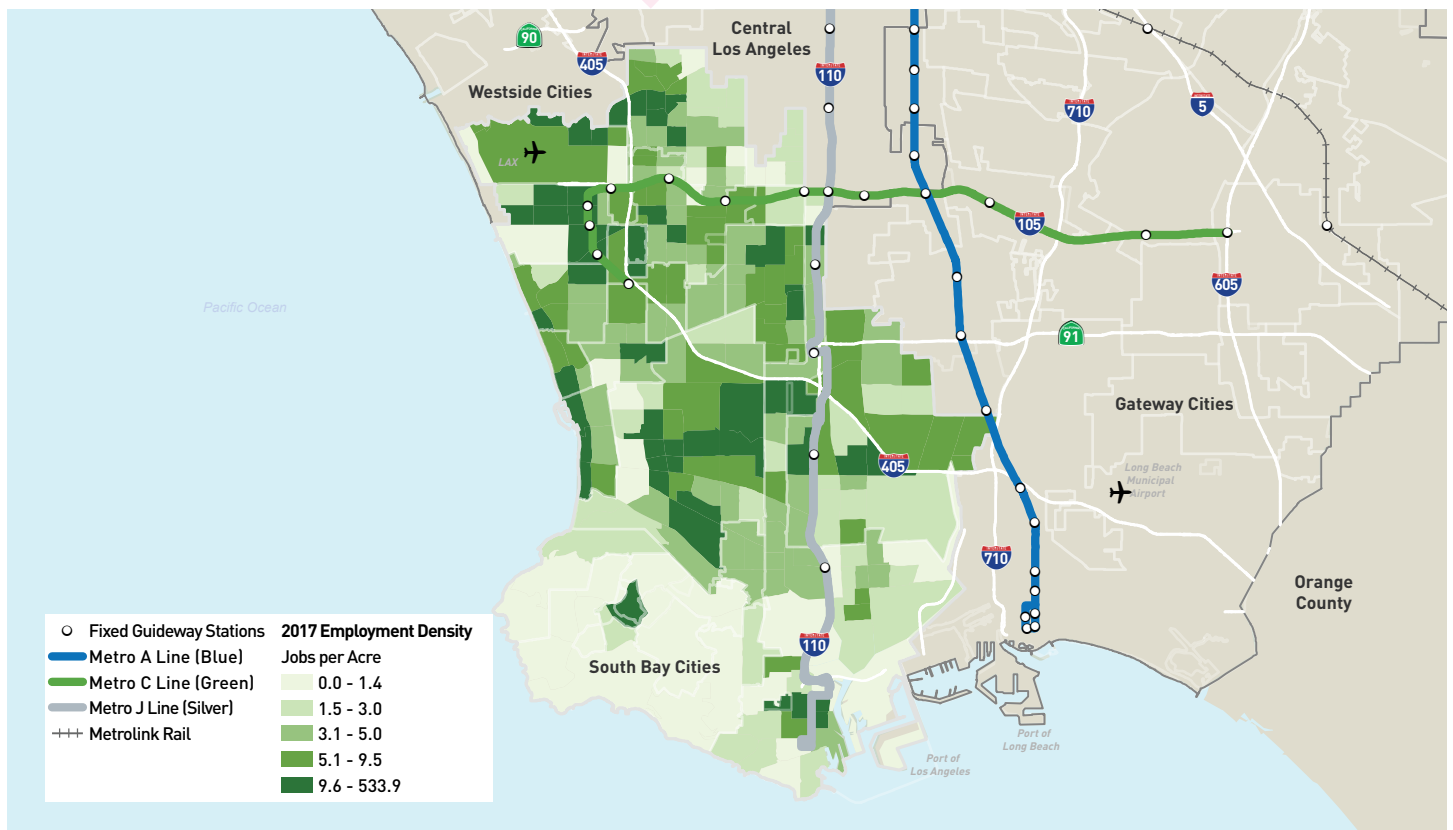


Figure 113

SOUTH BAY CITIES POPULATION DENSITY

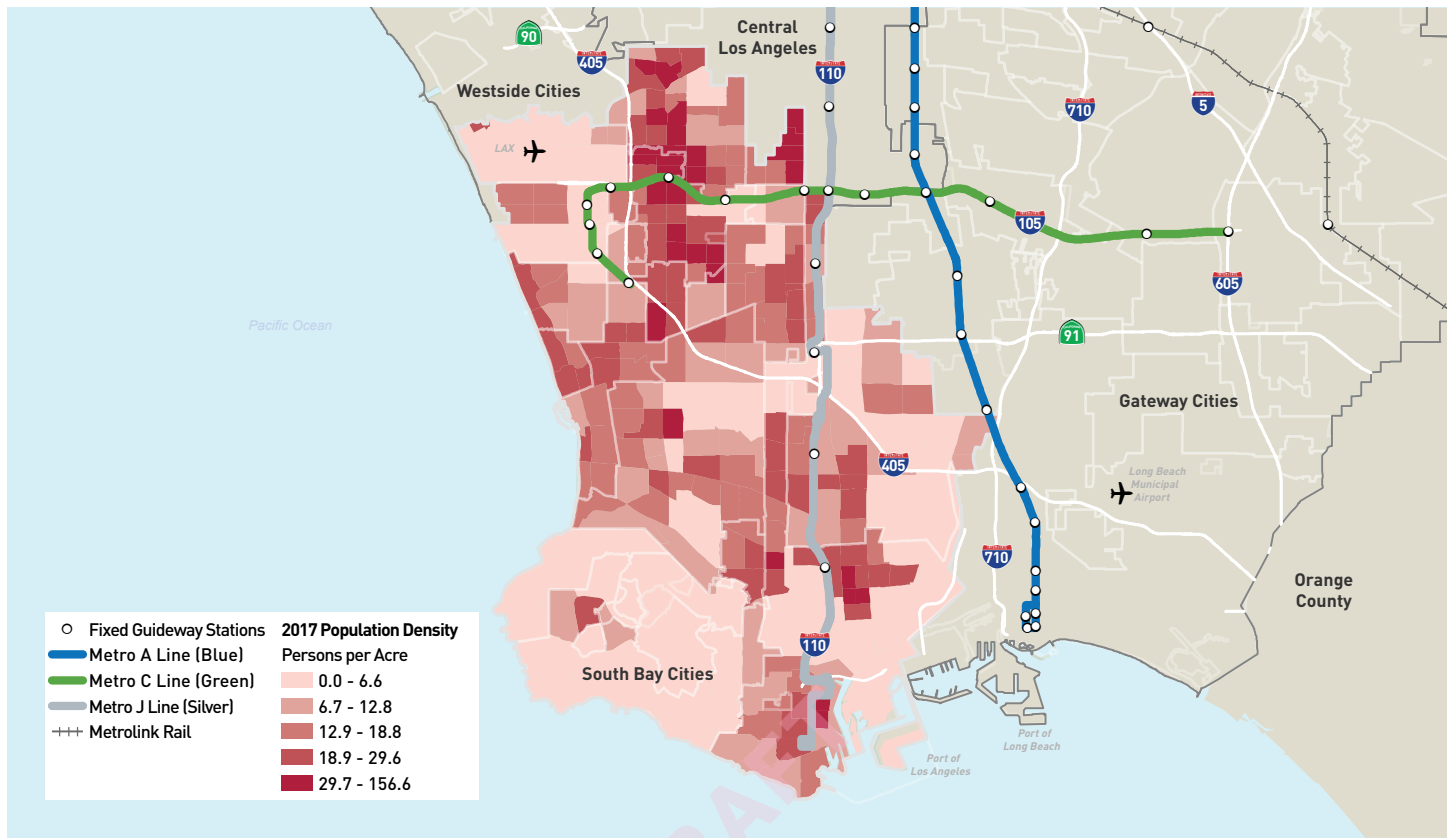


Figure 114

SOUTH BAY CITIES LAND USE

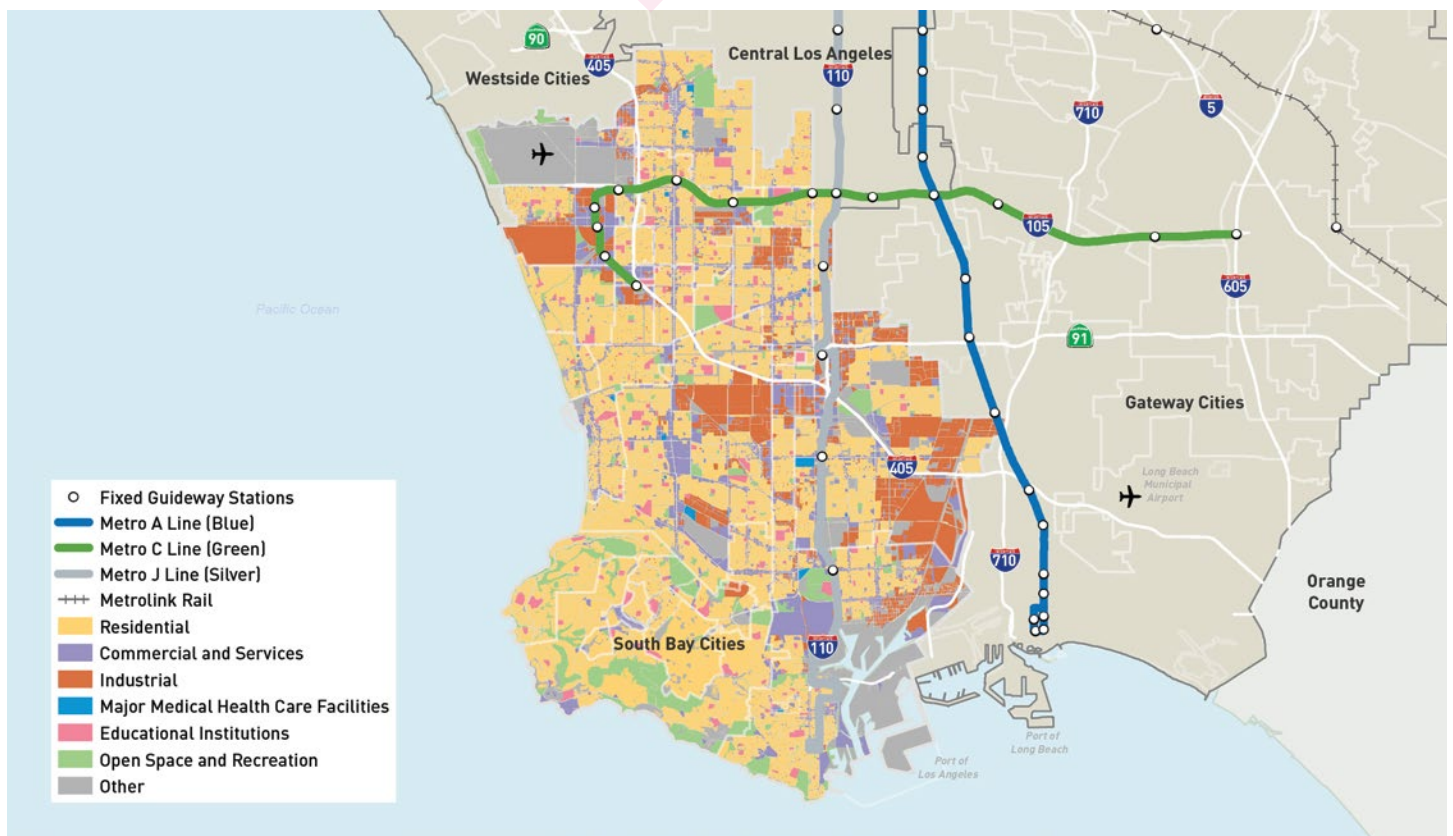
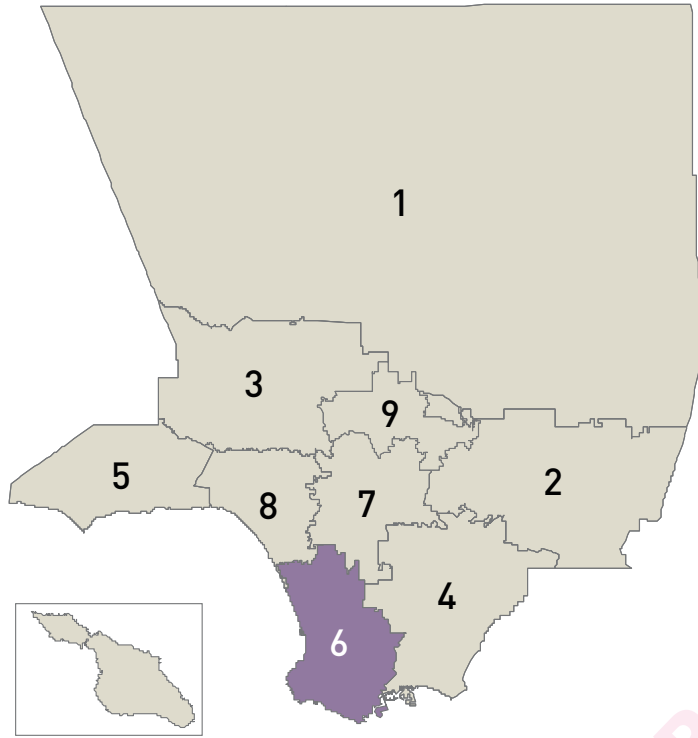


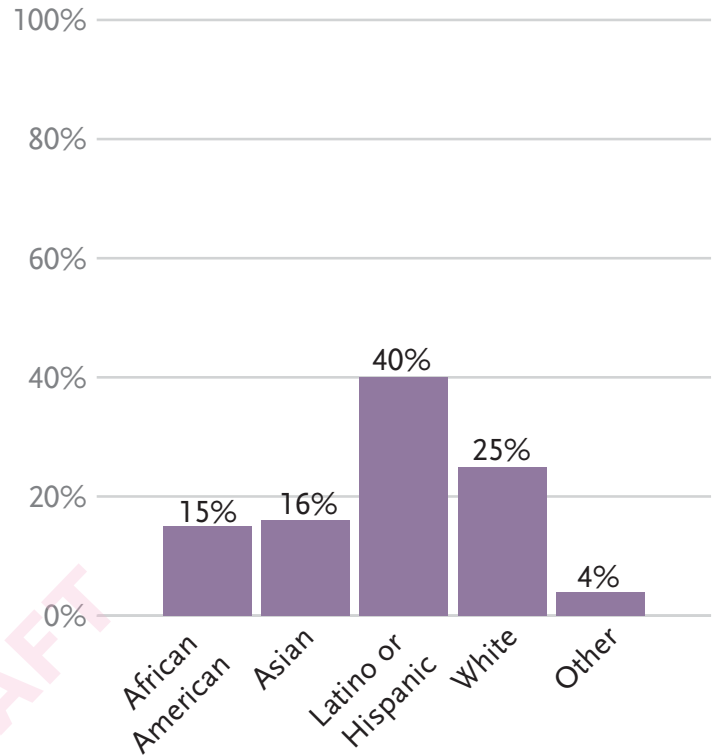
Figure 115

South Bay Cities Summary Demographics

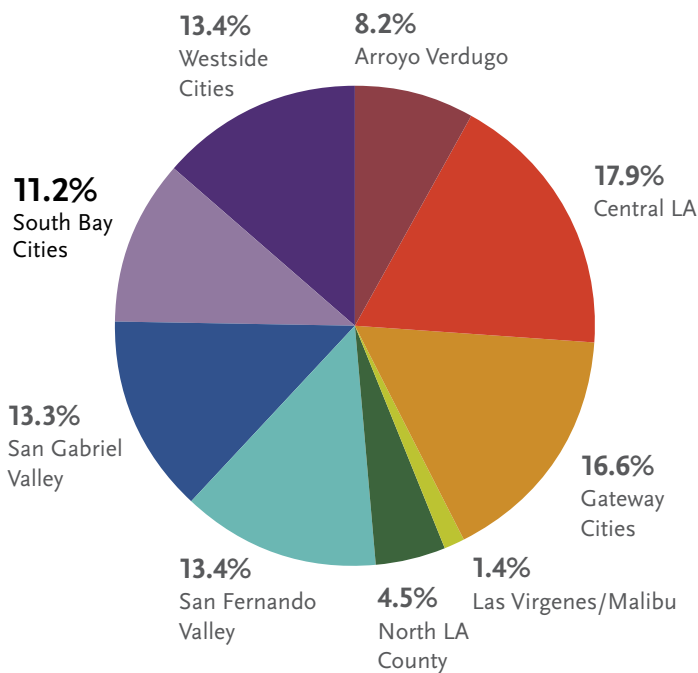
Total Area 154 Square Miles, Rank 6th
(Out of 9 Subregions)



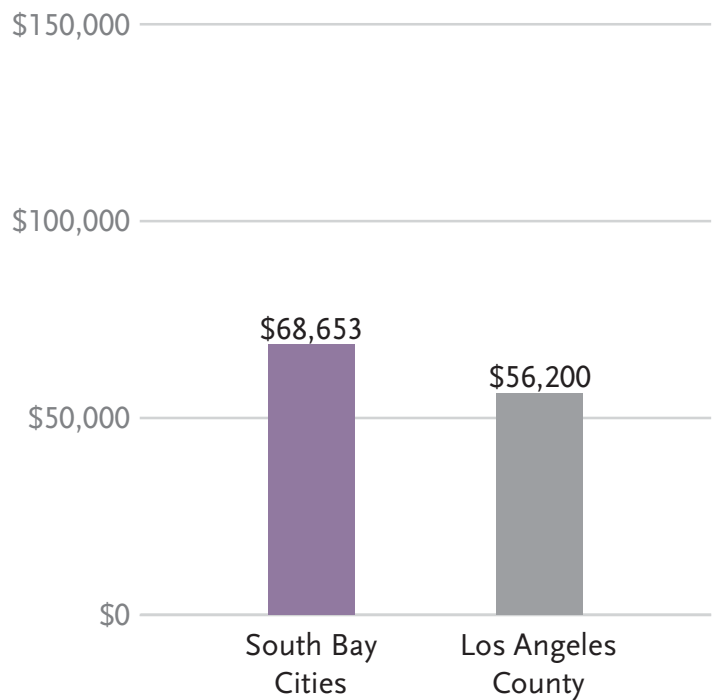
Total Population 1,050,022 People, Rank 5th



Total Employment 494,121 Jobs, Rank 6th



Median Household Income \$68,653 Average MHI, Rank 6th



Westside Cities

Westside Cities include portions of Los Angeles, Beverly Hills, Culver City, Santa Monica, and West Hollywood. Westside Cities also include the unincorporated community of Marina Del Rey.

This subregion covers 111 square miles and is home to five cities and numerous Los Angeles City communities. It includes several historical landmarks such as the Santa Monica Looff Hippodrome, Beverly Hills Hotel, and the Werle Building.

Major Transportation Facilities

The Santa Monica Freeway (I-10), the San Diego Freeway (I-405) and Marina Freeway (SR-90) all serve the Westside area. Several major east-west and north-south boulevards parallel I-10 and I-405, providing primary access to and within the Westside area.

The area also has an extensive network of regional and local transit services provided by Metro, LADOT's Commuter Express, Santa Monica Big Blue Bus and Culver City Bus. Currently, Metro Rapid bus service operates along Wilshire Bl, La Cienega Bl, and parts of Sepulveda Bl. Big Blue Bus operates Metro Rapid service along Lincoln Bl. Metro Rail service is provided by the E (Expo) Line. These lines provide connections to the Metro D (Purple) Line at the Wilshire/Western Station, the LAX City Bus Center, the Metro Green Line, and the downtown Santa Monica transit center.

Land Use and Demographics

Roughly 10 percent of the subregion is designated for commercial/industrial land use and residential land use covers approximately 34 percent. Figure 121 below shows the varying land use for communities within the subregion. City of Los Angeles is the largest city in the subregion. The City of Beverly Hills has the highest percentage of residential land use but the City of Los Angeles has the largest total residential and commercial area in the subregion.

West Hollywood and Santa Monica have the highest trip densities in the county. Some of the Westside's neighborhoods (such as parts of Santa Monica, West Hollywood, Westwood and Venice) have population densities almost 10 times the county average. West Hollywood has the highest population, employment, and trip densities. The City of Los Angeles is the largest city in the subregion. It notably has the lowest employment density and has just 10 percent of land categorized for commercial/industrial use.

Figure 116
WESTSIDE CITIES



The subregion has some of the top educational institutions in the nation such as University of California Los Angeles. The West Los Angeles Veterans Affairs Medical Center, which is the largest facility in the Veterans Affairs health care system, is located west of UCLA. Westside Cities is the 2nd smallest subregion, ranks 7th in total population, 4th in total employment, 6th in total daily trips, and 2nd in average median household income. The subregion has non-Hispanic Whites predominantly.

Major Projects and Programs

The D Line (Purple) Extension and Airport Metro Connector are major transit projects to be built in the region in the next decade. The Westside Cities subregional program funding includes a total of more than \$360 Million for active transportation and first last mile investment.

Figure 117

Westside Cities Projects and Multi-year Subregional Programs

CATEGORIES	DESCRIPTION
Major Projects (YOE \$)	Airport Metro Connector/96th Street Station/ Green Line Ext LAX \$626 M (2024)
	D Line (Purple) Extension Section 3 \$3.22 B (\$8.44 B total cost) (2028)
	Sepulveda Transit Corridor, Phase 1 – Valley to Westside \$7.69 M (2033) and Phase 2 – Westside to LAX 10.59 B (2057) (\$18.27 B total cost)
	Crenshaw Northern Extension \$4.7 B (2047) Lincoln Bl Bus Rapid Transit (BRT) \$220 M (2047) Lincoln Bl Bus Rapid Transit
Multi-year Subregional Programs (in 2015 \$)	Active Transportation First/Last Mile Connections Program \$361 M (Start Date FY 2018)

Source: https://theplan.metro.net/wp-content/uploads/2016/09/FactSheet_Westside.pdf

Figure 118

WESTSIDE CITIES DAILY TRIPS

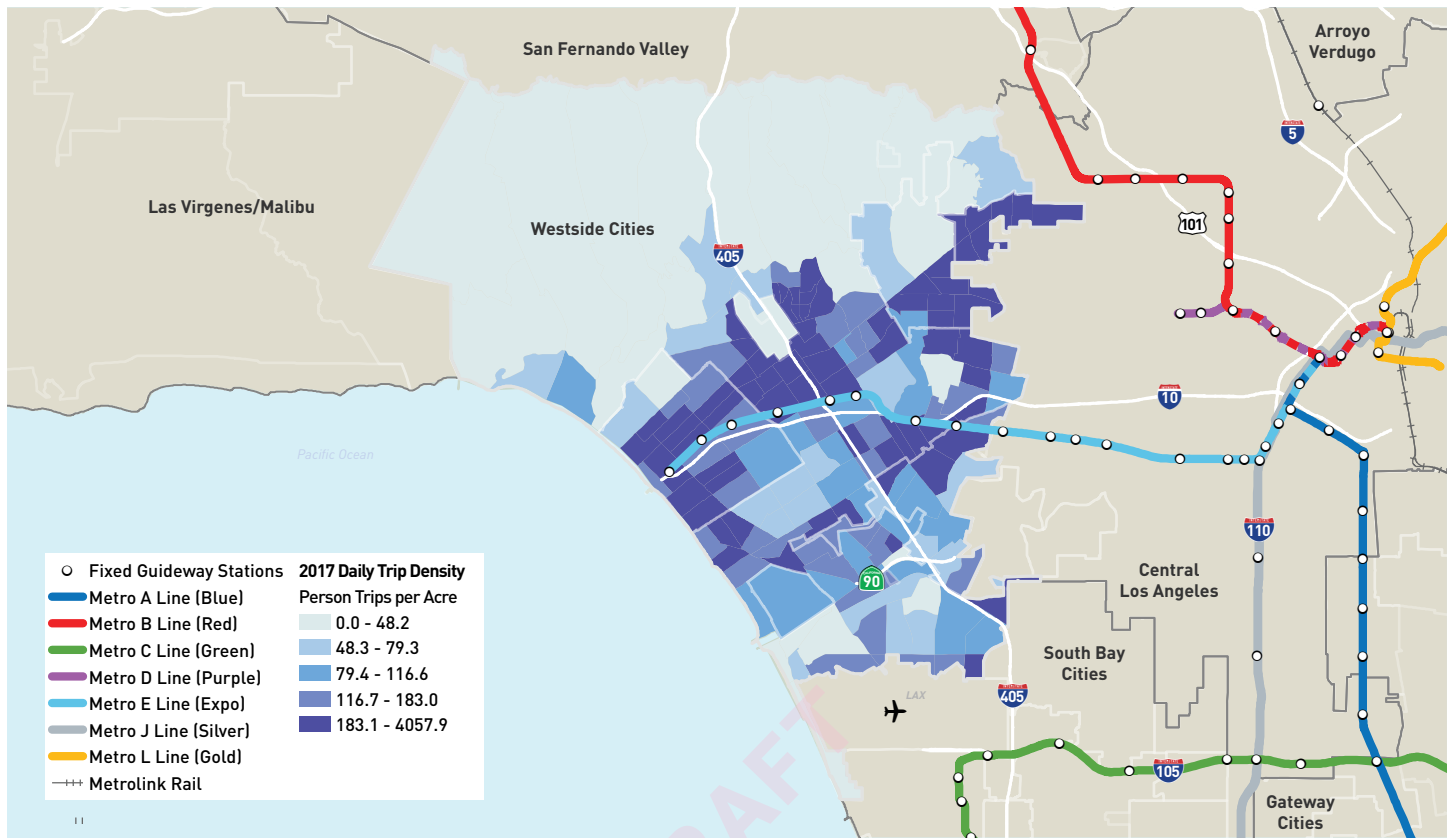


Figure 119

WESTSIDE CITIES EMPLOYMENT DENSITY

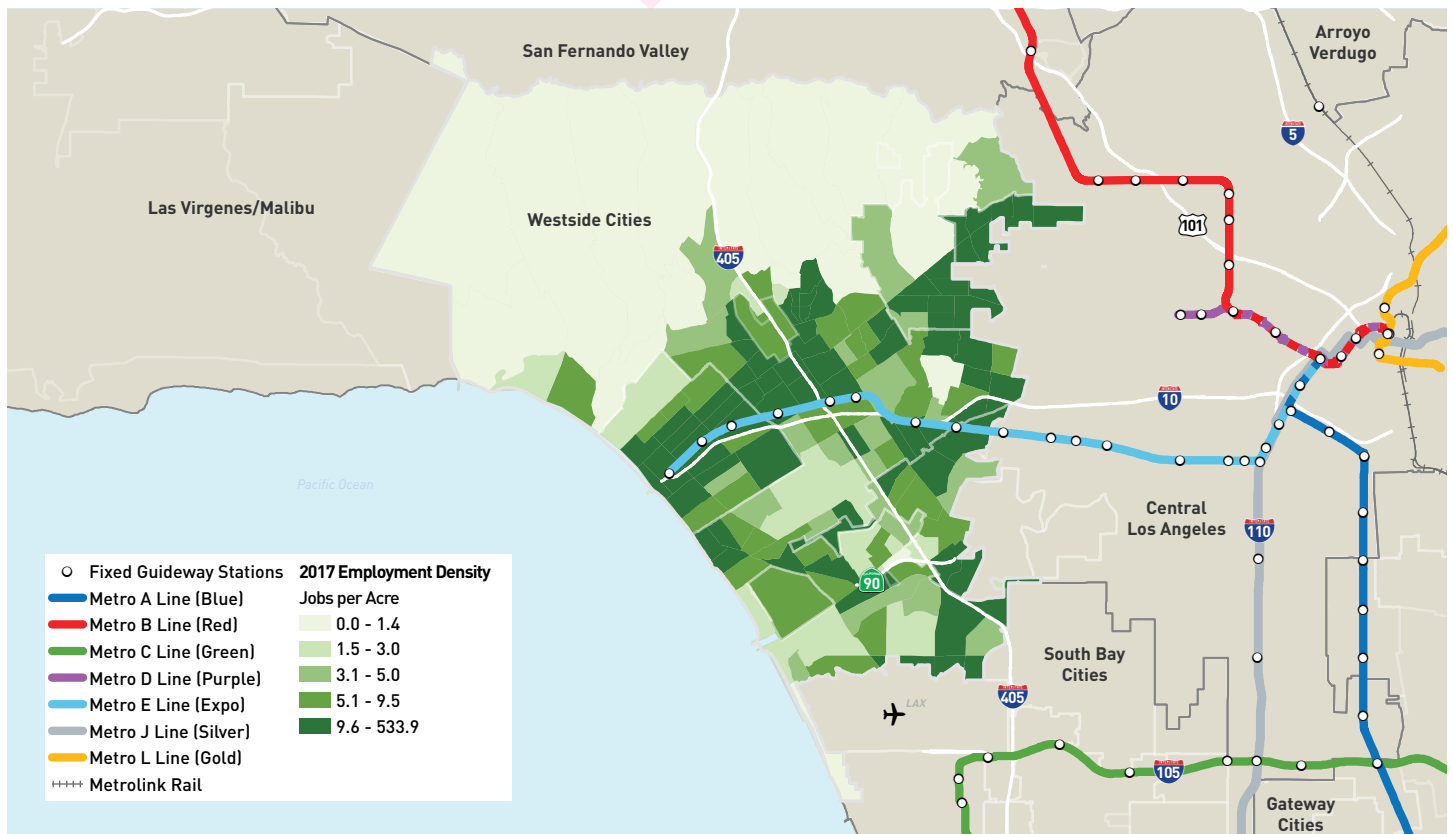


Figure 120

WESTSIDE CITIES POPULATION DENSITY

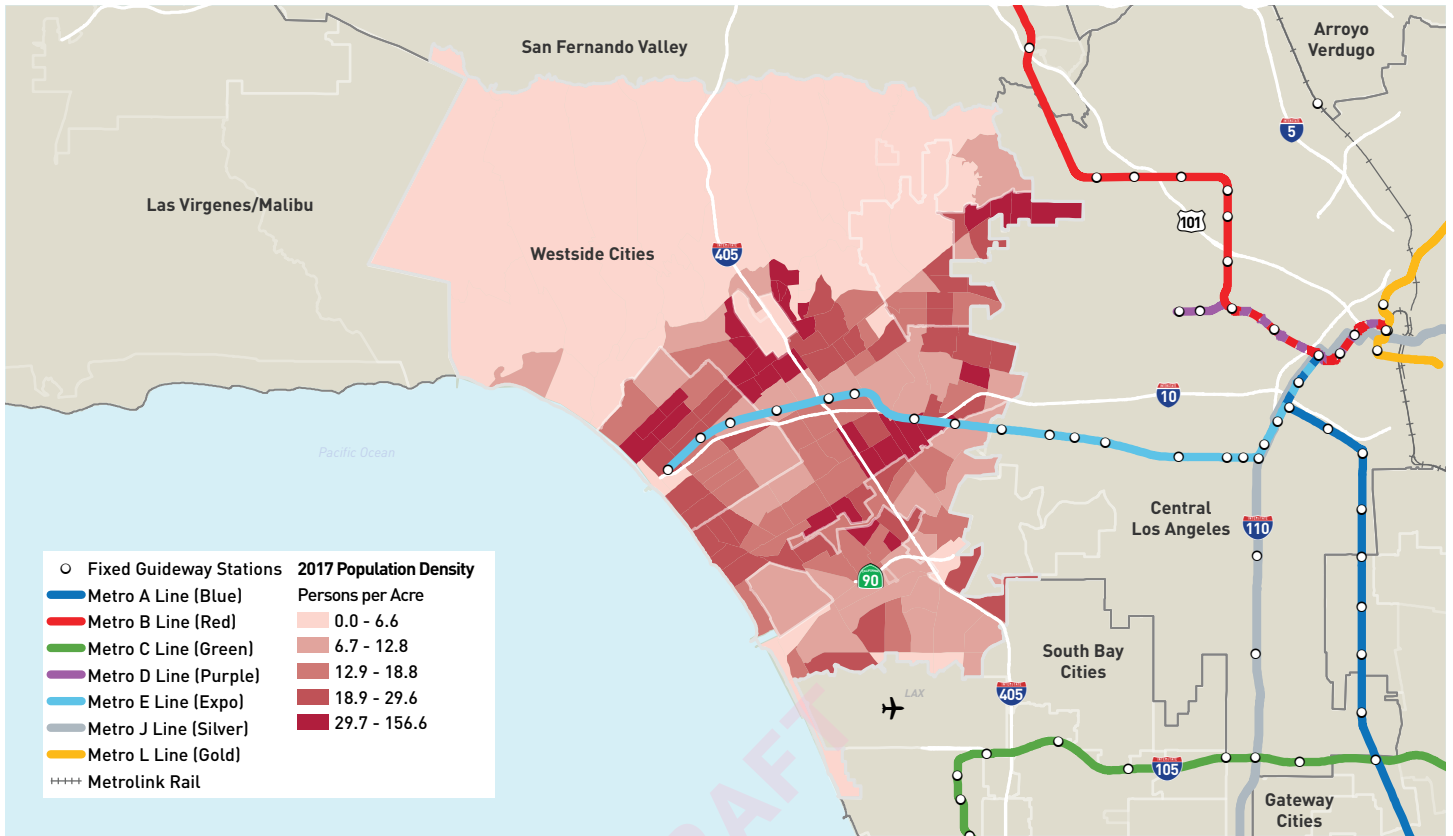


Figure 121

WESTSIDE CITIES LAND USE

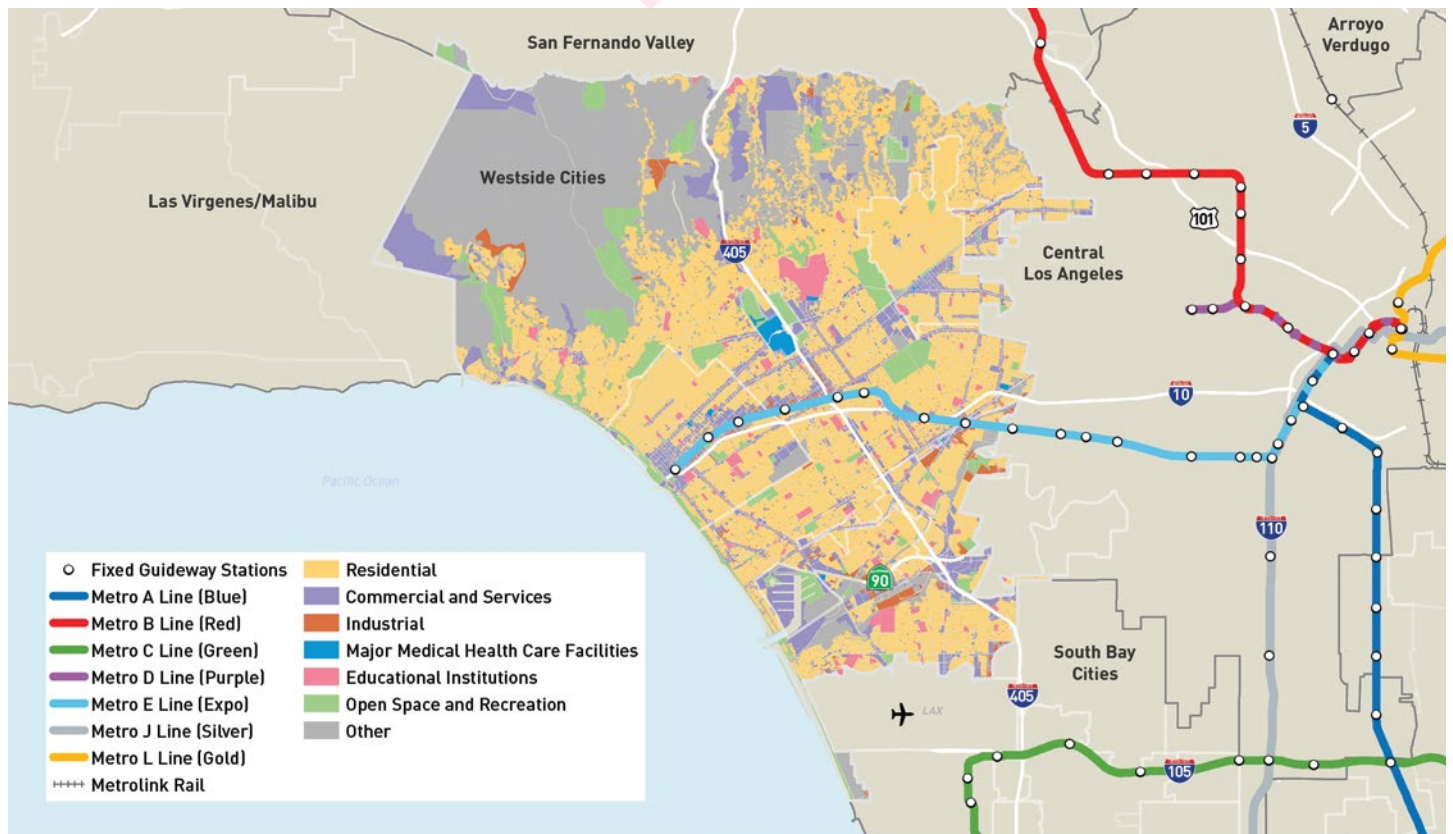
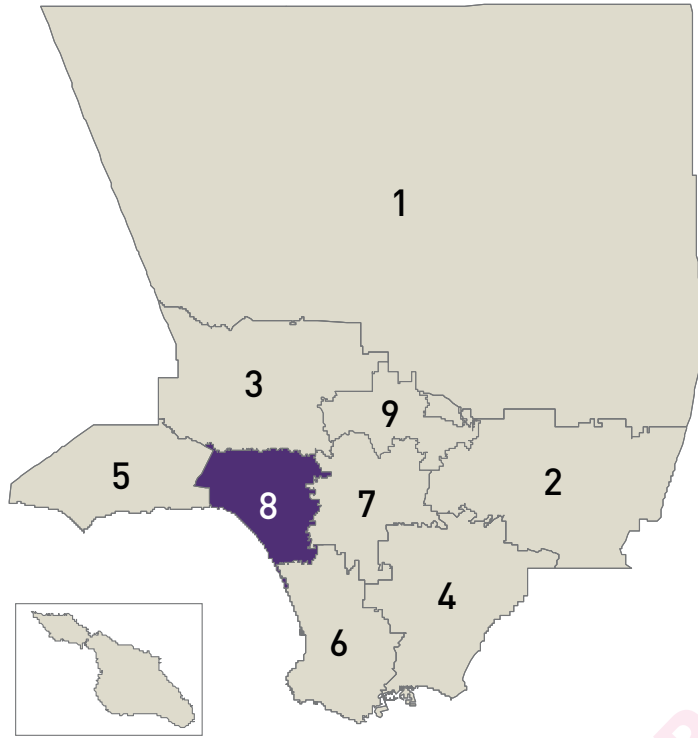


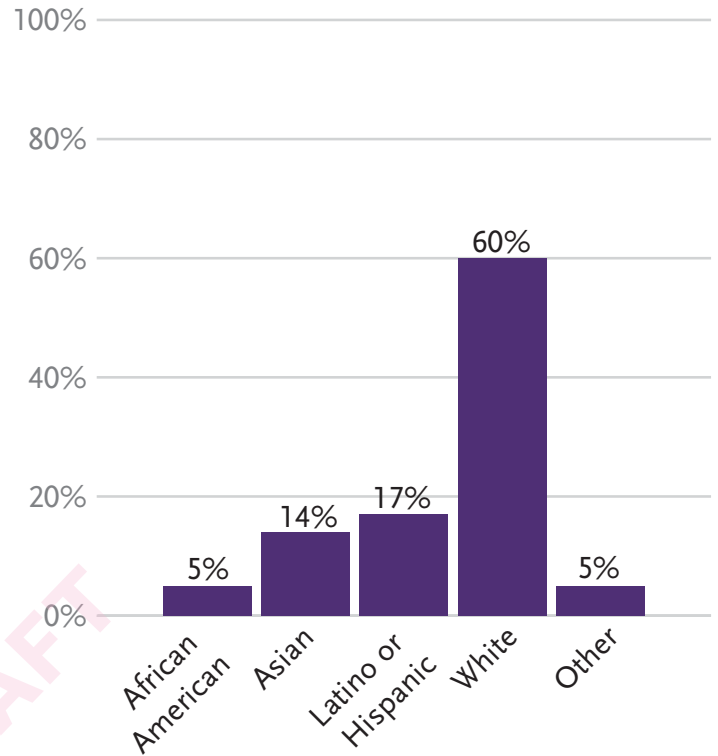
Figure 122

Westside Cities Summary Demographics

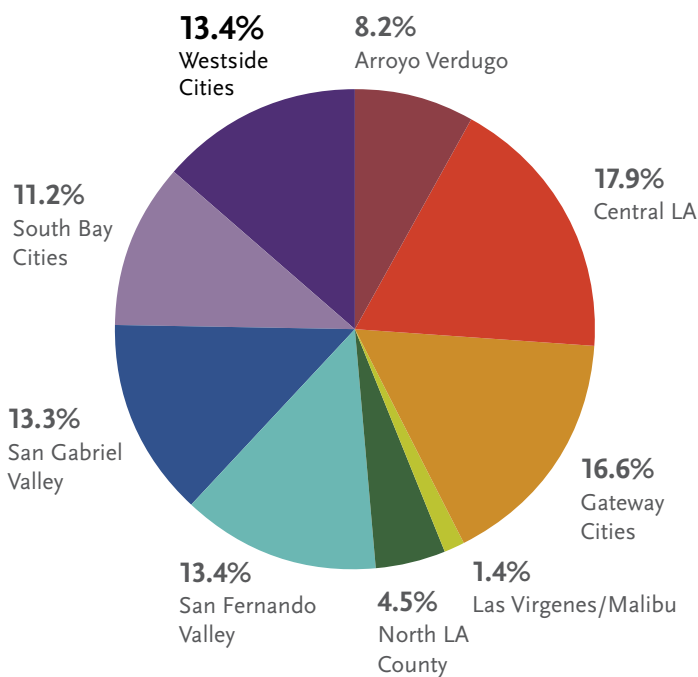
Total Area 111 Square Miles, Rank 8th
(Out of 9 Subregions)



Total Population 653,289 People, Rank 7th



Total Employment 593,697 Jobs, Rank 4th



Median Household Income \$93,182 Average MHI, Rank 4th



Glossary

511 – The National Traveler Information phone number that provides local freeway, transit, rideshare, airport, general emergency, and other traveler related services. 511 ensures that our region complies with this requirement of the federal SAFETEA-LU authorization program.

ACTIVE TRANSPORTATION – Refers to any non-motorized mode of travel such as walking, biking, and rolling. The objective is to improve mobility options, enhance quality of life, improve health and safety, and enable better access to goods and services.

ADA AMERICANS WITH DISABILITIES ACT – Federal civil rights legislation for disabled persons passed in 1990. It mandates that public transit systems make their services more fully accessible to the disabled. If persons with disabilities are not capable of accessing general public transit service, the law requires agencies to fund and provide for delivery of paratransit services which are capable of accommodating these individuals.

AQMD AIR QUALITY MANAGEMENT DISTRICT – Governmental agency established to monitor air quality within a region and to implement state and federal air quality standards through the development of regional air quality plans and regulations.

ARTERIAL STREET – A major thoroughfare, used primarily for through traffic rather than for access to abutting land, that is characterized by high-vehicular capacity and continuity of movement. The street is either divided or undivided and its main function is to carry non-local traffic at medium speeds.

AUTONOMOUS VEHICLE – A vehicle in which vehicle operation occurs without direct human driver input to control key functions such as steering, acceleration, and braking. There are various degrees of autonomy, but future systems will be principally designed so that the vehicle's passenger is not required to monitor the roadway or intervene in the operation of the vehicles in any way.

AUXILIARY LANE – The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.

AVO AVERAGE VEHICLE OCCUPANCY – The average number of persons occupying a passenger vehicle along a roadway segment, intersection, or area and monitored during a specified time period. For purposes of the California Clean Air Act, passenger vehicles include autos, light-duty trucks, passenger vans, buses, passenger rail vehicles and motorcycles.

BIF BUSINESS INTERRUPTION FUND – Metro's Business Interruption Fund (BIF) provides financial assistance to small "mom and pop" businesses directly impacted by transit rail construction through grants to cover certain fixed operating expenses.

BIKE SHARE PROGRAM – Metro's Bike Share system makes bikes available 24/7, 365 days a year in Downtown LA, Central LA, North Hollywood and the Westside. Metro Bike Share offers convenient round-the-clock access to a fleet of bicycles for short trips. Metro Bike Share is one of LA Metro's multiple public transportation options for Angelenos and visitors to get around.

BRT BUS RAPID TRANSIT – BRT combines the quality of rail transit with the flexibility of buses. It can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A BRT system combines Intelligent Transportation Systems (ITS) technology, transit signal priority, rapid and convenient fare collection, enhanced transit stations, and integration with land use policy.

BSC BUSINESS SOLUTION CENTER – Metro's Business Solution Center (BSC) provides hands-on business assistance and support services to small businesses.

BTSP BICYCLE TRANSPORTATION STRATEGIC PLAN – Plan to enhance bicycling as a viable transportation mode for LA County.

BUS SPEED IMPROVEMENTS – Travel times for bus rider can be improved through the use of ITS, all-door boarding, and road design improvements such as bus-only lanes or queue jumps that give buses priority movement.

BUSWAY – A street lane which is reserved for the exclusive use of buses, either in a separated right-of-way or on a city street.

CALTRANS CALIFORNIA DEPARTMENT OF TRANSPORTATION – Caltrans is the State's Transportation Department responsible for the design, construction, maintenance and operation of the California Highway System, including the Interstate Highway System within the state's boundaries.

CARPOOL – Arrangement in which two or more people share the use, cost or both of traveling in privately owned automobiles between fixed points on a regular basis.

CARPOOL LANE – A highway or street lane reserved for carpools and other high occupancy vehicles.

CHP CALIFORNIA HIGHWAY PATROL – The statewide law enforcement agency responsible for the management and regulation of traffic on Caltrans-designated freeways and highways to achieve safe, lawful and efficient use of the highway system.

CLIMATE CHANGE – A shift in global weather patterns resulting in an increase in the variability of temperature, precipitation, and wind in a region over a period of time. Recent studies suggest that emissions from gasoline powered internal combustion engines contribute to global climate warming, with 40% of GHG emissions attributable to transportation.

CMAQ CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM – Federal funds available for either transit or highway projects that contribute significantly to reducing automobile emissions which cause air pollution. Established by the Intermodal Surface Transportation Efficiency Act.

COMMUTER RAIL – Fixed-rail public transit system, generally utilizing heavy rail and track and providing service within a region. Metrolink is the commuter rail service in LA County.

COMPLETE STREETS – A comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

COMPLETE STREETS POLICY – Adopted in 2014, Complete Streets is a high level policy direction that helps redefine how transportation agencies approach streets and highways so that the outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation.

CONGESTION PRICING – Congestion pricing is the concept of charging for the use of a transportation facility, such as a roadway, based on the level of congestion. The greater the level of congestion, usually occurring during morning and evening rush hours, the higher the cost to use the facility. The ultimate goal is to reduce traffic congestion and to dramatically improve equity, mobility, and environmental outcomes.

CONSTRAINED PLAN – Constrained Plan means our committed investments are programmed to match our anticipated funding.

CSP COUNTYWIDE SIGNAL PRIORITY PROGRAM – The Countywide Signal Priority (CSP) Program is the largest implementation of multi-jurisdictional signal priority in the nation. It established transit signal priority standards and is broadly adopted in LA County.

DBE DISADVANTAGED BUSINESS ENTERPRISE – A company is a DBE if it falls under the following general guidelines: the three-year average annual gross receipts are less than \$23.98 million, the personal net worth of each owner is less than \$1.32 million – excluding the equity in his or her primary residence, the company is an independent business, not a subsidiary and it is a for-profit business. Additionally, at least 51% of the company must be owned by one or more individuals that belong to one of the following socially and economically disadvantaged groups: African Americans, Hispanics, Native Americans, Asian Pacific Islanders, Subcontinent Asian Americans and non-minority women.

DRAYFLEX – DrayFLEX stands for Drayage, Freight, and Logistics Exchange and it is a technology application that provides freight-specific dynamic travel planning information to improve container movement in and around the Ports of Los Angeles and Long Beach.

DVBE DISABLED VETERANS BUSINESS ENTERPRISE

– A company is a DVBE if the business is at least 51% owned by one or more disabled veterans, and if the daily business operations are managed and controlled by one or more disabled veterans

DYNAMIC PRICING – A toll collection strategy where tolls are continuously adjusted throughout the day according to traffic conditions to maintain a minimum designated speed.

ENVIRONMENTAL JUSTICE – The term stems from a 1994 presidential executive order to promote equity for disadvantaged communities and promote the inclusion of racial and ethnic populations and low-income communities in decision-making. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination.

EQUITY – Equity is both an outcome and a process to address racial, socio-economic, and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one’s outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities. It requires community informed and needs-based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities.

EQUITY FOCUS COMMUNITIES (EFCS) – Communities identified to measure and track future equity impacts from a transportation perspective.

EQUITY PLATFORM – Metro’s multi-point platform provides a basis for Metro to actively lead and partner in addressing and overcoming disparities. It is based on an equity framework involving four key objectives: 1) Define & Measure, 2) Listen & Learn, 3) Focus & Deliver, and Train & Grow.

EXPRESSLANES – Metro ExpressLanes is a program designed to improve traffic flow and provide enhanced travel options in LA County. Tolls on the ExpressLanes are calculated using Congestion Pricing. Congestion pricing provides an opportunity to sell some of the additional capacity on the ExpressLanes to those willing to pay a toll and maximizes efficiency of the entire freeway.

FIXED GUIDEWAY – System of vehicles that can operate only on its own guideway constructed for that purpose (e.g. commuter rail, light rail).

FLM FIRST/LAST MILE – An individual trip is understood as the entire journey from origin to destination. Individuals may use a number of modes (types) of transport to complete a journey (walk, drive, ride, or roll).

FLM FIRST/LAST MILE STRATEGIC PLAN – The Plan is Metro’s approach for identifying barriers and planning and implementing improvements for the first/last mile portion of an individual trip.

FSP FREEWAY SERVICE PATROL – Towing services funded by Metro to remove stalled vehicles from freeway lanes, especially during peak periods. The FSP also assists stranded motorists who may have run out of gas or need to change a tire.

GCP GREEN CONSTRUCTION POLICY – Metro’s GCP aims to improve air quality through the implementation of best practices during planning, construction, operations, and procurement activities.

GHG GREENHOUSE GAS – Greenhouse gas is any gas including carbon dioxide, methane and ozone, whose absorption of solar radiation is responsible for the greenhouse effect, in which the atmosphere allows incoming sunlight to pass through but absorbs heat radiated back from the earth’s surface. Greenhouse gases act like a heat-trapping blanket in the atmosphere, causing climate change.

GHGE GREENHOUSE GAS EMISSIONS – Greenhouse gas emissions are gases that trap heat in the atmosphere. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities.

GOODS MOVEMENT STRATEGIC PLAN – The plan is a strategic framework to guide goods movement-related planning activities, investments, partnerships and decision-making.

GUIDEWAY – Facility housing a transit system, either a subway tunnel, at-grade trackway or busway, or aerial structure. Also see Fixed guideway.

HIGHWAY – A freeway or expressway which provides limited access for inter-regional or interstate travel or a major arterial which has been designated as part of the state highway system.

HOT LANE HIGH-OCCUPANCY/TOLL LANE – A designated carpool lane that motorists driving alone can use if they pay a toll, allowing them to avoid traffic delays in the adjacent regular lanes. Toll-paying drivers and toll-free carpools/vanpools share the lane, increasing the number of total vehicles using the HOV/HOT lane and generating revenues that can be used for transportation improvements.

HOV HIGH-OCCUPANCY VEHICLE – Any transportation vehicle carrying more than one person for travel purposes. This may include an automobile, bus, or train.

HOV LANE HIGH-OCCUPANCY VEHICLE LANE – A freeway lane reserved for use by vehicles carrying a specified minimum number of passengers, including buses, vanpools, and carpools. Motorcycles and certain alternatively-fueled vehicles are also permitted to use the lanes.

ICM INTEGRATED CORRIDOR MANAGEMENT – An ITS strategy to manage the capacity of a corridor utilizing existing and new technologies. ICM involves the close coordination and strategic planning of the multiple agencies and service providers in the area to manage traffic congestion on highways, arterials, and/or transit routes. ICM often enhances the communication between independent systems and provides alternate solutions to moving persons through an impacted area.

INTERMODAL – The term “mode” represents one method of transportation, such as automobile, transit, ship, bicycle or walking. Intermodal refers specifically to transportation trips using multiple modes.

ITS INTELLIGENT TRANSPORTATION SYSTEMS – Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems.

JD JOINT DEVELOPMENT – As part of the real estate development program, Metro’s JD collaborates with qualified developers to build transit-oriented developments on Metro-owned properties.

KISS AND RIDE – kiss and ride is the transfer point or area in which cars can stop briefly to discharge or, less commonly, pick up passengers.

LACDPW LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS – The transportation department for the County of Los Angeles.

LADOT LOS ANGELES DEPARTMENT OF TRANSPORTATION – The transportation department for the City of Los Angeles.

LIFE PROGRAM – The Low-Income Fare is Easy program provides transportation assistance to low-income individuals in LA County. The program offers fare subsidies that may be applied toward the purchase of fare on Metro or any participating agencies.

LRTP LONG RANGE TRANSPORTATION PLAN – Metro’s plan to assess future population increases projected for the county and what such increases will mean for future mobility needs. The plan recommends what can be done within anticipated revenues, as well as what could be done if additional revenues became available. The 2009 LRTP is an update to the 2001 Long Range Transportation Plan for future transportation investments in LA County through 2040.

MAAS MOBILITY AS A SERVICE – Mobility as a Service (MaaS) is the integration of various forms of transport services into a single mobility service accessible on demand.

MEASURE M – A sales tax initiative approved by LA County voters in 2016 titled the Los Angeles County Traffic Improvement Plan. Measure M is a one-half cent sales tax to be used to ease traffic congestion, expand rail/subway/bus; improve jobs/school/airport connections; and create jobs among other goals.

MEASURE R – A sales tax initiative approved by LA County voters in 2008. Measure R established a one-half cent sales tax to be used for public transportation purposes, ending in 2039.

METRO RAIL – Metro's light rail and subway transit system.

METRO RAPID – Metro's Bus service on key transit corridors with several attributes to provide faster bus service including a distinctive look, traffic signal priority and fewer stops.

METROLINK – Southern California's regional commuter rail system connecting Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. Service began in October 1992.

MICRO MOBILITY – Micromobility refers to the use of electronic scooters and bikes to travel shorter distances around cities, often to or from another mode of transportation (bus, train, or car). Users typically rent such a scooter or bike for a short period of time using an app.

MICROTRANSIT – IT-enabled private multi-passenger transportation services that serve passengers using dynamically generated routes, and may expect passengers to make their way to and from common pick-up or drop-off points.

MOD MOBILITY ON DEMAND – Mobility on Demand is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected.

MODE SHARE – Indicates the share of a transportation mode utilized by people for their transportation trips as compared to other modes and all of a region's transportation trips as a whole.

MPH MILES PER HOUR – Speed described as the distance traveled in one hour.

MSP MULTI-YEAR SUBREGIONAL PROGRAM – MSP is established under Measure M to provide Measure M programming funding for subregions in LA County based on the MSP guidelines.

MTP MICROTRANSIT PILOT PROJECT –

Metro's MicroTransit Pilot is an innovative, three-year pilot project that will use professionally trained Metro employees to provide on-demand shared rides in smaller vehicles for short trips in six designated service areas in LA County.

MULTIMODAL – A transportation system which employs a combination of modes, such as highway, bus, rail, high occupancy vehicles, bikeway, and pedestrian and demand management systems.

NAVILENS – NaviLens is an audio wayfinding technology to assist and aid the autonomy of blind and visually impaired travelers in Union Station.

O&M OPERATIONS AND MAINTENANCE –

These are the costs associated with the regular running of a transportation facility or service, including labor, vehicle maintenance, operations and overall facility maintenance.

PARATRANSIT – Flexible forms of transportation services that are not confined to a fixed route. Paratransit is generally used to provide service for people with disabilities in compliance with the Americans with Disabilities Act of 1990 (ADA).

PARKING MANAGEMENT – To support the implementation of a balanced TDM program, parking management is essential in working in tandem in significantly reducing automobile travel by removing free parking at high parking demand and congested destinations.

PEAK PERIOD – The period during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon or evening (PM) peak.

PM PARTICULATE MATTER – Mixture of extremely small particles and liquid droplets made up of a number of components, including acids, organic chemicals, metals, and soil or dust particles. The size of the particles is directly linked to their potential for causing health problems. Of particular concern are those particles that are ten micrometers in diameter or smaller that can be inhaled into the lungs and potentially cause serious health effects.

PROP A – Proposition A is a sales tax initiative approved by the LA County voters in 1980. The proposition established a one-half cent sales tax to be used for public transportation purposes.

PROP C – Proposition C is a sales tax initiative approved by the LA County voters in 1990 that established a one half-cent sales tax to be used for public transportation purposes.

RAMP METERING – A freeway to which access is controlled by entrance ramp signals that use fixed-time signal settings or is regulated by a computerized surveillance system. This procedure is used to prevent freeway congestion.

RIDESHARE – The term generally refers to carpooling and vanpooling.

RIDESHARING – Two or more persons traveling by any mode, including but not limited to, automobile, vanpool, bus, taxi, jitney, and public transit.

RIITS NETWORK REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS – Metro sponsors the network. Caltrans, LADOT, California Highway Patrol and Metro all contribute information collected through their own Intelligent Transportation Systems. The network supports information exchange in real-time between freeway, traffic, transit and emergency service agencies to improve management of the LA County transportation system and better serve the traveling public.

RTPA REGIONAL TRANSPORTATION PLANNING AGENCY – A state-designated agency responsible for preparing the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), administering state funds, and other regional transportation planning tasks.

SB 1 – Signed into law on April 28, 2017, new revenues focus on road safety improvements, repair local streets, expand public transit, improve highways, build bridges and overpasses. Also provides \$5.4 billion per year over the next decade to fund transportation improvements.

SB 1 SGR STATE OF GOOD REPAIR – These funds are available for eligible transit maintenance, rehabilitation, and capital projects and are based on a distribution formula using State Transit Assistance Funds (STA).

SBE SMALL BUSINESS ENTERPRISE – A company is an SBE if it falls under the following general guidelines: the three-year average annual gross receipts are less than \$23.98 million, the personal net worth of each owner is less than \$1.32 million – excluding the equity in his or her primary residence, the company is an independent business, not a subsidiary and it is a for-profit business.

SCAG SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS – SCAG is the federally-designated Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial). It is the regional agency responsible for developing a regional transportation plan for the six-county region.

SCAQMD SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT – A regional agency which adopts and enforces regulations to achieve and maintain state and federal air quality standards. It is responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin. Also known as the AQMD.

SCRRA SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY – The five county regional joint powers authority responsible for the operation of the Metrolink commuter train service.

SHOPP STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM – The state funding category used by Caltrans to maintain and operate state highways.

SRTP SHORT RANGE TRANSPORTATION PLAN – The 2014 Short Range Transportation Plan focuses on the phasing of transportation improvements through 2024 and relies on performance-based modeling to identify the best solution for each mobility challenge.

SIGNAL SYNCHRONIZATION – Traffic signal

synchronization refers to the functioning relationship between active signals along a corridor. A common cycle length is established for all intersections in the coordinated system. By maintaining a constant relationship between the signals at all times, there is a greater likelihood that mobility will be improved. This does not mean that the signals will provide a green light at the same time for the entire length of a corridor; rather, that each signal will quite literally be synchronized with the entire system, allowing for more efficient mobility.

SMART GROWTH – A set of policies and programs designed to protect, preserve and economically stimulate established communities while protecting valuable natural and cultural resources and limiting sprawl.

SOUNDWALL – Noise control walls and barriers built between highways and nearby homes that can reduce noise levels by 10-15 decibels.

SOV SINGLE-OCCUPANT VEHICLE – A vehicle with only one occupant. Also known as a “drive alone.”

SUBREGIONS – The nine geographic subregions of LA County include Arroyo Verdugo, Central Los Angeles, Gateway Cities, Las Virgenes/Malibu, North Los Angeles County, San Fernando Valley, San Gabriel Valley, South Bay Cities and Westside Cities.

SUSTAINABILITY – A manner to meet the needs of the present generation without compromising the ability of future generations to meet their own needs.

TAM TRANSIT ASSET MANAGEMENT – A business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair.

TAP TRANSIT ACCESS PASS – Transit pass, a plastic card with an embedded smart card chip, is designed to apply fare payments at fareboxes, ticket vending machines, and other participating agencies.

TDM TRANSPORTATION DEMAND MANAGEMENT

– Involves various strategies aimed at increasing the efficient use of transportation systems. The benefits focus on reducing single occupancy vehicles, road and parking congestion, pollution reduction, and increasing transit ridership, and more efficient land use.

TNC TRANSPORTATION NETWORK COMPANY

– Transportation Network Companies provide prearranged transportation services for compensation using an online-enabled application or platform (such as smart phone apps) to connect drivers using their personal vehicles with passengers.

TOC TRANSIT ORIENTED COMMUNITIES –

TOCs include land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric.

TOC POLICY – In June 2018, the Metro Board adopted the TOC Policy in an ambitious effort to formalize Metro’s commitment to partner with the 88 cities and unincorporated areas in LA County to support “TOC activities.”

TOD TRANSIT ORIENTED DEVELOPMENT – A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

TRANSITWAY – A transportation corridor dedicated for exclusive or preferential use by public transit vehicles, including rail vehicles, buses, carpools and vanpools.

TRANSPORTATION INFRASTRUCTURE – Transportation infrastructure generally refers to the built transportation system including highways, bridges, railways, ports, and transit facilities. Infrastructure for “transit” systems includes the fixed components of the transit system, such as rights-of-way, buses and rail vehicles, tracks, signal equipment, stations, park-and-ride lots, bus stops and maintenance facilities.

TSM TRANSPORTATION SYSTEM MANAGEMENT

– That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system by better managing the system. The intent is to make better use of the existing transportation system by using short-term, low-capital transportation improvements that generally cost less and can be implemented more quickly than major capital projects.

U-PASS THE UNIVERSAL COLLEGE STUDENT

TRANSIT PASS – The U-Pass provides college students of participating schools with greater fare discounts and an expedited activation process that is administered directly on campus.

VANPOOL – A vanpool is a group of five to 15 commuters who regularly travel together to work in a comfortable van, minivan, or SUV, at least three days per week.

VEHICLE OCCUPANCY – The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

VEHICLE TRIP – A one-way movement of a vehicle between two points.

VMT VEHICLE-MILES TRAVELED – The number of miles that vehicles are driven over a certain time period (usually a day or a year). VMT are key data for highway planning and management, and a common measure of roadway use. This data allows analysts to estimate on-road vehicle fuel consumption, congestion, air quality, and potential gas-tax revenues.

VSH VEHICLE SERVICE HOURS – The total hours of revenue service operated by transit service vehicles. This does not include deadhead hours.

WIN-LA WORKFORCE INITIATIVE NOW IN

LOS ANGELES – WIN-LA is Metro's workforce development program created to focus on careers in the transportation industry.

ZERO EMISSIONS – Refers to a type of engine or energy source that emits no waste products that pollute the environment and does not contribute to climate change.

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Metro
One Gateway Plaza
Los Angeles, CA 90012-2952



323.GO.METRO



metroplan@metro.net



metro.net/lrtp



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Metropolitan Transportation Authority

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
Gateway Cities Council of Govts	146	<u>Page 6</u> – The discussions on changing mobility needs should include the changing state of the commute and trends away from eight-to-five commutes. Also, there should be an examination on the future of telecommuting and whether the work-from-home trend will remain in some form that will impact mobility.	The L RTP was developed prior to the onset of the COVID-19 pandemic. The L RTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP, including the impacts on Metro's financials, operations, and other efforts. The L RTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The L RTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
	147	<u>Page 8</u> – The monotone maps are ineffective when less than the full page.	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	148	<u>Page 9</u> – The addition of general purpose lanes can be a workable solution that is not disruptive or expensive.	This will be addressed in the final L RTP prior to adoption.
	149	<u>Page 11-13</u> – Does this plan assume that all of the Measure R & M priorities are built and the expanded programs such as ExpressLanes and active transportation networks make the capital program successful? Some of the strategies are going to be difficult to implement such as VMT pricing and may work against equity factors by placing an undue burden on the working poor.	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	150	<u>Page 14</u> – Sustainability was a major concern in 2009, is it still a priority or has it been incorporated into other concerns such as reduced congestion?	Sustainability is still a major priority in this L RTP; however, it is now a guiding principle as opposed to a priority area. Metro believes that environmental sustainability, like equity, should carry through to each strategy and action. Additionally, several specific sustainability actions are detailed under the Better Transit, Less Congestion, and Complete Streets priority areas.
	151	<u>Page 20</u> – It would be helpful to have an appendix with project descriptions. "Strategy 1.1d. Identify and Plan Future Metro rail expansion," point of clarification: Does this refer to projects in the latter years of the Measure M plan, or are these meant to be projects that have yet to be defined?	This is addressed in the L RTP Technical Document.
	152	<u>Page 24</u> – "Strategy 1.4: Enhanced Station Area." Are these recommendations something that will be included in the station area design or will it be an add-on the cities are responsible for? Will there be funding and opportunities to retrofit other older lines?	This is not directly addressed in the L RTP. We will forward your question on to the appropriate department at Metro.
	153	<u>Page 25</u> – "Strategy 1.6: Enhance Customer Experience." Protection and cleaning for COVID-19 should be a stated strategy. Clean comfortable and safe has taken on new meaning.	The L RTP was developed prior to the onset of the COVID-19 pandemic. The L RTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP, including the impacts on Metro's financials, operations, and other efforts. The L RTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The L RTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
	154	<u>Page 32</u> – Caltrans should be identified as the owner/operator of the highway system to set context. Additionally, there should be mention of the subsidies for lower-income ExpressLane users.	This will be addressed in the final L RTP prior to adoption.
	155	<u>Page 34</u> – An appendix explaining how project costs were calculated would be helpful.	The L RTP Technical Document will include details on project costs and financial model assumptions
	156	<u>Page 37</u> – "Strategy 2.1: Implement operational improvements with technology." There should be mention of advanced freight ITS to improve truck flow and safety.	This will be addressed in the final L RTP prior to adoption.
	157	<u>Page 38</u> – "Strategy 2.4: Minimize impact of roadway incidents." Expansion of the Freeway Service Patrol should include the expansion of big rig tow service on major truck impacted freeways in the Gateway Cities, North County and San Gabriel Valley.	This will be addressed in the final L RTP prior to adoption.
	158	<u>Page 38</u> – "Strategy 2.5: Support Efficient Goods Movement." This goal should be rewritten to read "support efficient and sustainable goods movement." Goods movement projects and the LA County Goods Movement Strategy must emphasize air quality improvement, safety and freight efficiency. The description of the goods movement plan is good but the environmental emphasis is not in the state strategy.	This will be addressed in the final L RTP prior to adoption.
	159	<u>Page 40</u> – "Strategy 2.7: Enhance the operation of the state highway system." The word "safety" should be inserted in this strategy; capacity improvement and safety need to be joined.	This will be addressed in the final L RTP prior to adoption.
	160	<u>Page 46</u> – There should be a discussion of the local and subregional efforts and complete streets efforts going on through the county in addition to the major bikeway initiatives.	This will be addressed in the final L RTP prior to adoption.
	161	<u>Page 48</u> – "Strategy 3.3: Establish active transportation improvements as integral elements of the transportation system." Add a strategy to implement First/Last Mile active transportation projects to all new, planned and under-construction rail lines.	We believe this element is addressed appropriately elsewhere in the L RTP.
162	<u>Page 50</u> – "Strategy 3.4: Maintain a state of good repair on roadways." This requires clarification as it is slightly confusing with the Caltrans SHOPP program. Combining and coordination of projects makes sense.	We believe this element is addressed appropriately elsewhere in the L RTP.	

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	163	<u>"Strategy 3.6: Reduce regional GHG and criteria air pollutant emissions" A strategy to partner with local agencies would be appropriate.</u>	This will be addressed in the final LRTP prior to adoption.
	164	<u>Page 51 – It is great to see the Zero-Emission Truck Initiative called out. This narrative should mention the Draft LA County Goods Movement Strategic Plan. Is the plan for Goods Movement Strategic Plan to be incorporated into the LRTP at some point?</u>	The Goods Movement Strategic Plan is linked specifically in action 2.5a and called out on page 39.
	165	<u>Page 58 – "Transit Oriented Communities (TOC)." There should be specific strategies in this section for how the MTA plans to work with jurisdictions on creating communities that are supportive of transit and other mobility options.</u>	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
	166	<u>Page 60 – "Strategy 4.1: Advance equity through institutional transformation to eliminate disparities." It is not clear how these strategies, when applied, will impact the allocation of resources.</u>	
	167	<u>"Strategy 4.2: Build affordable housing near transit." This strategy does not completely reflect the partnerships that must be developed, as the MTA can only develop affordable housing on agency-owned property</u>	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
CalTrans, District 7	214	The LRTP seems to separate the modes of travel (transit, highways, active transportation). Need to have actions that integrate the modes.	This will be addressed in the final LRTP prior to adoption.
	215	Has the COVID-19 pandemic required that any of the content in this draft version of Metro's Long Range Transportation Plan be updated/revise?	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP).
	216	How would the LRTP be altered or affected with new guidelines/procedures surrounding the Covid-19, if this pandemic continues or future safety standards are changed?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	217	How incidents will be managed throughout the County to mitigate congestion?	
	218	LRTP does not seem to address incentives for Clean Air Vehicles to reduce Green House Gas emissions from the Transportation System.	This will be addressed in the final LRTP prior to adoption.
	219	Metro could increase/improve at site information/directions so new riders would have the knowledge on how to navigate/guide between the different rails and bus service system. Electronic displays at the rail stations updating arrival and departure times along with correlating the regional bus service (bus route arrival/departure times) would be helpful to the patrons.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
	221	Previous reports have mentioned that the number of rail patrons have decreased, has Metro conducted a study to why the decrease of ridership and is there a correlation with paying for parking in the park and ride lots? This additional expensive may not be cost effective to public transit users.	The decline in ridership has been more acute on the bus system, though certain rail lines have also lost ridership. While the causes are numerous and complex, parking costs are not likely to be the primary factor.
	222	A color coded map of existing and future rail ways and their connections would provide a clear picture of existing and future systems. For example existing rail systems could be color coded as red and future systems to be green, etc is recommended.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	223	It is recommend for the LRTP to include an improved interconnected network that would permeate throughout the cities surrounding the existing rail line to increase ridership. Also to develop a seamless connection in the urban transit network. It would be helpful if the LRTP included the existing bus service system onto the presented maps.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
	224	Does Metro provide personnel on site in case of an emergency for the riders, to guide them to their alternate routes?	There are Metro staff and security at stations but not all the time. Metro's COVID recovery task force is recommending a new Customer Ambassadors program to help the relaunch of the system during and after the pandemic
	225	Has Metro considered the connection between the Gold, Green and Blue Lines in the north south direction by light rail? This is a vast region of commuters that do not have the opportunity of using light rail on the east side of L.A. County.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	226	The LRTP could consider a rail system that connects the northern LA County to the southern portions of LA.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
	227	With the effects of the current Covid-19 pandemic, more people are teleworking. Metro needs to focus on expanding intercity bus/rails rather than eliminating the existing HOV lanes. Therefore, a moratorium should be put on any HOV to Express Lane conversion.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	228	A concern with the LRTP is the idea of converting HOV lanes to Express Lanes. According to the report, the conversion to EL's is considered a congestion mitigative strategy through congestion pricing. The congestion on both the 10 and 110, has experienced degraded conditions since conversion. The State of Virginia on I-95 is an example of an increase of SOV usage rather than carpools that increases vehicle volumes (the toll lane started with 1 converted HOV lane and now has increased to 3 toll lanes), increases air pollution and decreases the AVO's. LA does not have the room to build extra toll lanes to accomodate SOV's.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	229	no mention of homelessness in the county.	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
	230	no mention of plans to sanitize facilities and vehicles regularly to combat virus spread.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	231	no mention of public art and beautification of facilities.	This will be addressed in the final LRTP prior to adoption.
	232	no mention of police/security policies to ensure accountability.	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
	233	Projects listed in the LRTP need to be consistent with project listed in SCAG RTP (scope, opening year, cost, etc.)	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	234	Two comments: 1. Is the employment number under 2020 (4.4 million) in the context of COVID, or is it a "pre-COVID" number? 2. The year identified for Seaports Cargo is 2018. Would it be possible to provide data for the year 2019 instead?	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	235	Suggest clarifying "largest county in the US" by referencing population: "largest county population in the US."	This will be addressed in the final LRTP prior to adoption.
	236	In paragraph under "A Growing County" header. Are the referenced "congested corridors" only in the context of highways and roads or do the congested corridors also include the context of passenger and freight rail systems? If both, suggest including reference to both, if only highways and roads, suggest adding that additional specificity.	This will be addressed in the final LRTP prior to adoption.

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	237	missing freeways on maps (like SR 2)	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	238	Over the next decade, Metro plans to introduce an additional 210 miles of ExpressLanes on four additional corridors.	Comment noted.
	239	Under Figure 5--Benefits of the 2020 L RTP, would it be possible to add a graphic showing improvements (reductions) in auto VMT?	We believe this element is addressed appropriately elsewhere in the L RTP.
	240	Figure 5, Benefits of the 2020 L RTP: How certain are these stipulated benefit figures? What happens if they are not realized?	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	241	Regarding, "3. Road Charges (Mileage-based / VMT fees)," is this for travel on all roads in LA County? Who would be managing this "Road Charge" program? What is the source of the information indicating that, "each one cent per mile increase can result in roughly a 1% increase in transit ridership?"	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	242	What is the Transit Homeless Action Plan 2.0?	This is not directly addressed in the L RTP. We will forward your question on to the appropriate department at Metro.
	243	Regarding the lower photo on page 27, which is understood to correspond to =, "Strategy 1.8: Optimize sustainable and resilient operations and maintenance of fleet, infrastructure and facilities," it is suggested that the existing photo be replaced with one showing a battery electric bus.	Comment noted.
	244	In the last sentence of the first text block on this page, it is suggested to add the word "integrated" to "corridor management," unless the use of "corridor management" in this instance is meant to convey something else, in which case it would be suggested to add "and integrated corridor management." Metro also works with local agencies to implement smaller scale improvements such as arterial widenings, intersection upgrades, ramp metering, traffic signal synchronization, corridor management and intelligent transportation system (ITS) solutions.	This will be addressed in the final L RTP prior to adoption.
	245	Figure 13: 71 Gap closure HOV Lanes not identified on the map	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	246	Figure 14, "Major Highway Projects," includes: Alameda Corridor East Grade Separations Phase II , Sepulveda Pass Transit Corridor (Ph 1), Countywide Sound wall Construction. Does "Major Highway Projects" include projects that are not on the state highway system. If so, it is suggested to add a footnote to provide an explanation.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	247	Are the "Open Year" identified for the I-710 South Corridor Project (Ph 1), 2040, and for the I-710 South Corridor Project (Ph 2), 2041, correct?	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	248	Figure 14 Project Limits, Cost, and Opening Year Corrections SR-71 Gap from I-10 to 0.2 miles south of the Los Angeles/San Bernardino County Line 413 2026 I-105 ExpressLanes from I-405 to I-605 762* 2025 *If Alt 3 is selected or \$475M for Alt 2 I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) 679 (ok) 2026 High Desert Multi-Purpose Corridor (HDMC) 393 (10 Billion in 2016 \$'s)** 2034 I-5 Capacity Enhancement (I-605 to Orange County Line) \$1,468 YR 2022 I-5 North Carpool Lanes – SR-134 to SR-118 \$920 YR 2022 SR-91 bundle of projects excluded from list I-5/I-605 Interchange Improvement Project and I-605 CIP are excluded from the list in Figure 14. Clarity is needed on 710 South Phases 1 and 2	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	249	Figure 15. It is suggested that either all of the projects listed in Figure 14 be numbered--and the number be included with the label of the project in Figure 15, or that the text of the labels in Figure 15 be verbatim what was used for the project for it's listing in Figure 14.	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	250	It is suggested that the existent text at the bottom of Figure 15 be revised to: "For projects that have not yet completed the environmental process, final alignments will be defined during completion of the environmental process for the respective projects."	Comment noted.
	251	It is noted that the list of actions under Strategy 2.1: Implement operational improvements with technology does not include the ICM project being developed for I-710. Additionally, technology focused pilot programs, such as Drayflex, are not listed. Are pilot programs not being identified because they are pilot programs? NOTES: It is noted that the associated discussion on page 37 also include no reference to the I-710 ICM, or any technology-focused pilot programs. It is also noted that "Strategy 2.5: Support efficient goods movement," includes no discussion on either of these as well.	This will be addressed in the final L RTP prior to adoption.
	252	Strategy 2.2 - Traveler Information needs to be across modes. A highway traveler needs to know real time transit options. All modes, including pedestrian, need to be aware of closures and detours.	This will be addressed in the final L RTP prior to adoption.

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	253	Strategy 2.3 - Direct access to staging areas (transit centers, park and ride lots) is needed from the managed lane network. El Monte and Harbor Gateway are two examples of this direct access. There are other opportunities throughout the network.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	254	Strategy 2.3 - Carpoolers do not travel in Express Lanes completely free, unlike existing HOV lanes. This is because individual users must purchase stored value on a transponder and rent the transponder for a monthly maintenance fee currently assessed by Metro. If two or three individuals decide to carpool together, two transponders must be purchased/ rented, which means monthly fees are collected twice (or more). Consider removing the monthly maintenance fee (like MTC/ Bay Area Fasstrak) or allowing usage without transponder (SANDAG I-15 Express Lanes) when the minimum number of occupants to designate HOV are present (and using a transponder for those vehicles below minimum HOV occupancy). Equity may be of concern since potential users may lack access to banking (credit card or checking) accounts, or may not have proper documentation or permanent mailing address to open an account to use Express Lanes.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	255	Express Lanes section states: "The I-110 and I-10 ExpressLanes have saved commuters, on average, six minutes during peak morning commutes" - this amount of time saving does not seem very significant given the Capital Investment on Express Lanes Conversion and the toll amount the users have to pay. The statement brings into question effectiveness of the Express Lanes.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	256	Express Lanes section states "according to surveys, 81% of ExpressLanes users would likely support the expansion of ExpressLanes on other freeways" - misrepresents (violators) are approximately 30% during peak period and more than 50% during peak hours. How accurately this survey result will mimic the reality?	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	257	Is the referenced "Traffic Reduction Study" only going to focus on local roads? If so, it is suggested that that clarification be included, at minimum in the related discussion on page 39.	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	258	Strategy 2.5b - Curbside mobility is across modes. Freight deliveries need the curbside as do transit stops, rideshare services, and local residences and businesses. In addition, curbside mobility affects active transportation. Improvements should be done in partnership with regional and local agencies.	This will be addressed in the final LRTP prior to adoption.
	259	It is suggested that the text under Strategy 2.5: Support efficient goods movement: LA County's extensive transportation network serves as the backbone to the nation's freight transportation system. The LA County Goods Movement Strategic Plan, under development with stakeholders across the county, will develop a comprehensive approach that balances various goals, including efficient and effective flow of goods to support economic sustainability and prosperity," include language specifically emphasizing social equity."	This will be addressed in the final LRTP prior to adoption.
	260	The discussion under the Goods Movement Strategic Plan specifically references the seaports, but does not reference LAX, intermodal facilities or logistic warehouses.	This will be addressed in the final LRTP prior to adoption.
	261	Propose revising the text immediately under Strategy 2.7: Enhance the operation of the state highway system to, "Metro continues to address key bottlenecks in LA County, some of the most congested in the US. Metro works with Caltrans and regional partners to plan, build and maintain projects that address highway capacity and operational efficiency."	This will be addressed in the final LRTP prior to adoption.
	262	Propose revising Action 2.7.a to, "Work with Caltrans and local agencies in conjunction with development and construction of projects which directly address freeway bottlenecks."	This will be addressed in the final LRTP prior to adoption.
	263	Strategy 2.7b - In addition to the state highway and local arterial roadway network, the transit network should also be included to alleviate traffic congestion.	Comment noted.
	264	An observation. The discussion and accompanying data on page 43 would seem to indicate that commuting by car is faster than mass transit, and it is only showing for the AM commute. Would it be possible to distinguish between SOV's, HOV's, and Express Lanes, in comparison to express bus and rail (heavy/light)? And if this is possible, could the data be shown for both the AM and PM commutes?	This is addressed in the LRTP Technical Document.
	265	Could the source of the "definition" of Complete Streets be included?	Comment noted.
	266	Strategy 3.3 - There needs to be an action here related to eliminating barriers to pedestrians and bicyclist. This could go under safety, but it is also an equity issue. Examples are getting from one side of a freeway, rail line, river, etc. to the other side in a safe, efficient manner.	This will be addressed in the final LRTP prior to adoption.
	267	Although Metro's identified Complete Streets Policy includes a specific reference to, "...movers of commercial goods." there is no discussion with this focus in this section. As a suggestion, perhaps a discussion could be added, focusing on 2.5b. Develop curbside mobility improvements in partnership with regional agencies, incorporating any applicable content from the "LA County Goods Movement Strategic Plan."	We believe this element is addressed appropriately elsewhere in the LRTP.
	268	If the discussion provided under Our plan helps reduce emissions, for a healthier LA. Is not going to include PM2.5, it is recommended that the text under this heading specifically reference PM10 as the figure does.	Comment noted.
	269	Although the narrative on the preceding page indicates that, "...Metro has defined "Equity Focus Communities" (EFCs)." it is recommended that a source (or sources) be identified for Figure 22.	This will be addressed in the final LRTP prior to adoption.

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	270	If it is public information, would it be possible to identify a dollar range with respect to the various "Affordable housing units/apartments" identified? Or perhaps the source for the determination of the quantity of "Affordable housing units/apartments" at each of the locations.	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	271	Metro 2018 Equity Effort: What was the outcome of this effort? Has it been effective?	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
	272	Strategy 4.3 - Consider opening discounts to more than just LA County residents; there are riders of all ages who use LA Metro who do not reside in LA County and therefore do not qualify for residency discounts. Youths/ school-age children and seniors/ disabled residing outside LA County traveling to destinations in LA County pay full fare since they cannot qualify for reduced fares. Consider allowing Ticket Vending Machines and vehicle operators to add reduced fare rides/ passes to any TAP card (and request verification upon boarding/ fare check) as qualifying transit riders may be undocumented (or otherwise lack proper/ accepted ID), more transient (without a permanent mailing address) or otherwise not reside in LA County. Such measures would reduce household expenses for those who choose or depend on public transportation.	Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience-, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.
	273	Equity should also look at mobility access to the same stop, platform or station as able-bodied individuals. Requiring mobility-impaired transit riders (or those with wheeled devices) to travel an extra block or so to access a rail platform or underground station isn't nearly as equal when such platforms or stations have multiple entrances on different streets that able-bodied individuals (without wheeled devices) can access. Although some bicyclists and scooter users may be able to carry their	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
	274	Be aware of the post COVID-19 impact.	Thank you for the comment. Metro is committed to providing safe and accessible services for all users. The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	275	no citing of source for the 1.84 million jobs figure.	This is addressed in the LRTP Technical Document.
	276	Could a brief discussion be provided regarding the "Goods Movement \$0.1 billions" as shown in Figure 28, comparable perhaps to the discussions provided on page 70 for "Access Services" and "Roadway Operations."	This is addressed in the LRTP Technical Document.
	277	Although Metro is one of, and provides a substantial and growing operating subsidy for Metrolink commuter rail, it is not enough to maintain service levels that existed years ago. Prior to COVID-19, the Metrolink San Bernardino Line saw substantial service reductions in 2014 during mid-day and late evening periods. Mid day trains that previously ran every 30-60 minutes now have 60-120 minute headways, and late evening outbound trains (after 9:30pm) were eliminated for Monday-Thursday. These service cuts that have yet to be restored place an undue burden for workers in certain industries (such as service and hospitality) who do not commute during conventional peak hours.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.

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South Bay Cities Council of Govts	278	There are at least three significant dynamics that will change the quantity and quality of Metro’s transit market, all predicted or predictable, which have not been accounted for in the draft L RTP. (1 of 3):A. Technology: Electronic access is decreasing the need for the physical proximity that drives demand for mobility. The L RTP is based on an assumption that mobility networks and systems will return to the “old normal” after the virus has passed. That would require a return to business as usual. It seems more likely, or at least more prudent, to plan for the case where transactions are completed virtually rather than in physical spaces. This is especially true regarding work sites where telework has in many firms taken hold, in part because of employee preferences. Several technology businesses have declared that telework will become a permanent option, and close to home, the County of Los Angeles is making a broad range of worksite options available to its large work force. New technology for collaboration and virtual presence has made the adjustment to COVID-19 feasible. Zoom, WebEx, and MS Teams, while not brand new, have become popular options available to facilitate remote work and a range of remote services including working from home (WFH), virtual government, telemedicine and online education. These technologies and others are certain to develop in the next few years, and to become permanent common options for work early in the next 30 years. Microsoft has already introduced its “Together Mode” to help the brain more effectively process meetings with many attendees shown on the screen. Imagine in the near future voice-activated ad hoc Zoom meetings with multiple participants. Proximity, while desired for many circumstances, will no longer be required except for a few interactions, with special approvals needed for nonessential travel.	The L RTP is intended to be both bold and realistic. It recognizes that there will be changes in technologies and other challenges and uncertainties that face the region. The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan.
	279	There are at least three significant dynamics that will change the quantity and quality of Metro’s transit market, all predicted or predictable, which have not been accounted for in the draft L RTP. (2 of 3):Environment: Climatologists have predicted with a high degree of confidence that extreme heat will affect life in all of Southern California long before 2050. The L RTP should include language that recognizes the phenomenon and include specific recommendations and budgets for transit service adaptations. The adaptations could include consideration of significantly increased investments needed for better air circulation systems in buses, on the rail platforms and train cars to ensure protection from future health concerns for both riders and operators. Without protection from the heat, few people will be willing to wait outside 20 minutes in extreme heat.	Sustainability is a guiding principle in this L RTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The L RTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	280	New modes: The emerging micromobility phenomenon could easily grow to capture a sizable segment of the short range trip, five miles or less which already characterizes 70 to 75% of all trips today. (3 of 3):Automated vehicles in the form of “robocabs” should begin to appear in commercial service no later than 2025 with full scale deployment in many markets by 2035. Robocabs are essentially driverless robots that deliver door-to-door, no-transfer, on-demand service at rates lower than existing network transportation service. How much lower will be understood better in the next few years as more is learned about the higher capital expense per vehicle and lower operational expenses. The L RTP should include a strategy for the market segment in which public transit can compete. For example, its most effective niche might be rapid, long haul, low cost service.	The L RTP is intended to be both bold and realistic. It recognizes that there will be changes in technologies and other challenges and uncertainties that face the region. The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan.
	281	Covid-19 may have dramatically and permanently changed Metro’s potential transit market share. The new paradigm of working from home (WFH) may continue to significantly exceed transit as it has in recent years especially as employers seek to improve their profitability by reducing their office expenses. Technologies such as virtual meetings and shared work software enable a new model for a significant share of the workforce that may reduce congestion, especially if WFH is integrated with transportation demand management (TDM). The L RTP should more extensively address the potential long-term effects of WFH as a distinct mode and not refer to it as just another TDM strategy.	This will be addressed in the final L RTP prior to adoption.
	282	Metro staff has estimated it will need to charge 20-cents per mile in a Vehicle Miles Traveled congestion reduction fee to help fund an 81% growth in transit mode share from the pre-COVID 19 rate (a mode share change from 7% to 14%) over the next 30 years. This growth rate assumes that the current COVID 19 ridership levels are not relevant to L RTP assumptions and ridership will return to prior levels over the next two years which is an overly optimistic assumption even within the industry. The L RTP assumes Faster Transit strategies will grow ridership by 7%, reduced/free fares will add 25% and VMT Fees will add another 18%. The balance will come from future travel trends and compound effects, and Measure M. We disagree with the projection’s assumption that pre-COVID riders will return as Safer At Home restrictions are lifted. Metro assumes the pandemic will not have permanent ridership impacts. Therefore, Metro has chosen to consider COVID 19 as a short-term	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts. More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the L RTP performance evaluation are included in the L RTP Technical Document.
283	On page 61, the report states, “Metro is considering free transit for students, and if additional revenue is raised through congestion pricing, Metro could subsidize transit for all riders.” The language needs to be updated to reflect the recent Board direction on student and other fare discounts. Clarification is needed regarding the financial cost (including increased capital and operations costs) of providing free/subsidized fares from VMT fees and the financial assumptions for any other transit strategies that will be funded with VMT fees.	Comprehensive fare study	

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	284	4. On page 66, the report states, "While the expanded programs, partnerships, and policies of the 2020 L RTP represent additional expenditures, these will be balanced by future revenues anticipated through future policies, such as ExpressLanes and congestion pricing." It is impossible to confirm this statement from the narrative in the L RTP. A chart is needed that clearly describes the sources, uses, and amounts for each of the funding sources.	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	285	5. The L RTP needs to provide more detail on the capital, operating and maintenance cost of achieving a 14% transit mode share which would likely double Metro and municipal transit operator costs. Metro should also be transparent in its projected farebox recovery assumptions and the other funding mechanisms assumed in its goal to increase annual transit trips per capita by 81% over the next three decades.	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	286	Page 20 - In the Better Transit section, the Metro Rail Expansion paragraph on near-term projects includes the West Santa Ana Branch, but does not include the Green Line Extension to Torrance which is in its environmental clearance process. Please correct the omission or eliminate the narrative reference to specific projects and refer readers to the complete list on the following page.	This will be addressed in the final L RTP prior to adoption.
	287	Page 28 - In the More Transit Trips Mean More Opportunity page, please add a column in each chart for the current daily transit trips and transit mode share for commute trips. Also add a chart for transit mode share for daily trips. It is important to distinguish between commute and daily mode shares in order not to understate the relative size of the non-transit daily and commute trip mobility challenge which exceeds 85% of the congestion problem.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the L RTP performance evaluation are included in the L RTP Technical Document.
	288	Spending \$160 billion to increase the transit mode share from 7% to 14% may not be the most cost-effective way to reduce congestion compared to strategies that eliminate trips. Metro is not just a transit agency, it is a mobility manager. The L RTP does not provide sufficient attention to trip elimination which has the potential to reduce travel far more than 14%. Please evaluate the cost benefit of the wide range of trip reduction strategies that do not rely on a mode shift but simply eliminate the need for the trip.	The L RTP recognizes that TDM is an important strategy for managing congestion and addressing environmental goals. We will continue to be a regional leader in TDM and look forward to collaborating with our local partners to manage demand, reduce the number of SOV trips, and provide new transportation options. Additionally, Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. We will continue to support and analyze this trend.
	289	Page 34 – A portion of the I-405 South Bay Improvements are scheduled for completion before the 2028 Olympics, but the Major Highway Projects shows the project opening in 2047. There should be a Phase I and Phase II with the appropriate cost and Open Year. The I-110 ExpressLane extension should not wait until 2046 to open. The extension should be the first priority for surplus revenues generated from the existing I-110 ExpressLane, before these funds are committed to other new ExpressLane projects such as the I-105 ExpressLane which is slated to open in 2025.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	290	Page 67 – The pie chart shows that \$66.8 billion (17%) of the \$400 billion in the L RTP will come from "Other Local" sources. Please list the sources and amounts assumed and the proportion assigned to capital vs operations.	
	291	Page 74 – Although the L RTP is financially constrained over its 30-year term, there is no transparency as to funding constraints by decade. Metro regularly updates its financial forecasts with decade-by-decade transparency, but these financial constraints are not shown in the L RTP. Instead project opening dates are used. As a result, short- and long-term consequences of financial challenges such as COVID 19 are not explicitly addressed in the L RTP and make the issue of financial constraint hard to assess. How will the upcoming SRTP be constrained consistent with the L RTP decennial budgets and schedules assumed in the L RTP? Will the SRTP provide more transparency on the first decade funding available per the L RTP and its underlying financial assumptions and allocations? The L RTP includes projected costs for major transit and highway projects. But the document also includes dozens of programs that are described without the cost of individual program / project / policy / strategies being identified. The L RTP should provide a summary table of the costs for each of the four major initiatives beyond the major projects.	The L RTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP. The L RTP includes a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP.
	292	Finally, the Next Gen Bus Study is referenced several times in the L RTP with numerous embedded strategies and actions. The L RTP projects a 13% reduction in traffic delay once the recommendations are implemented. The key goals of the Next Gen study are to ensure that: transit service is: 1. accessible to nearly all potential riders and serves 2020 destinations; 2. improves travel speeds by dedicating bus-only lanes on streets; 3. provides transit priority at signalized intersections, and reduces the number of local stops. The study states that with these strategies, Metro hopes to make a transit trip take no more than 2.5 times the time a comparable trip takes in a vehicle. We do not understand how much these strategies will cost or how a 2.5X travel time delta would attract a projected 7% increase in transit ridership.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the L RTP performance evaluation are included in the L RTP Technical Document.

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	293	The innovation in the L RTP appears to be largely driven by new transit projects, policies and pricing strategies but it does not address the way travel, technology, work and commutes are changing. Traditional public transit has been declining for over 10 years in Los Angeles County, pre-COVID – and we are concerned that this L RTP focuses too much on business as usual.	The L RTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP. The L RTP includes a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP.
Metrolink	294	<p>The Southern California Regional Rail Authority (SCRRA) has reviewed the draft Metro Long Range Transportation Plan (L RTP). Overall, SCRRA supports the L RTP and its focus on clearly articulated transit objectives, mobility and access goals and community improvement plans. The L RTP carries great potential to provide a high-quality transportation system to meet growing needs in LA County. As the operator of the regional commuter rail system known as Metrolink, SCRRA has a shared responsibility to increase mobility across LA County and beyond by seeking out opportunities to enhance connectivity and smoother first/last mile journeys for riders. We appreciate the Metro acknowledges the value of Metrolink through Strategy 1.1 of the L RTP. We encourage Metro to further leverage these investments with a focus on enhancing connectivity to the greatest extent possible. One way to do so is by incorporating Metrolink stations into the strategies to connect jobs and housing and strengthen communities through the Transit Oriented Communities program. As Metro expands and improves the rail transit network, we request that Metro prioritize coordination with Metrolink on corridor projects that can potentially affect Metrolink rail lines, such as the: • North San Fernando Valley Transit Corridor • North Hollywood to Pasadena Transit Corridor • East San Fernando Valley Light Rail Project • Gold Line Foothill Extension to Claremont • Eastside Extension Phase 2 Trans Corridor (1st and 2nd Alignment) Metrolink regional rail service allows people to live where they want and still work in the jobs-rich areas of LA County and the greater Southern California region.</p> <p>While doing so, Metrolink removed 9.3 million car trips from Southern California roadways in Fiscal Year 2019. Investment in Metrolink represents a simultaneous investment in economic opportunity and traffic reduction. As a result, The Metrolink system should be incorporated as part of multimodal corridors for consideration for investment and cohesive management in strategies to advance the Traffic Reduction Study (Strategies 2.6b and 2.6c, p. 38). Additionally, the L RTP should identify the elimination the State of Good Repair backlog on the Antelope Valley Line as a priority. Metrolink shares approximately 60% of its regional rail network with freight operators servicing the ports of Los Angeles and Long Beach. Accordingly, as Metro invests in multi-modal freight improvement options in Strategy 2.5a and 2.5c (p. 38), benefits to Los Angeles County's passenger rail system should be incorporated into project definition, performance evaluation, and investment decisions in recognition of the multifaceted joint benefits to the system. Thank you for the opportunity to comment on L RTP. We look forward to our continued partnership with Metro on this important project, as well as our shared priorities in the region.</p>	Thank you for your comments. Metro is committed to working with Metrolink on our shared priorities. In the L RTP, the support for Metrolink projects is referenced in the Better Transit priority area; however, that is not to suggest that Metrolink is not an important partner on other strategies and actions. We look forward to continued collaboration on projects and programs of mutual benefit.
North County Transportation Coalition	295	Oh Those Metro Maps. Seeking equitable funding for north Los Angeles County mobility projects has not been the only challenge—inclusion on the Metro “maps” has been just as formidable. NCTC Subregion elected officials, public officials, Executive Director, civic, and business leaders routinely go to Metro meetings to receive handouts and maps that do not depict north Los Angeles County—either excluded from an insert table or occasionally, nonexistent on the map. The NCTC Subregion in north Los Angeles County must continually strive to be on the “map,” for example: •None of the maps show SR138 connecting the I-5 to the SR14. •SR138 is on most maps but is usually covered with the map legend. •June 7, 2019 Draft L RTP Board Report and Baseline Understanding Appendix, pg.84, Metro ranks NCTC Subregion #1 Total Area Subregion, but leaves SR126 and SR138 off the map. The Metro Draft L RTP illustrations need to depict the north Los Angeles County subregion properly.	This will be addressed in the final L RTP prior to adoption.

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	296	<p>Metro Investment with NCTC Subregion Gets Funding and Transit Ridership Results The sentiment that transportation funding was not equitable for the NCTC Subregion, led the NCTC Board of Directors to ask for a Funding Analysis and Snapshot report. The report complied with the assistance of Metro Countywide Planning and Development and the NCTC staff members is in final development. The NCTC Subregion draft funding analysis details formula and discretionary funding to the region from FY2018-24. The draft analysis shows that for transportation discretionary grants, the NCTC region is doing exceptionally well. When the NCTC Subregion partners with Metro and Metrolink seeking discretionary federal and state grants, we have a near 100% success rate. That is not a typo, \$401 million in three recent federal and state grant examples:•I-5 North Capacity Enhancement Project received a total of \$294 million in grants, including private sector funding obtained by the Subregion:•Federal \$47 million INFRA grant and •CA State \$247 million TECP grant. •AVL Service Improvements received \$107 million TIRCP grant award matched with 53% of NCTC Measure M MSP Subregional funds (\$116.3M).In July 2019, the Metro AVL Study had jaw dropping results for north Los Angeles County:•AVL Ridership Steadily Increasing—since July 2015. •29% Ridership Growth on the AVL July 2015 to July 2019 •Metro initiated the \$5.5 million investment in the Ridership Fare Reduction Program—AVL ridership has grown 29% as of June 2019. The program is so successful that even after Metro lowered the fare reduction investment to \$2 million in July 2018, ridership has continued to steadily increase. •AVL HAS SEEN INCREASED RIDERSHIP IN LOS ANGELES COUNTY. •AVL achieves over 11% transit mode split for trips generated in the Antelope Valley and nearly 10% for trips generated in the Santa Clarita Valley. •AVL Service Improvement Scenarios for frequent, clock-based transit to/from Lancaster to/from LA Union Station in less than 90 minutes is achievable for \$698.1 million.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.</p>
	297	<p>Following the Northridge Earthquake in 1994, total trip time on Metrolink rail service to/from the Antelope and Santa Clarita Valley’s has seen little improvement. The AVL Study clearly demonstrated that with modest investment—\$698.1million—Metrolink service can provide the frequent transit trip to compete with the car trip on the freeway. (Metro AVL Study Metro Report, July 17,2019 Metro Planning & Programming Committee).In this Draft L RTP period, the NCTC Subregion realistically sought the \$220m Metrolink Antelope Valley Line Capital and Service Improvements Project scenario option with NCTC allocating 53%, \$116.3M in Measure M matching funds used to achieve the TIRCP \$107 million grant award. The \$220m AVL capital improvement project entering environmental clearance will provide a real rail alternative to the freeway trip—for the \$698.1 million AVL project, the NCTC Subregion must wait for the next 30-year plan. Metro partnering with the NCTC Subregion to seek funding opportunities produces results, returning federal and state tax dollars to the LA region’s transportation projects as the north Los Angeles County residents respond by using the viable transit alternative provided.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.</p>
	298	<p>Freeways Can Not Be Forgotten The Draft L RTP provides a Snapshot of the North Los Angeles County NCTC Subregion transportation network (Baseline June 2019 L RTP Metro Report pages 85/86). Major Transportation FacilitiesArea freeways include the Golden State Freeway (I-5) and the Antelope Valley Freeway (SR-14). State Route SR-126 and SR-138 also impact the region. Metrolink operates commuter rail services with stations located in the cities of Lancaster, Palmdale, Santa Clarita, and in unincorporated areas of Los Angeles County. For the NCTC Subregion funds in the L RTP programmed to highways and arterials is imperative. Los Angeles County relies on the freeway network to move people and goods. Is 26% highway funding for the entire Los Angeles County sufficient over a 30-year period? The NCTC Subregion has limited viable alternatives to the freeway network. The main connection for the Antelope Valley and Santa Clarita Valley to the LA Basin and beyond is the freeway system with limited regional rail connections through Metrolink. The Metrolink AVL is the only true mobility option that does not use the freeway system. Even Santa Clarita Transit and Antelope Valley Transit Authority (AVTA) use the freeway system for their transit service between the Valley’s and into the LA Basin.Metro asks the NCTC Subregion to be patient for the regional rail alternative transit option, while spending less on the freeway system—NCTC has concerns with this long-term transportation planning approach for the north Los Angeles region.</p>	<p>The L RTP’s investment plan is built upon previous efforts and the Metro Board’s previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the L RTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.</p>
	299	<p>The Draft L RTP has the expansion of the Express Lanes Strategic Network, i.e. tolling/congestion pricing proposal, for the entire County by 2045. (Page 33, Figure 13, Tier 3 Draft L RTP). The NCTC JPA has not taken a formal position on the Metro Express Lanes Strategic Network expansion—but a majority of the NCTC Board has publicly expressed serious concerns with the Metro congestion pricing/toll lanes proposal and how it adversely impacts north Los Angeles County residents and businesses, especially those in the Equity Focus Communities (EFC). Ironic, the best map in the Draft L RTP depicting the NCTC Subregion seeks additional congestion pricing.</p>	<p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	300	The NCTC Subregion believes more funds should be spent in the Draft LRTP for life-saving highway projects like the SR14 and SR138. At every NCTC JPA Board meeting, the NCTC receives public testimony from Neenach, Antelope Acres, and Oso Town Councilmembers on the NW SR 138 Corridor with powerful visuals of fatal accidents as they urge Caltrans, Metro and NCTC to approve roughly \$90 million in safety related fixes detailed in the Metro approved EIR connecting the I-5 to the SR14 along the SR138 corridor. (Metro Northwest SR138 certified EIR, 2017) Metro and Caltrans staff have heard the northwest SR138 corridor public comment and have sought traffic calming, signage, and other measures, but concerning the safety related expansion projects including passing lanes, the NCTC Subregion is told to be patient, Metro and Caltrans do not have the funding for these freeways/highway projects. The freeway/highway arterial network is part of the NCTC Subregion transit system. For many north Los Angeles County residents, transit options have many transfers, take numerous hours, and are not available 24/7 to match their work schedules. As the Metro Board seeks to Reimagine The Highway System, please acknowledge that the NCTC Subregion needs to improve chokepoints along the SR 14 and SR 138 which are above the CA allowable accident rate according to Caltrans (Caltrans SR14 Traffic Safety and Operational Analysis, July 2019). May 14, 2020 Tweet by Transportation Policy Director to a Metro Board Member: "Those who stand to be the most impacted by the policy or program should hold the most power in the decision-making space, but they rarely do" by Ms. Ariel Ward, A Tale of Two Truths: Transportation and Nuance in the Time of COVID-19, May 13, 2019 www.medium.com Transportation professionals need to make space for critical questions even when—or especially when—it's inconvenient. May 14, 2020 Tweet by Transportation Policy Director to a Metro Board Member	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	301	Demographics in North Los Angeles County The recent Covid Pandemic highlights how all of Los Angeles County relies on the NCTC Subregions first responders and essential workers—on 24/7 shifts throughout Los Angeles County. We appreciate and are proud of our north Los Angeles County neighbors for the work they have done during the pandemic to provide essential services to keep us healthy, safe, and secure, while stocked with essential goods. Thank You! It is understandable that city, civic and business leaders are reticent to headline Equity Focus Communities (EFC) in economic development brochures touting the benefits of their city, but US Census Bureau statistics, Metro demographic maps tell the story—NCTC Subregion needs Equity: One in three in the Antelope Valley live in Equity Focus Communities—yet Lancaster and Palmdale appear to have no projects listed in the Draft LRTP. Black/African American population: Lancaster 21.8%, Palmdale 12.5% Asian population: Santa Clarita 11% Hispanic or Latino: Lancaster 39.7%, Palmdale 60.2%, Santa Clarita 33.5% Persons in Poverty: Lancaster 23.8%, Palmdale 17.3%, Santa Clarita 8.6% School Free/Reduced Lunch Program, Lancaster K-6 eligible: 75% Veterans average population in AV & SCV is 6.1%, above LA County 3.5% & CA 5.4% avg. Veterans average population: Lancaster 7.5%, Palmdale 5.8%, Santa Clarita 4.9% Persons without Health Insurance, under age 65: Lancaster 7.5%, Palmdale 10%, Santa Clarita 7.5% Persons 65 years and over: Lancaster 9.8%, Palmdale 18.9%, Santa Clarita 11.3% NCTC Subregion officials need Metro assistance to connect with the impacted Equity Focus Communities in the Antelope and Santa Clarita Valley's.	The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	302	Lancaster and Palmdale have Equity Focus Communities (EFC), but no projects appear to be listed in the Draft LRTP.	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
	303	Figure 14, only North County project shows I-5 from 14 to Lake Hughes, should be to Parker Road.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	304	Figure 15, I-5 improvements, should be moved from planned to build since fully funded.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	305	Figure 26, when combine all the bus and rail categories, 57% of the funding going towards these categories versus 26% for highways/multimodal projects	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.
	306	Plan states that complete streets and Active Transportation will come out of roadway money	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
	307	Page 70, SHOPP funding estimate LA County, how is the \$22B derived and doesn't Caltrans allocate the SHOPP Program? The NCTC Subregion has successfully worked with Metro and Caltrans to allocate SHOPP funds to the I-5, SR14, SR138, and SR 126.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
	308	Metrolink and Goods Movement very limited discussion. In fact, no projects listed.	We believe this element is addressed appropriately elsewhere in the LRTP.
	309	The Draft does not depict the Subregional list of projects, rather that is listed in a separate Baseline Report from June 2019.	This is addressed in the LRTP Technical Document.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	310	- No mention of the Metro Call For Projects Program.	This is addressed in the LRTP Technical Document.
	311	- Highway Program—Can the SR14 and SR138 access Rural highway grant funds? Why do those rural corridors compete with urban I-5, I-405, I-10, etc. corridors for funds?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	312	- June 7, 2019 Draft LRTP Board Report and Baseline Understanding Appendix, page 84, Metro ranks the NCTC Subregion #1 Total Area Subregion, but there is NO SR126 or SR138 on the NCTC specific map shown. Page 86, states Palmdale is largest City in North County—should clarify this for land area? Population would be Santa Clarita largest.	This is addressed in the LRTP Technical Document.
	313	- Will the Subregional Section with maps/descriptions be in the Final LRTP?	This is addressed in the LRTP Technical Document.
	314	- Will there be a Strategic Unconstrained Funding Section?	This will be addressed in the final LRTP prior to adoption.
	315	- No maps show SR138 connecting the I-5 to the SR14.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	316	- SR138 on most maps, but usually covered with the map legend.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	317	- There is no I-5 symbol illustrated in north Los Angeles County, just central Los Angeles.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	318	- Transportation Demand Management (TDM)/Transportation System Management (TSM) programs are not mentioned in the Draft LRTP	The LRTP recognizes that TDM is an important strategy for managing congestion and addressing environmental goals. We will continue to be a regional leader in TDM and look forward to collaborating with our local partners to manage demand, reduce the number of SOV trips, and provide new transportation options. Additionally, Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. We will continue to support and analyze this trend.
	319	- Since the Metrolink Antelope Valley Line Capital and Service Improvements Project is funded, should it be depicted in the Draft LRTP tables?	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	320	- How can north Los Angeles County access numerous programs that appear to be centered/focused around the Metro Service Area, like Micro-Transit? Is the TDA Article 8 process supposed to remedy the apparent structural funding inequity to north Los Angeles County taxpayers?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	321	NCTC Urges Equitable Funding In conclusion, the NCTC Subregion appreciates the bolstered partnership with Metro and the opportunity to comment on the Draft LRTP—Our Next LA, and we urge meetings with Metro and NCTC staff to discuss the Draft Plan prior to receiving the “matrix” responses in the Final Plan. The NCTC Subregion has sought mobility improvements for north Los Angeles County—the I-5, SR14, SR138, SR126—while seeking improvements to the only rail service to the region—the Metrolink Antelope Valley Line (AVL). The only Metrolink line entirely within Los Angeles County. The NCTC subregion has continually made the case for equitable transportation funding and when given the opportunity to partner with Metro we have seen tremendous results, from receiving federal and state grant awards, to residents using the new transportation improvements at levels way above the rest of Los Angeles County. For many north Los Angeles County residents, transit options have many transfers, take numerous hours, and are not available 24/7 to match their work schedules. For the #1 Subregion in Land Area, the freeway arterial network is part of the transit system residents rely on. The SR14 and SR138 serve many of the Equity Focus Communities in the Antelope and Santa Clarita Valley’s and residents are seeing accidents and fatalities rise above “acceptable” Caltrans standards. Funding must be included in the 2020 LRTP Plan to provide safety-related improvements by both Metro and Caltrans to north Los Angeles County residents and businesses using the SR14 and SR138. The NCTC Subregion has seen enough studies and plans for safety related fixes for the SR14 and SR138—they need to be funded and completed in this LRTP Plan. North Los Angeles County residents should not have to endure more fatal accidents due to lack of highway funding. The NCTC Subregion has sought viable alternatives to the freeway, but the region is constantly told to wait your turn for Metrolink Antelope Valley Line rail improvements. We urge Metro and Metrolink to fund the \$698.1 million AVL improvements in the 2020 LRTP Plan—now. The Census Bureau and Metro demographic map facts cannot be swept under the rug any longer, Equity Focus Communities exist in north Los Angeles County and it is time Metro acknowledges the Subregion needs “boxes to stand on” with action, planning assistance, and funding. The NCTC Subregional staff has limited resources to properly address the Equity Focus Communities myriad of issues. The NCTC JPA needs Metro’s assistance. The NCTC Subregion looks forward to working with Metro and all transportation partners in Los Angeles County to make critical mobility investments in north Los Angeles County over the next 30 years.	Comment noted.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
Los Angeles Department of Water and Power	322	<p>The Los Angeles Department of Water and Power (LADWP) appreciates this opportunity to submit comments on Metro’s 2020 Long Range Transportation Plan. The proposed plan shall take into consideration any impacts to LADWP’s infrastructure. LADWP reserves the right to review and approve improvements within LADWP facilities. In order to fully address potential Right of Way issues, LADWP is providing the following comments and conditions which include requests for additional information from the project proponent:</p> <p>The Right of Way Engineering Group on behalf of Los Angeles Department of Water and Power’s (LADWP) Power System coordinated the review of the request and determined additional information is needed before any thorough review can be provided.</p> <p>A) The information provided, to date, is inadequate for properly reviewing the proposed Metro improvements. We therefore reserve the right to comment until more detailed information is provided. The more detailed information shall include, but not limited to, impacted Assessor’s Parcel Numbers (APN), property lines, plans showing setbacks from the proposed project areas to transmission line towers, including all above ground objects (i.e. fencing, gates, posts, structures), lighting posts, excavations, and any temporary structures that may affect the LADWP facilities.</p> <p>B) Provide plans illustrating the LADWP Transmission Line Right of Way boundaries, including distribution power lines and waters lines, within the Metro improvements. Include towers and clearances from proposed improvements. Also, provide grading plan and utility plans, including any other plans illustrating the impacts to the LADWP Transmission Line Right of Way, including distribution power lines and water lines.</p> <p>C) Relocation of LADWP facilities may be required if the impacts by Metro’s improvements interfere with the operation and maintenance of Power System facilities. The relocation of these facilities will be at the sole cost of Metro. Please note, Water System’s review has not been incorporated into this response and will require their review when more detailed plans are provided.</p> <p><u>Be advised the following conditions shall also apply:</u></p> <p>3) Metro shall be responsible for the maintenance of the project areas and shall keep the area in a neat and clean condition within LADWP Facilities. It is our understanding Metro will assume responsibility for the maintenance of the project improvements, and for all the associated risks and liabilities. LADWP will not be liable for any damage to Metro improvements by LADWP’s operation and maintenance activities.</p> <p>4) A permanent, unobstructed 20-foot wide roadway (patrol road), accessible at all times by LADWP maintenance personnel shall be provided and maintained. A wider roadway width may be required on curved segments. The roadway must remain open and unobstructed, excluded from any watering and kept as dry as possible at all times.</p> <p>5) No equipment over fourteen-feet high shall be used near the LADWP Transmission Lines without the written permission of the LADWP. Equipment higher than fourteen-feet will require submittal of a Conductor Survey to the LADWP Transmission Engineering Group to ensure clearances meet the State of California, Public Utilities Commission, General Order No. 95.</p> <p>6) Conductor Clearances will be subject to the review and approval of LADWP’s Transmission Engineering Group. The LADWP may need a copy of the conductor survey illustrating the cross sections showing our existing conductors and proposed improvements. See attached LADWP Conductor Survey Instructions. The Transmission Engineering Group will use the data to calculate and confirm that conductor clearances meet the State of California, Public Utilities Commission, General Order No. 95.</p> <p>7) All construction activities shall adhere to the LADWP’s Standard Conditions for Construction. See attached.</p> <p>8) Provide the location and elevations (heights) of all above and below ground structures, including the cross sections of existing and proposed improvements within and adjacent to the LADWP Transmission Line Right of Way. All ground elevations are to remain unchanged from existing conditions after proposed improvements associated with Metro’s improvements are completed. Cut & fill slopes inside the LADWP Transmission Line Right of Way steeper than 2 horizontal to 1 vertical require retaining structures or geotechnical report approval. Note: Grading activity resulting in a vertical clearance between the ground and the transmission line conductor elevation less than thirty-five (35) feet or as noted in the State of</p>	Comment noted.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>10) All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.</p> <p>11) The right of way contains high-voltage electrical conductors, therefore, Metro shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.</p> <p>12) California Code of Regulations, Title 8, Section 2700 defines “qualified electrical workers” as “a qualified person who by reason of a minimum of two years of training and experience with high-voltage circuits and equipment and who has demonstrated by performance familiarity with the work to be performed and the hazards involved.” At all times during installation, replacement, and/or maintenance of any improvement authorized within the LADWP Transmission Line Right of Way, Metro shall have at least one qualified electrical worker on site to observe said work and ensure all OSHA required safety protocols are followed.</p> <p>13) No grading shall be conducted within the LADWP Transmission Line Right of Way without prior written approval of the LADWP.</p> <p>14) No structures or improvements shall be constructed within the LADWP Transmission Line Right of Way without prior written approval of the LADWP.</p> <p>15) An area at least 100 feet around the base of each tower must remain open and unobstructed for necessary maintenance, including periodic washing of insulators by high pressure water spray.</p>	
Los Angeles County	329	<p>We have reviewed Metro’s draft Long Range Transportation Plan and have the following comment: Metro and Los Angeles County have a long history of partnership and investment on Traffic Signal Synchronization Projects however specific funding is not identified in the proposed plan for these projects. Traffic signal coordination is considered by the USDOT as being under the general ITS umbrella. On Page 36, Priority Area 2, please consider adding traffic signal synchronization. Strategy 2.1, please add to Action 2.1c. “Implement arterial ITS programs, including Countywide Signal Priority Program and traffic signal synchronization.”</p>	<p>This will be addressed in the final LRTP prior to adoption.</p>
City of West Hollywood	330	<p>Thank you for the opportunity to review the draft 2020 Metro Long Range Transportation Plan (LRTP). Our comments center around the Crenshaw/LAX Line Northern Extension (CNE) and how it is represented in Figure 8 and Figure 9, the “Major Transit Project” list and “Planned Transit Projects” map on pages 20 and 21 respectively. The Metro Board is expected to consider authorizing a contract for the CNE Environmental Impact Report (EIR) in August 2020. Based on multiple discussions with Metro Staff, we anticipate a recommendation for further analysis of several alignments in Metro’s upcoming environmental analysis including the Hybrid alignment, the preference of the City of West Hollywood and a number of other stakeholders, as well as a potential terminus station at the Hollywood Bowl rather than the Hollywood/Highland Metro Red Line Station. The “Planned Transit Projects” map (Figure 9) on page 21 of the Draft LRTP document shows a single alignment for the CNE project that appears to run along La Brea and stops short of the Hollywood Bowl. We concur with the footnote below the map which reads “Final alignments to be identified during environmental processes.” However, since neither the City of West Hollywood nor the City of Los Angeles has formally endorsed the La Brea alignment, it is inappropriate for it to remain the placeholder in Metro documents where only one alignment is shown. We understand that the map in the Draft LRTP is not intended to prejudice the selection of any specific alignment and respectfully request that either the Hybrid Alignment or a more generalized representation of the CNE project that is not specific to any one alignment be shown in the Final LRTP.</p> <p>The “Major Transit Project” list (Figure 8) on page 20 lists \$4.7 Billion and 2047 as the open year of the CNE project. This list does not currently appear to differentiate between projects seeking acceleration and the Measure M timeline, but if changes are made to this list to highlight acceleration efforts underway with other projects, we respectfully ask that a footnote be included to acknowledge ongoing interjurisdictional efforts to accelerate the CNE project in accordance with the Board Adopted Acceleration Policy and next steps for the CNE project such as the City of West Hollywood Funding and Project Delivery Strategic Plan, the City of Los Angeles Council Motion Supporting Acceleration of the CNE, and the upcoming Metro EIR to be conducted in fulfillment of Metro’s 2016 commitment to get the project shovel-ready for future funding opportunities. We look forward to continued and expanded partnership with Metro as we work to implement the transformative mobility benefits of Measure M and the Draft LRTP. Thank you for your attention to this matter.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p>

Attachment C - LRTP Public Comment Reponse Matrix

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Org	#	Comment Received	Response
City of Claremont	333	<p>I am writing on behalf of the City of Claremont to request that the draft plan be amended to accurately reflect the status of a critically-important project for our City and our residents, workers, and students - completion of the Metro Gold Line Foothill Extension to Claremont.</p> <p>The Draft LRTP currently includes completion of the Foothill Extension to Claremont in 2028, without recognition that the project has a \$450 million funding gap. The project is under construction now, but only the first nine miles of the 12.3 mile project is fully funded. We request that the plan be amended to accurately reflect the current funding gap, and request that the extension to Claremont be included as part of any strategic unfunded project list that staff is developing to be part of the final plan.</p> <p>The City also urges Metro to help secure funds necessary to make the extension to Claremont possible within the currently underway design-build project. The Foothill Gold Line Construction Authority, the agency responsible for planning and building the line, has a firm fixed price bid in hand that is good through October 2021 and would allow the project to be completed to Claremont by 2028 (meeting the Metro board goal of completing the project to Claremont by the 2028 Olympic Games). As Metro seeks state and Federal infrastructure funding, we urge that this truly shovel-ready project be included on the list of projects for funding.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p>
City of Los Angeles	339	<p>The City of Los Angeles Departments of Transportation (LADOT) and City Planning (LACP) compliment the Los Angeles County Metropolitan Transportation Authority (Metro) on its substantial planning and public outreach efforts to develop the Draft 2020 Long Range Transportation Plan (draft 2020 Plan), released on May 29, 2020. LADOT leads transportation planning, project delivery, and operations in the City of Los Angeles and LACP creates and implements plans, policies, and programs that support community health, sustainability, and inclusivity in the City's neighborhoods. LADOT and LACP have reviewed the draft 2020 Plan and appreciate the opportunity to provide comment. We understand that Metro is unique among the nation's transportation agencies, serving as the primary transportation planner and coordinator, designer, builder, and operator for the most populous county in the country. As the regional transportation planning agency, Metro is responsible for advancing the regional multimodal transportation system to provide safe, affordable, and equitable mobility for Los Angeles County residents, workers and visitors, as well as to support the region's economy and help achieve local and regional environmental and community quality of life goals. An update to the 2009 Long Range Transportation Plan, the draft 2020 Plan presents Metro's approach to planning, constructing, managing, and modernizing the Los Angeles region's multimodal transportation system, as well as highlights how the regional agency must partner with the City of Los Angeles and the other 87 cities and unincorporated areas in the County to deliver this ambitious scenario over the next 30 years. LADOT and LACP laud Metro's plans to add 106 miles of fixed guideway transit, improve 22 transit corridors, and deliver 200 stations for the regional public transit network over the next 30 years - the most aggressive transit expansion in the nation.</p> <p>Beyond transit investments, we appreciate that Metro's draft 2020 Plan includes funding to maintain and modernize the region's system of roads and freeways, to deliver multi-use active transportation facilities, to enhance bus travel, and to expand access to on-demand mobility options such as bike sharing, car sharing, micro transit, and freight-focused technologies. Also, Metro's Transit Oriented Communities policy and planned joint development projects align well with the City of Los Angeles' work to integrate land use and transportation planning to support affordable housing production and job creation near high-quality public transit options with safe and comfortable connections for transit users' first last mile journeys. Consistent with the City of Los Angeles' transportation assessment guidelines, the draft 2020 Plan acknowledges that it is not possible, nor desirable, to physically expand vehicle capacity on the region's network of arterials and freeways to alleviate congestion. Therefore, Metro must partner with cities and Caltrans to implement effective management strategies that maximize the person throughput and utilize existing transportation facilities, such as transit priority facility enhancements, active curb management strategies, integrated corridor management solutions, innovative congestion pricing, and improved parking management. Metro estimates that implementation of the major capital projects, programs, and bold policies included in the draft 2020 Plan will significantly improve the regional transit system's coverage, enhancing access to high-quality transit, while resulting in modest emissions reductions. Today, only 8% of Los Angeles County residents and 16% of the region's workers have access to a Metro rail or bus rapid transit station within a 10-minute walk. Metro estimates that implementation of the draft 2020 Plan would increase access to transit so that 21% of residents and 36% of workers would be a 10-minute walk to high-quality transit. Metro's scenario modeling anticipates that delivering the draft 2020 Plan would increase daily transit trips by 81%, while decreasing greenhouse gas (GHG) emissions by 19% and particulate matter emissions by 17%, relative to forecasted 2047 levels.</p>	<p>Comment noted.</p>

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	340	<p>As Metro finalizes the draft 2020 Plan, we encourage the following considerations: Develop and include a fiscally unconstrained strategic list of projects that may be anticipated for future consideration, if additional new revenue or funding opportunities become available. Currently, Metro's draft 2020 Plan uses a series of projected revenue and organizational capacity assumptions to present a fiscally constrained list of projects for Los Angeles County. However, we understand that the listed projects will not meet all future mobility needs and consumer demands forecasted for 2020-2050. Thus, Metro can continue leading the region to meet momentous challenges in the coming decades – including but not limited to serving a growing, diverse population, adapting to the global climate change impacts, responding to technological changes and new innovations – by developing a fiscally unconstrained list of regional transportation investments and associated bold policies. This project list may inform the Southern California Association of Government's (SCAG) preparation of the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related regional transportation demand forecasting model. This list can also articulate the need for mobility improvements beyond the current Measure R and Measure M infrastructure program and mobility investments required to meet state sustainability goals. We propose a list of projects for consideration in a fiscally unconstrained strategic project list in Attachment A. Prior to releasing the Countywide Strategic List to SCAG for future updates and amendments to the RTP/SCS, we request that Metro contact LADOT's Transportation Planning and Policy Division manager, Rubina Ghazarian, to ensure you have the City's most recent fiscally unconstrained strategic project list.</p>	<p>This will be addressed in the final LRTP prior to adoption.</p>
	341	<p>Increase coordination with City Planning to align Metro's long range planning efforts with the city's evolving mobility networks. Mobility Plan 2035, the transportation element of the City's General Plan, identifies networks of streets that the City prioritizes for transit, bicycle, and pedestrian infrastructure improvements. For example, the Transit Enhanced Network (TEN) results from a comprehensive data analysis of factors such as ridership, destinations, employment, and population that will evolve as transit needs change and the City updates Community Plans (land use plans) and potentially amends the TEN. Metro has done a noteworthy job of providing transit coverage on the TEN as it is currently configured through the NextGen Bus Plan proposal, and we encourage ongoing collaboration between Metro and City Planning staff. Metro may further consider how to align its countywide active transportation planning and investments with the City's Bicycle and Pedestrian Enhanced Networks.</p>	<p>Metro coordinates with and supports our local, regional, and state partners. We cannot address all the transportation challenges facing LA County alone and we rely on the help of our partners. We look forward to continued collaboration to advance our vision for LA County.</p>
	342	<p>Discuss how projects can be prioritized to directly benefit Equity Focus Communities. Metro's robust equity platform framework, which includes its TOC and joint development policies, guides the implementation of programs aimed at reducing transit fare, providing local business support, and offering a variety of youth programs. Building on these initiatives, Metro has developed data-driven tools to elevate equity in decision-making such as the designation of Equity Focus Communities and a Transit Propensity Index that considers physical, locational, and socio-economic factors in estimating potential transit demand. The draft 2020 LRTP also proposes development of a Racial and Socioeconomic Equity Action Plan. We support these tools and encourage Metro to continue to create systems and structures that ensure data-driven and transparent implementation of its equity-focused policies and action plans. Metro's draft 2020 Plan defines Equity Focus Communities (EFCs) as areas where households are low-income, and either majority non-white or have no access to a vehicle -- about 30% of the entire county's population. Metro's acknowledgement that people living in EFCs are affected by historic disinvestment, experience reduced access to opportunity and housing, and are likely burdened by environmental injustices presents new opportunities to address these issues in the coming decades. The draft 2020 Plan presents a powerful draft definition for equity and commits to investing in EFCs. The Final 2020 Plan can include more meaningful discussion on how Metro's investments will be prioritized to directly benefit and improve the lives of people living in EFCs and how funding will be allocated for capital projects on the basis of equity. As one example, the NextGen Bus Plan sets out to improve bus service quality in communities with the greatest mobility needs by focusing bus service improvements in LA County Census Tracts with higher Transit Propensity Index values. The assumptions used for that Index closely align with the characteristics of present-day transit riders who continue to ride Metro buses, despite the systemwide ridership decline observed during the current COVID-19 public health emergency. This data can inform how Metro prioritizes future transit investments. The Final 2020 Plan should similarly reconsider the inclusion of projects that may exacerbate the barriers to mobility and burdens of air pollution and poor health outcomes associated with transportation-related emissions experienced by Los Angeles County residents. These projects include: o Planned projects that widen or otherwise increase freeway capacity o Funding arterial street widening projects o Other projects, programs, or policies that induce single-occupancy vehicle travel</p>	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>

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	343	Create more opportunities to utilize development incentives in transit-reliant communities. State and local streamlining and affordable housing incentive programs present further opportunities to add much-needed affordable housing near high-quality transit. As Metro finalizes the alignments of major capital transit and rail lines, we encourage Metro to think strategically about the location of stations that can support development incentives in transit reliant communities that have been disinvested. The configuration of Metro's bus network in regard to frequency and stop locations also impacts the availability of affordable housing and development incentives. DCP looks forward to continuing discussions with Metro to understand how the consolidation of rapid and local bus lines under NextGen will alter the availability of development incentives through the state's density bonus program and CEQA streamlining through the designation of transit priority areas.	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
	344	Assess sustainability and environmental benefits of projects, programs, and policies to inform decision making. Metro's update of the Long-Range Transportation Plan offers an opportunity to propose inspired strategies to help the region achieve State climate action and sustainability targets. In conformance with Senate Bill 743, Senate Bill 32, and statewide sustainability goals, we encourage Metro to more closely assess the performance of proposed strategies to effectively reduce vehicle miles traveled (VMT) and associated greenhouse gas emissions, improve access to jobs and services through mobility management, and consider sustainability strategies in all projects. We suggest that Metro compare multiple scenarios to prioritize project lists and determine suitability of projects, programs, and plans given the urgent need for significant climate action. As an example, in designing or retrofitting freeway projects we encourage Metro to coordinate with Caltrans to integrate natural environment protection and mitigation measures, such as wildlife crossings and culverts.	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	345	Reallocate dedicated funding to regional bus capital and regional active transportation facilities to enhance the draft 2020 Plan's sustainability and environmental justice performance. Metro's draft 2020 Plan provides \$400 billion for investments in transportation over the next 30 years, with over 70% of funding managed directly by Metro from federal and state programs or generated by four county voter-approved sales tax measures. The draft 2020Plan proposes to spend just over \$331 billion (83%) of countywide funding over the next three decades directly on regional multimodal transportation projects, programs, and policies in accordance with the following breakdown: nearly \$145 billion (37%) in investments for countywide transit operations and state of good repair; about \$76 billion (19%) in road investments; nearly \$61 billion (15%) in rail and transitway capital investments; just over \$22billion (5.5%) in freeway and managed lane investments; nearly \$21 billion (5%) in bus capital investments; and nearly \$7 billion (1.7%) in regional and local active transportation facility investments. We encourage Metro to review and reassess the currently proposed funding allocations for bus capital and active transportation facilities to ensure that Metro and its local partners can deliver effective regional active transportation and bus transit priority facilities across jurisdictional boundaries. The City of Los Angeles is eager to continue working with Metro to create a regional active transportation network, as expressed in Metro's Active Transportation Strategic Plan, and implement bus transit priority facilities, through our NextGen Bus Speed Working Group and beyond, to encourage more people to walk, roll, bicycle, or easily transfer between integrated networks. Significant investments in sustainable transportation infrastructure, above and beyond the proposed in the draft 2020 Plan, will meet LA County stakeholders' calls for better transit, complete streets, and access to opportunity. Reallocated funding to support a greater focus on advancing sustainable mobility networks may yield greater VMT and GHG reductions as called out in LA's Green New Deal.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	346	Invest in regional transportation data and modeling tools available to jurisdictions and external partners to strengthen regional coordination. Currently, Los Angeles County cities, subregional entities, and their external partners tend to use varied transportation datasets and analysis methods to help plan, prioritize, and evaluate transportation improvements within their jurisdictions. Varied modeling methodologies, technical capacity, and incompatible evaluation frameworks makes coordination across jurisdictional boundaries challenging and inefficient. Similar to the outreach and information exchange used to build regional consensus for the Metro NexGen Bus Plan, we hope that Metro will augment its draft 2020 Plan scenario modeling methods using rich origin-destination data, while also making these datasets and analytics available for local agencies for local transportation planning. We also encourage Metro, in collaboration with SCAG, to lead the region in conforming to the requirements of Senate Bill 743by investing in sub-regional sketch planning tools that can lead to more consistent and transparent evaluations. Similarly, regional location based data services and accessibility analysis tools can streamline and improve access to information for jurisdictions, strengthening regional planning efforts.	Thank you for this comment. As a Regional Transportation Planning Agency, Metro strives to be a resource for the local jurisdictions within LA County. We continually look for new ways to support the planning and implementation efforts of our local partners. We will share this comment with the appropriate departments within Metro.

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	347	Advance system security and public trust enhancement strategies that are inclusive and equitable. We acknowledge and applaud Metro’s continued efforts to address riders’ safety concerns. Metro’s aim to improve riders and communities’ experience with the transit system and other agency mobility services can be bolstered by investing in strategies recommended in Metro’s Understanding How Women Travel Study Report, Girls and Women Governance Council and Customer Experience Plan, including: o Develop a Metro Transit Ambassadors program to improve customer service o Expand access to TAP reloading and pass purchasing countywide o Maintain rider amenities at stops and stations to enhance safety and reduce anxiety o Offer safe and affordable on-demand options near major transit hubs o Implement inclusive fare policies (i.e., fare capping, easier transfers) o Enhanced cleanliness and safety protocols on the Metro transit system in response to the current COVID-19 public health emergency should continue focusing on protecting transit operators	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
	348	Invest in mobility management solutions that increase transportation system efficiencies and improve equitable access to destinations. Los Angeles County is home to 4.4 million employees, with a projected increase to 5.4 million by 2047. Mobility management solutions, such as a countywide Transportation Demand Management program for existing employers can help build a regional foundation strengthening jurisdictional ordinances. This framework can result inconsistent regulations, increased awareness and compliance, a larger menu of strategies, and monitoring data that allows for comparison and iteration. A regional TDM framework can pave the way for investment in regional mobility as part of land use developments’ TDM strategies, mitigation measures, or through a regional VMT exchange program – similar to cap and trade. LADOT is interested in collaborating with Metro and jurisdictions in LA County to expand our mobility investment toolkits over the next 30 years to include mobility management solutions.	The LRTP recognizes that TDM is an important strategy for managing congestion and addressing environmental goals. We will continue to be a regional leader in TDM and look forward to collaborating with our local partners to manage demand, reduce the number of SOV trips, and provide new transportation options. Additionally, Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. We will continue to support and analyze this trend.
San Gabriel Valley Council of Govts	360	On behalf of the San Gabriel Valley Council of Governments (SGVCOG), we are writing to express our appreciation for the opportunity to comment on the draft Long Range Transportation Plan Update. The SGVCOG is a joint powers authority of thirty-four-member agencies that are located in the San Gabriel Valley. The SGVCOG is also the largest and most diverse sub-regional government entity in Los Angeles County. The SGVCOG strongly supports Metro’s plan to deliver significant mobility benefits to Los Angeles County through major capital projects, programs, and bold policies. We deeply appreciate the stakeholder process your agency is undertaking and the ability to weigh in on the proposed update to the Long Range Transportation Plan. We want to take the opportunity to thank Metro for acknowledging the critical need for infrastructure and transportation improvements in the San Gabriel Valley, especially for including the following projects in the draft update: • Alameda Corridor East Grade Separation Phase 2 • Eastside Extension Phase 2 Transit Corridor • Gold Line Transit to Claremont * • I-605/I-10 Interchange • SR-57/SR-60 Interchange Improvements • SR-60/I-605 Interchange HOV Direct Connectors • SR-710 North Corridor Mobility Improvement Projects *The plan should indicate additional funds are needed to extend the line to Claremont.	Comment noted.
	361	Implementing Cleaning Practices to Protect Riders from Disease Transmissions This action should be included in Strategy 1.6 under Priority Area 1. While the SGVCOG recognizes that Metro has been actively implementing protective measures to protect employees and residents from being exposed to COVID-19, it is vital to ensure that these practices continue in the future. Metro should continue to clean buses and trains daily with EPA-approved disinfectants and actively review cleaning protocols to ensure that they are up-to-date.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro’s financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county’s priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
	362	Support Efficient Goods Movement Strategy 2.5 under Priority Area 1 should be rewritten to reflect “support efficient and sustainable goods movement.” Goods movement projects and the Los Angeles County Goods Movement Strategy must emphasize air quality improvements, safety, and freight efficiency.	This will be addressed in the final LRTP prior to adoption.
	363	Complete the San Gabriel Valley Transit Feasibility Study and Implement the Resulting Recommendations We recommend this action be added to Strategy 2.6 under Priority Area 2. While the San Gabriel Valley Transit Feasibility Study will be identifying alternative transit solutions to serve the mobility needs of the San Gabriel Valley, implementing the recommendations will effectively address regional circulation issues	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	364	Support the San Gabriel Valley Regional Bikeshare Program We also recommend adding this action to Strategy 3.3 under Priority Area 3. The San Gabriel Valley Regional Bikeshare Program was recently launched earlier this week in South El Monte with the goals of decreasing drive-alone trips and increasing the share of bicycling trips in the San Gabriel Valley. Effective active transportation infrastructure is critical in providing connectivity to the transit hubs in the San Gabriel Valley.	We believe this element is addressed appropriately elsewhere in the LRTP.
	365	Indicate Extension of the I-10 ExpressLane east of I-605 to the San Bernardino County Line The SGVCOG requests Metro label the improvements in Figure 15 “Planned Highway Projects” as the I-10 ExpressLane extension to the San Bernardino County Line.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.

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	366	Additionally, we highly recommend Metro staff to increase the size of monotone maps that are included in the draft, as many of these maps are ineffective in illustrating projects and routes in the draft update due to their minimal sizes. The SGVCOG looks forward to continued opportunities to comment on specific proposals and plans.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
Strategic Actions for a Just Economy	199	Hello,I am writting this on behalf of Strategic Actions for a Just Economy (SAJE) who is a member of the ACT LA Coalition who advocates for Transit Justice.The plan appears to relate the ability to reduce transit costs specifically with congestion pricing. We do not believe that the ability to offer fare-free transit should rely exclusively on congestion pricing, especially when there is so much research to do regarding the effects that congestion pricing has on low-income communities. The LRTP names congestion pricing as an overall goal for the development and improvement of the transit system in the county. Our coalition has some concerns and reservations due to currently unanswered questions about how congestion pricing is currently affecting our county and how the expansion of congestion pricing will impact our constituencies. Congestion pricing has equity challenges; any time you institute a toll for access you exclude low-income people that are unable to pay. Furthermore, viable alternatives for some essential trips such as work, school and medical appointments may not be available until better bus service is achieved. To mitigate these challenges, we should improve public transportation quality and make transit free before congestion pricing is actualized. Lastly, the Long Range Transportation Plan was released in the middle of the pandemic that we are currently suffering from in our region and world wide. It is irresponsible that the draft plan does not make mention of the effects that this has caused on its transit dependent citizens. We urge Metro to take into consideration our questions and concerns regarding the draft plan. Thank you.Maria Patiño GutierrezProgram Coordinator SAJE	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p> <p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>
	327	<p>Dear Metro Board and Staff,</p> <p>We write this letter to comment on the "Our Next LA" 2020 Long Range Transportation Plan. We believe that the overall goals of the Long Range Transportation Plan should align with Metro's Equity Platform and prioritize the needs of the mostly low income residents of the County of Los Angeles who are transit dependent.</p> <p>ACT-LA is made up of 37 organizations from LA County that have come together "to create community transit – just, equitable, sustainable transit systems and neighborhoods for ALL people in Los Angeles, placing the interests of low-income communities and communities of color first as we create a more sustainable city." As a coalition we are advocating for Metro to become a sanctuary for the Los Angeles public, to provide a high level of service and enact policies that would result in "transit justice," such as:</p> <ul style="list-style-type: none"> - Eliminate fares. Los Angeles residents are already paying for the transit system through our sales tax. The average household income for a person who rides the bus is \$26,900, with over 57% of Metro bus riders living below the poverty line. - End policing contracts. We must invest in true community-centered safety solutions that make ALL riders feel safe. Also, we can use the hundreds of millions of dollars saved on improving bus service, bus infrastructure and eliminating fares. - Focus on improvements to the bus system. New train lines have taken the air out of the room when it comes to Metro's mission of creating a world class system. Metro staff and board members often say that buses are the workhorses of the system, and clearly buses are what most riders depend on. Our coalition includes organizations who work with transit riders, the majority of whom are bus riders and who have expressed to us the need for a better, fare-free transit system. Therefore, we support the Long Range Transportation Plan's efforts to identify access to opportunity, including by specifically adding a goal of identifying ways to "Reduce Transit Cost." Our members have told us that they often have to choose between paying for a bus pass for a month to get to and from work or to pay for adequate groceries. Although Metro currently has fare reduction programs, the reality is that many of these are not currently accessible to its riders, whether because of lack of education regarding the program, or because even though riders are low income, they are above the threshold to qualify. Our coalition is committed to working with Metro to identify ways to achieve the goal of fare-free transit in the short-term rather than longer-term. Given our priorities listed above, our coalition is in full support of discussions within Metro to eliminate fares. However, we strongly believe this goal needs to be decoupled with the goal of regional congestion pricing. The plan appears to relate the ability to reduce transit costs specifically with congestion pricing. We do not believe that the ability to offer fare-free transit should rely exclusively on congestion pricing, especially when there is so much research to do regarding the effects that congestion pricing has on low-income communities. <p>The LRTP names congestion pricing as an overall goal for the development and improvement of the transit system in the county. Our coalition has some concerns and reservations due to currently unanswered questions about how congestion pricing is currently affecting our county and how the expansion of congestion pricing will impact our constituencies. Congestion pricing has equity challenges; any time you institute a toll for access you exclude low-income people that are unable to pay. Furthermore, viable alternatives for some essential trips such as work, school and medical appointments may not be available until better bus service is achieved. To mitigate these challenges, we should improve public transportation quality and make transit free before congestion pricing is actualized.</p> 	<p>Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience–, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

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		<p>Although the LRTP has many ambitious goals to reduce congestion in the corridors, we question whether congestion pricing may just redirect traffic to other routes. We are concerned about the potential for pricing to redirect traffic to neighborhoods that already experience higher levels of pollution due to historical environmental racism. For example, the 110 freeway cuts through South Los Angeles and many low income communities. Presently, congestion on the 110 pushes traffic that would otherwise be on the freeway to the already polluted areas in our communities; congestion pricing may exacerbate this. Lastly, the Long Range Transportation Plan was released in the middle of the pandemic that we are currently suffering from in our region and world wide. It is irresponsible that the draft plan does not make mention of the effects that this has caused on its transit dependent citizens. We urge Metro to take into consideration our questions and concerns regarding the draft plan. Thank you.</p>	<p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>
Nature for All and Co-signatories	336	<p>Dear Fabian Gallardo and LA Metro Board of Directors; On behalf of the undersigned organizations, we would like to thank you for your work in developing the Long Range Transportation Plan at METRO LA and for the opportunity to provide comments on the Draft Plan released in May 2020. Since we work directly in park-poor communities and other underserved areas, we understand how lack of transportation to nature can negatively affect these communities' public health. Our goal is to ensure that priority is given to funding meaningful community access for those that need it most and, although we are pleased with the Draft, we offer the following recommendations to further amplify its potential for success:</p> <ol style="list-style-type: none"> 1. Adding a section on Metro's Transit to Parks Strategic Plan Our concerns along with our recommendations are explained in more detail in the comments below. Access to Parks As we all are aware, there is a lack of access to natural open spaces, particularly in underserved communities. Additionally, the current COVID pandemic has deepened our understanding that access to nature is vital and essential to improve the communities' overall public health. Metro recognized the opportunity to address this inequity with the adoption of the Transit to Parks Strategic Plan. Unfortunately, the Long Range Transportation Plan does not reflect this commitment to improving equity and the quality of the transit system. A lot of work and effort was put into Metro's Transit to Parks Strategic Plan, which presents a systematic vision for increasing access to parks and open space Countywide. We recommend adding the Metro Transit to Parks Strategic Plan as a strategy under Access to Opportunity, in order "to find targeted, holistic ways to increase access to parks and open spaces, especially for communities in need." We refer to this Strategic Plan as it provides recommendations on transit strategies and initiatives that link people to parks. In fact, the Transit to Parks Strategic Plan states its efforts would "inform the LRTP update by providing recommendations on transit strategies and initiatives that link people to parks. The LRTP will utilize performance metrics that may include those relating to access to parks and open space which can be informed by this Plan." Thus far, we have not seen this reflected in the LRTP, which we believe is the best opportunity to ensure investments are made in our communities to ensure overall public health through access to parks and open spaces. 	<p>Comment noted.</p> <p>This will be addressed in the final LRTP prior to adoption.</p>

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		<p>2. Provide a more substantive examination of the strategies to be used to implement Complete Streets throughout the County</p> <p>Complete Streets- Active Transportation During the last few months of the COVID-19 pandemic, we have seen how a rapid shift in economic opportunities has had a dramatic impact on how our streets are used around LA County. With fewer cars on the road, more people than ever turned to walking and biking, which rapidly highlighted how much of LA County still struggles with inadequate human-centered road infrastructure. While we appreciate the efforts being made to provide off-street options, such as the Rail-to-Rail corridor and gap closure of the LA River Trail in Central LA, we believe that even more can be done to help provide access to economic and recreational opportunities to lower-income park-poor communities. Our key recommendation, with regards to Complete Streets, is to provide a more substantive examination of the strategies to be used to implement Complete Streets throughout the County. For example, a greater commitment by Metro to fund and implement Complete Street projects along economically sensitive corridors in low-income communities of color would be a welcome addition to the current narrative. Such changes would make biking and walking more welcome along these corridors, driving more slow traffic that helps support small businesses. In communities where sidewalk vending is a common driver of economic opportunity, a commitment by Metro to prioritize streetscape redesigns to ensure greater sidewalk space to improve mobility for pedestrians while allowing sufficient space for economic opportunity. These more specific types of commitments would demonstrate to our communities that Metro understands the potential impacts that Complete Streets can have on the larger growth of our communities.</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
	336	<p>3. Clarify how equity Focus Communities are being prioritized for investments</p> <p>Additionally, we recommend to Metro that in funding and installing infrastructure that aligns with the Complete Streets Policy to focus on those areas that have traditionally been underinvested and currently exhibit a lack of much needed infrastructure improvements. These communities are typically areas with the greatest need, but frequently receive the least investment, which means that they continue to lag further and further behind in access to opportunity unless deliberate efforts are made to acknowledge and close those gaps. Access to Opportunity We are impressed with some of the strategies in this section and we want to applaud Metro for trying to incorporate Equity into all of its efforts. We want to particularly uplift the discussion to support and work with Small Business throughout the development of all projects. We would like to request that you clarify some of these elements such as, how Equity Focus Communities are being prioritized for investments, and if Metro is employing any strategies beyond Joint Development Projects to realize inclusive Transit Oriented Communities. Additionally, we encourage Metro to state its goal that joint development projects contain at least 40% of the units for affordable housing. Conclusion We thank you again for your thoughtfulness in developing the Long Range Transportation Plan and for this valuable opportunity to submit comments and suggestions on them. Our organizations are excited to see Metro invest in promoting equitable transportation options. We look forward to your response and to be able to work with you on strengthening the implementation of this plan. If you should have any questions regarding this letter, please do not hesitate to contact any of the organizations listed below who can work with Metro to improve this Plan..</p> <p>Sincerely, Amy Lethbridge Community Nature Connections, Eli Kaufman LA Bicycle Coalition, David Diaz Active SGV, Bryn Lindblad Climate Resolve, Belinda Faustinos Nature for All, Daniel Rossman The Wilderness Society, Christy Zamani Day One Pasadena</p>	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p>
MoveLA Coalition and Co-signatories	349	<p>On behalf of the undersigned organizations, we appreciate the incredible level of detail and public engagement conducted to develop Metro's Draft 2020 Long Range Transportation Plan. The Plan is both realistic and bold in a time of great uncertainty; realistic in its recognition of our looming fiscal challenges and bold in that the LRTP serves as a blueprint for a clean transportation driven recovery. In particular, we want to highlight the boldest policies: • Free Transit for all • Faster, More Frequent Bus Trips • Congestion Pricing • Bus-Only Lanes • First/Last Mile Program • Freight Management Policies • TOC & Complete Streets Policies and providing more affordable housing • Accessible Wayfinding Pilot • Zero-emission bus fleet The scenario models show the transformation of transportation in the region if we implement these bold policies equitably. We also appreciate Metro defining Equity Focused Communities and look forward to developing and advancing a "Racial and Socio-Economic Equity Action Plan."</p>	<p>Comment noted.</p>

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	350	1. Integrating the recently-passed guidelines to expand highway program eligibility to transit, active transportation, and complete streets improvements (File #2020-0412) to re-orient spending towards the most under-resourced modes (Strategies 2.1 and 3.1a.-c.).	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	351	2. Funding accessibility (1.6b.) with a more holistic approach on all modes (bus, rail, and active transportation) that addresses the needs of those with physical, visual, auditory, and/or mental disabilities or impairments so that these riders feel welcome throughout the Metro system.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
	351	2. Funding accessibility (1.6b.) with a more holistic approach on all modes (bus, rail, and active transportation) that addresses the needs of those with physical, visual, auditory, and/or mental disabilities or impairments so that these riders feel welcome throughout the Metro system.	Thank you for the comment. Metro is committed to providing safe and accessible services for all users.
	352	3. Prioritizing projects that were scheduled for completion last decade before new projects are started, and ensure equity and racial justice goals are used in assessing which projects start next. Specifically, the Rail to River Active Transportation (3.3b.) and Crenshaw Line projects were scheduled to open in 2019 and 2020 respectively, and are both far behind schedule.	The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP. The LRTP includes a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP.
	353	4. Scaling the LIFE, Youth on the Move, and U-Pass Program (strategies 4.3a.-c.) to achieve free or deeply discounted fares quickly for those in need and makes it easier to reach the goal of free fares for all. (4.3e.)	Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience-, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.
	354	5. Integrating the Bus Rapid Transit strategy (1.2h.-i.) with the Transit Oriented Communities strategy (4.2). Metro's own Climate Action and Adaptation Plan (2019) indicates that the greatest reductions in VMT and GHG will come from land use decisions. Therefore, aggressively pursuing affordable housing that respects and does not displace existing residents near proposed BRT and rail lines is critical to achieving the region's aggressive climate change goals.	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
	355	6. Actively engage in local development and land use decision-making processes to protect Metro's interests in fulfilling LRTP goals, including the use of lawsuits and amicii briefs to enforce VMT mitigation requirements under the California Environmental Quality Act. (4.2)	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	356	7. Commit to assisting, encouraging, and eventually requiring contractors to use zero and near-zero emission construction equipment in addition to renewable diesel. (3.5a.)	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	357	8. Identify strategies and funding to enhance station areas to make them cleaner (sanitizing stations, mask dispensing, physical distancing), safer, more accessible for people of all abilities, and more welcoming (Strategy 1.4).	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.

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			<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTTP.</p>
	358	<p>9. As Metro considers its policing model and resource allocation, creating a safe space for riders is critical to the success of the system. This means dis-investing from Strategy 1.7b., d., and f. (Multi-Agency Policing Plan) and investing in Strategies 1.7a. and c. (Transit Homeless Action Plan, Sexual Harassment Plan) and creating a new "alternatives to policing" strategy.</p>	<p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p> <p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
	359	<p>10. Coordinating with and incentivizing cities to implement their active transportation plans using eligible dollars and leveraging state funding to implement first/last mile and complete streets programs (Strategies 3.1 and 3.2).</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p> <p>Metro coordinates with and supports our local, regional, and state partners. We cannot address all the transportation challenges facing LA County alone and we rely on the help of our partners. We look forward to continued collaboration to advance our vision for LA County.</p>

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Sherman Oaks Home-owners Assoc.	40	The information concerning the Sepulveda Transit Corridor Project on page20 of Metro’s draft 2020 Long-Range Transportation Plan, Our Next LA, is inconsistent with MeasureM and other Metro information concerning the project. The Sherman Oaks Homeowners Association (SOHA) requests Metro to check the information and bring it into consistency with MeasureM and other information.The draft LRTP uses nomenclature about Sepulveda Transit Corridor Project phases that is inconsistent with other Metro information. To date, Metro information and MeasureM (AttachmentA)have defined Phase1 as high-occupancy toll lanes through the Pass, Phase 2 as the Valley to Westside, and Phase3 as the Westside to LAX. The draft LRTP (page20) lists Phase1 as the Valley to Westside and Phase 2 as the Westside to LAX. These are inconsistent and confusing to the public. LRTP page20 also shows the Westside to LAX “investment” as \$10,587 million. MeasureM, AttachmentA lists the Phase 3 Westwood to LAX budget as \$3,865 million. It appears that the draft LRTP incorrectly lists the total Sepulveda Transit Corridor Project budget for the Westside to LAX, rather thanthe actual budgetfor the Westwood-to-LAX phase.Thank you.Sincerely,	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
Oso/Neenach Town Council	325	<p>Long Range Planning for State Route 138 Dear Sirs,</p> <p>As the President of the Oso/Neenach Town Council I have submitted numerous comments and concerns to NCTC that need to be addressed in the Long Range Planning Report for State Route 138 in the western Antelope Valley. Public safety has been our number one concern with regard to high speed vehicle accidents that are oftentimes created by reckless drivers with poor driving attitudes, who try to pass on the two lane highway at high rates of speed. Even with the recent paving improvements, the roadway needs to be expanded to prevent future head on collisions. There are currently no passing lanes on State Route 138 from Interstate 5 to the 14 freeway; many anxious drivers try to pass on the two lane highway in the 55 MPH speed zones often resulting in head on collisions, several that have had fatal consequences. There have been a series of accidents at key intersections that desperately need turn lanes and traffic calming, 300 Street West,Three Points Road, La Petite, 245 Street west, 150 street west, 110 street west, 90 street west and 60 street west all would benefit with turn lanes and traffic calming. A series of wildlife under crossings need to be considered, possibly using larger than average drainage pipes to allow wildlife to have free access to either side of the highway and not to interfere with interconnectivity of the Tejon Ranch, Angeles National Forest and Transitions Habitat region that connect Highway 14 to Interstate 5. We are grateful for the new paving improvements, however vehicles are still passing at very high rates of speed, this month alone we had a fiery crash at 60 Street west involving three vehicles and two overturned vehicles at 300 street west. These all appeared to be very high speed accidents involving serious bodily injury.</p>	The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
		<p>The Highway 138 corridor runs through a very scenic area of poppies and and open space, we would love to see the shoulders hydroseeded with native poppy mix after construction. With some intensive and creative work, planners for the Highway 138 project should consider designating this area as a scenic highway if care and forethought are given to this massive project. We would also recommend flood control to be examined in order to improve drainage along the highway where routine seasonal flooding occurs. Noise is somewhat of a concern as well so sound attenuating walls may be needed where appropriate. Of great concern is the sweeping bend near Quail Lake at the very close proximity to Mr. Carl and Kathy Stogaard's residence. There have been numerous accidents at this location with vehicles going through the chain link fencing. The rumple strip in front of Carl and Kathy's home makes for very noisy conditions since the home is less than 150 feet off the highway. Please note that improvements are needed for vehicles entering the La Petite and Three Points Roads neighborhoods, I believe on and off ramps were discussed in the primary outreach /scoping meetings. We hope that you will work with the Three Points and Oso/ Neenach Town Councils to address this area of concern. We are very appreciative of Metro accepting our recommendations for highway safety improvements along State Route 138. The Town Council and local residents are willing to work with Metro, Cal trans and LA County officials to improve highway safety in order to prevent needless collisions, improve traffic flow and beautify the area. For post collision incidents, I hope that Metro and LA County Fire Department will work cooperatively to enhance the trauma care delivery system in the rural areas with immediate dispatch of a paramedic helicopter and that units in the area are properly equipped and funded with modern rescue tools to allow for quick extrication. I have asked Denise Shippy, our Public Safety Outreach Coordinator to follow up with your office and to ask other community members for letters of support for this project. Respectfully Submitted, Jeff Zimmerman President Oso/Neenach Town Council</p>	

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Westwood South of Santa Monica Blvd Home-owners Assoc.	337	<p>WESTWOOD SOUTH OF SANTA MONICA BLVD. HOMEOWNERS ASSOCIATION PO Box 64213 Los Angeles, CA 90064 RE: METRO LONG RANGE PLAN COMMENTS We have reviewed the Long Range Plan (LRP) posted by Metro referred to as "Our Next LA" and wish to submit some comments for your consideration. We appreciate the opportunity to do so and trust that you will receive a wide range of input for consideration in drafting the final plan.</p> <p>First: It is unfortunate that the timing of this plan coincides with the current Coronavirus pandemic. This experience will, no doubt, have an impact on how people live, how they work and how they travel. It remains to be seen as which changes now being seen will be permanent and which are of a more temporary nature. However, one thing is certain: the pandemic will change behaviors previously assumed to be "the way things are." Those things can no longer be assumed to be a part of our reality and, unfortunately, this long range plan was written with pre-pandemic assumptions. How will Metro take these changes into account in the final plan?</p>	<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTTP.</p>
		<p>The challenge of reducing congestion in the region may have been reduced somewhat as a result of impacts of the pandemic. Many employers have transitioned to having their employees work from home. While they may not continue with staff working away from the office at all times, the shift in culture has transpired and will have continued noticeable impacts on travel here and elsewhere. We often make reference to the reduced congestion in the LA metropolitan area when the Olympic games were last here. That was the result of slight shifts in work hours and in some residents leaving the area during the games. What will the impact be (percent?) of those who will continue to work from home part time? full time? How will this affect congestion? How will this affect transit ridership? We must also remember that the use of VMT to measure transportation impacts is a new measure that is untested and may not fully document the impact of changes in transportation policy. It would be advisable to continue to measure intersection congestion in addition to VMT to take advantage of the historical record of intersection analysis recording in many EIR documents. There are some who believe that while VMT may be reduced in certain locations, at the same time (and in the same area), congestion may increase (which will have an impact on increasing GHG). Regardless of how trips and travel are documented, highway investments must continue because the highways provide the routes needed not only for commuters, but for transit and goods movement and for too long, our freeways and roadways suffered and were not adequately maintained. Express lanes are an important offering to prioritize passage of transit buses and carpools on our freeways. However, they must be used to facilitate travel rather than being viewed as revenue enhancement tools. The freeways were built with taxpayer monies and it is not difficult to see public support for future roadway or transit measures undermined should projects funded with taxpayer dollars be reserved for the wealthy who can buy their way out of congestion.</p>	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.</p>
		<p>It is a terrible frustration for drivers to see empty express or hot lanes when stuck in traffic and while it makes sense to maintain flow on Express Lanes at 45 mph, limiting their access at times when, for example, traffic is halted on the adjacent freeway as a result of an accident or roadway construction seems less than ideal. Variable pricing at times of congestion means that the wealthy will travel more quickly and that we will have a two tier system of travel on our public roadways. Providing financial aid to low income users will not help and will only serve to alienate working middle class members of the community -- whose tax dollars support transit operation. The "pilot traffic reduction program" mentioned in the LRP is meant to reduce congestion and raise funds for other Metro priorities (such as providing free transit for students). Many are familiar with the congestion pricing program in London, England and fear that any attempts to draw a comparison between Los Angeles, London and any other metro area that utilizes congestion pricing is an invalid and dangerous one. Los Angeles still does not have a transit network that provides coverage throughout the region for those who would like to utilize transit. There are holes in basic accessibility between, for example, the San Fernando Valley and the city over the Sepulveda Pass. The LA metropolitan region is divided by a mountain range (the Santa Monica Mountains) and there are few north-south arterials available for travel. We have numerous residents living in hillside areas -- areas that will never have the kinds of population density to warrant service by transit. (The use of Uber and Lyft as an alternative does not (necessarily) reduce traffic congestion as has been documented in a San Francisco study and which mirrors the experience of users here.</p>	<p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>

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		<p>The ability to avoid travel during peak travel periods is not often under the control of a driver. There are jobs that must start at a specific time. To punish workers by assessing them a tax to use the street to access their job is not equitable -- whether a lower or higher wage earner. Those employees work and pay taxes and have invested in the roadways. There are many jobs that REQUIRE a vehicle. Think about gardeners, construction workers and those who must carry equipment with them to perform their job. What is the soccer coach to do about carrying the bag of balls and goal posts needed for a practice in the park? What does the gardener do to reach a series of homes in or beyond an area of congestion pricing. Proposing to subsidize the tolls of some at the expense of other users is certain to raise an uproar and compromise the credibility of Metro. Transit is not meant to be a wealth transfer mechanism. We are aware of the SCAG study which looks at the implementation of a congestion pricing pilot program in West Los Angeles going west from the 405 to approximately 20th Street, and from the 10 Freeway north to just above Sunset Blvd. I do not believe that this is a good choice for a pilot program for the following reasons: --There are many medical providers in that area and others that cannot be reached without entry into the proposed congestion zone. St. John's Hospital and UCLA -Santa Monica Hospital Medical Center and their associated physician offices are located in or adjacent to the proposed congestion zone. As is well recognized, these types of facilities are noted as traffic generators as compared to other types of land use. Seniors, the ill, new parents, etc. must often make frequent visits to their medical care facilities and appointments are scheduled throughout the day. It would be impossible to schedule appointments outside of peak travel hours for there aren't enough off-peak hours in a day to accommodate the need. It would be wrong to invent a new barrier to health care access for those for whom congestion pricing would be a financial burden. --What would be the impact on small business in the area? Metro claims to support small business yet reducing access is sure to have an effect on patronage.</p>	
		<p>Small business is not only the retail business on a commercial corridor, but it is also the service providers who work in the pilot area or beyond it. Many drivers prefer to travel on city streets and will not use the freeway (which could serve as an alternative for getting around the zone if one seeks to go beyond it via freeway) (but then what would the impact be on freeway congestion during work access hours?). --Some jobs require those performing the work to drive during peak hours and to carry supplies such that they are unable to utilize transit. This program would penalize and punish those individuals. --The Westside has only recently received the EXPO Light Rail Line and the "Subway to the Sea" will likely never actually GO to the sea. The Westside has not been particularly well "gifted" with transit investments. Our area attracts both jobs and housing development for many reasons. The residents and workers who live in or come into the area regularly, should not be punished or penalized for their presence here. Many who purchased properties here many years ago many be viewed as wealthy and able to pay a toll but that may not be the case. Some are property rich and otherwise working hard to maintain their residence. Many who live on the Westside live in rent-controlled apartments. Many are unable to utilize transit -- whether due to lack of reasonable access, health reasons, job requirements, etc. --While the presence of the elevated 405/San Diego Freeway is a physical barrier to traffic at peak hours (particularly in evening commute times when travel from west to east is especially difficult), the freeway does not sever the relationship of those living on the east side from those on the west side. The two sides make up "West Los Angeles." We share zip codes (90025), frequent shops and services on both sides of the 405 and travel between the areas. Many have family across the 405. It would seem to be a far better strategy for creating new incentives to moving trips that cannot be taken by transit to off-peak hours (free transit fare in off-peak times?) than to penalize those who have little to no choice and to create a complicated system of financial reimbursements to those for whom travel during those times is necessary.</p>	

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		<p>The initial study on a Westside congestion zone was done PRE-COVID-19. It may be necessary to revisit the entire project and to re-evaluate traffic and travel patterns prior to identifying any pilot location. As the majority of transit investments have taken place downtown where the EXPO Line, Blue Line, Gold Line and Metro Link all converge, it was somewhat of a surprise to me that a pilot would be proposed anywhere else than downtown Los Angeles.... especially as the Downtown Connector is soon to be completed. Congestion pricing is most often seen in central city locations. What would be the reason why a congestion pricing pilot would not be done downtown if it is to be pursued at all? Having directly participated in negotiations over project entitlements for developments in Century City, we can attest to the fact that although many buildings were required to have TDM programs, too many of these plans were merely on paper -- perhaps complying via a reporting mechanism but not functioning as they should. We have had first-hand experience talking with employees in large buildings who did not understand what might be offered via their building's TDM. It struck us as quite odd (and ridiculous) that we, as a local homeowner association (HOA) board, would have to insist upon provisions in a proposed project that would expand the offerings and utility of a TDM program. It was our HOA that sought the establishment of a Transit Management Organization (TMO) for Century City when a large project was proposed in the area. We knew that the TDM's were not all functioning and we also knew that to have a critical mass of riders in vanpools, etc., there would need to be coordination between buildings in Century City. Why did that fall to our HOA? While we were successful in getting a commitment for the seed money for the TMO and to get leadership/staffing for it, we likely will not have such leverage in the future as more and more projects are approved "by right" and without the opportunity for local citizens to seek project improvements and community betterments. Therefore, it will be up to Metro and the City of Los Angeles to look more critically at whether these mechanisms such as the TDM program, TMOs, etc. are working and working to their full ability to produce positive impact. In the absence of community input, there must be a way to have a maximum number of incentives for transit use provided to employees in new developments as well as to RESIDENTS that live in buildings that were awarded <u>added densities due to their proximity to transit</u>.</p>	
		<p>As our area is located in a community that has a number of bus lines and is served by both the Westwood Blvd. and Sepulveda Blvd. EXPO Light Rail stops, we have experience with the review of Transit Oriented Community projects (TOC) and the impacts of the implementation of transit related density bonuses. Active transportation investments where dedicated bike facilities separate from City streets should be a high priority. Placing bike facilities on busy arterials is dangerous. Removing traffic lanes on busy arterials for bicycles is not often a wise choice; some streets are needed to move traffic. The intentional slowing of traffic on major arterials has unintended negative consequences with increased cut-through traffic in residential neighborhoods where pedestrians and bicycles should be able to travel safely. The development and successful maintenance of complete streets is more difficult than is being acknowledged. To have a pedestrian friendly streetscape there must be land use policy that encourages a mix of uses not only mixing residential and retail/community serving services, but also a mix of different ground floor uses. This is key to having and to building a healthy community. There must be a mix of uses to service the growing density in our neighborhoods. However, current land use and development policies do not necessarily foster this mix.</p>	<p>Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.</p>
		<p>Metro claims to have a policy that supports small businesses. However, this policy which consists of business interruption funding and a business service center (for use during construction) is superficial at best. A small business may survive transit construction with that help, but as soon as construction is over, many small businesses will find that because of newly granted density bonus opportunities for property owners, these businesses will find themselves without a new lease and/or evicted to make way for a larger density bonus / TOC project. There are no provisions for alternative locations during construction, no promises of a return to the previous location. So, you have businesses that suffered through construction only to lose their place of business not long after construction has ended. This not only kills a local business or service, but it tends to destabilize the neighborhood and the local business community. Property owners who receive density bonus entitlements should have a responsibility to the community in exchange for their enhanced land use value by virtue of the fact that they are near transit. Speaking of enhanced land use value: The rezoning of land near transit serves to increase the value of that land. Not only have we seen small businesses lose their places of business because of large hikes in rent, but as the rents increase in the area this affects properties both residential and commercial. The cost of land increases and is reflected in what is built and how much the final product costs. The rezoning and transit-adjacent strategy for development has caused accelerated inflation of land costs. In the Westside, this has harmed many. This accelerates and causes gentrification citywide. It should also be noted that the heavy prioritization of construction of housing and upzoning for housing near transit is undermining the need to provide land for both housing AND jobs.</p>	

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>If, in the rush to incentivize housing, we lose land needed for jobs, we will have undermined the creation of balanced communities that provide both housing and job opportunities. If we truly wish to reduce the need to travel, then we must have jobs in close proximity to housing. In our community, we lost valuable light industrially zoned land adjacent to the 405 Freeway to a large housing development (contrary to the zoning, general plan, and community plan designations for that land). Complete streets need to be part of complete communities. Creating situations where residents must travel distance to obtain a needed service or product is short-sighted. Rather than create artificial land rushes in a small area around transit, it would seem wise to instead concentrate on creating ways to get people to transit -- in a larger area. Projects built on Metro land should comply with all local zoning and land use policies and be respectful of the neighborhoods in which they are located. We are concerned that many citizens appear unaware of the opportunity to submit comments on this plan. The pandemic has made outreach more difficult --- particularly with those citizens who do not regularly rely on internet communications for their community news. You may wish to consider an extended outreach period, perhaps after making revisions that take into account potential impacts of the Coronavirus pandemic. We trust that efforts will be made to measure progress toward stated goals all along the path of implementation of the final plan so that unintended consequences can be identified, and changes made as/if needed. Thank you, Barbara Broide, President Westwood South of Santa Monica Blvd. Homeowners Association (WSSM) WSSM represents single family and condominium homeowners in the area between Santa Monica and Pico Blvds., and between Beverly Glen and Sepulveda Blvds. in West Los Angeles.</p>	

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Andrew	1	Stop funding projects based on what subregion they are in. This is an outdated way of thinking once the system has expanded. For example, a project in the center of the city (like Crenshaw North) doesn't just help the Center City, but also adds connectivity for people on the West Side, South Bay, Inglewood, Valley and the East Side. Now that lots of outer parts of LA County have rail connections to the Central part of LA, we need to increase the number of projects in Central LA so that the rail projects in the outer parts of LA can connect to those. Metro needs to understand that projects in Central LA benefit ALL subregions and allocate funding accordingly. Central LA projects have a multiplier effect because they can connect with multiple existing projects, so they should be prioritized.	<p>The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
	2	The following rail projects should be prioritized: Crenshaw Northern Extension, a rail line from Downtown to the West Side following Santa Monica Blvd., the Sepulveda Line and an extension of the Purple Line to the beach. These projects should be prioritized because they help out the entire LA Metro area by adding to overall connectivity. For example, the Crenshaw extension doesn't just help people in the center of the city, but it helps add connectivity for people in the South Bay,	
	3	Cut highway funding and re-direct it to rail and bus infrastructure. Need more bus-only lanes that are physically separated from regular traffic lanes as well as effective on-bus cameras to increase enforcement. Increase separated bus lanes without the need to do an environmental review, as environmental reviews just add costs and time delays to the project.	
Harold	5	I love LA mobility solutions.	Comment noted.
Nancy	7	Is there Going to Be Officers around for the station ?	<p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p>

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Public Comments

Name	#	Comment Received	Response
Ken	8	Like most of LA's transit plans, this seems to focus only on getting people in and out of Downtown. LA is not a centralized city; most of us do not need to get to downtown. North-south arterials that connect multiple transit lines are ignored, keeping people like me from utilizing public transit. With the amount of traffic on the 605, and the fact that it passes over 2 current and 1 proposed light rail line as well as Metrolink lines, why is there no talk of either a rail line or an express bus route (like the Silver line) that follows the 605 and connects these lines? This would give those of us who work in areas other than downtown a much needed transit option and provide a viable transit option to anyone working in the cities surrounding the 210. The eastern side of LA county is woefully short of transit options for anyone not working in downtown. Please consider giving all of us another option.	The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
Helen	9	I'm 100% for expanding Metro's rail system, creating bus-only lanes, and creating more bike and pedestrian paths. Honestly, I cannot express enough enthusiastic support for these goals, especially safe pathways for nonmotorized travel. Alhambra has ZERO bike paths!	Comment noted.
William	13	Every penny not spent on security will cost you millions in lost ridership. There is no secret sauce, no mystery and you know it already.No one wants to sit in a puddle of urine, step over trash that increased once the PA announcements started about that "extra special cleaning" when it should have happened all along and to deal with fare jumpers who antagonize riders and are disruptive. Most people just want to get to work and get home. Every complaint response from your organization makes excuses ("alternative living"). Enforce fares. Provide free passes to those in financial need with legitimate need such as education, welfare-to-work or similar thru outreach and suspend if they aren't properly use (put their picture on the TAP card).It is highly dangerous. Most light rail security hang out at Union Station or 7th & Metro. 2-4-man teams should be given a geographic region (3-4 Metro stops) and be stepping on and off trains, checking (enforcing) fares and be highly visible. Put them in bright green vests. Be visible. Be unpredictable. And for Pete's sake, stop the PA announcements. We will know when you remain visible. Your pattern is to do something (fare enforcement) one or two days then disappear for months. Go watch your platform and car videos and see anything that shows otherwise. After having been a daily rider for years, no desire to go back to a broken system.	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
Donald	16	When you're building the WSAB line it should go west on the Slauson RO.W and terminate at the CRENSHAW LINE Lincoln Heights station	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
David	18	<p>Your overall goal of making the public transit experience as good as private is the correct one. Private compartments with plush cushioned seating, music, soundproofing, so two can people can talk to each other without bothering others, no homeless or separate cars for homeless (they smell bad) build the transit lines above the highways so the transit has fresh air, light and views, and the highways are dark tunnels. Make the transit go all the way to destinations, instead of part way (for example, at Dodger Stadium and Santa Monica Beach, the transit stops short of the destination) Double the number of tracks, so you can have express trains that go end to end with only one stop, and a local trains that stop at every station. Simplify the Transit Homeless Action Plan. It has 18 goals, which are then expanded to 64 separate bullet points. 64 separate goals. That's ridiculous. Instead of expanding the process, making it more complex, you need to do the opposite - compress it, simplify it, pick 3 or 4 goals and figure out how to actually accomplish them. Homeless people on trains ruins the experience for everyone else. Their smell gets on you and now you smell, and you lose your friends and your job. It has to be fixed, now, not made into a complex, multi-dimensional 10-year project. The plan was devised more than 3 years ago and the situation has gotten worse, so obviously you need a better plan.</p>	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Parker	20	<p>Hi, I don't drive and I really enjoy taking the Metro rail or bus, although there are improvements that could be made. I also have started biking as my main means of transportation. I am trying to look up information on what the plan for LA's bike infrastructure is. It is a little hard to find information, and the info that I have found can be a little underwhelming. I enjoy seeing about plans for recreation biking, like the plan for the LA river, but I would really like to see more being done for biking around the city as a means of serious transportation. I live in East Hollywood. I am extremely glad that Sunset has a bike lane for when I head downtown to work although I do not fully understand what makes a bike lane start and stop without getting all the way between to major points. Going nearly any other directions leaves a lot to be desired. Fountain is "bike friendly", but a real bike lane helps me feel much safer and less of a burden to drivers and buses. The Virgil bike lane is very short. I guess I am rambling a bit, but I would just like to see more city infrastructure for biking, not just weekend recreation. Thanks, Parker</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Corah	27	<p>I am definitely excited about upcoming improvements to the metro system. I do urge that you take current conversations about policing extremely seriously in the metro expansion. I suggest not to create a larger police force meant to guard the metro system but instead have trained professionals not associated with law enforcement there to help those in need. Homelessness is not a crime and homeless people residing in metro areas should not be punished. Please make sure in future implementation you are taking into account how the metro system can also greatly impact systemic racism and can be part of the solution to creating a safer community for Black members of LA County. I really hope to see this issue addressed in your next draft. Thank you very much.</p>	<p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p>

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Public Comments

Name	#	Comment Received	Response
Faramarz	28	LRTP is based on pre-COVID data and public info. The board should delay LRTP to 2021 to allow Metro to update it	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
	29	the Draft 2020 LRTP is both realist and bold	Comment noted.
Stephen	30	I would suggest Metro, as the lead transportation agency of Los Angeles County, to make seamless inter-agency transfers part of a goal in the longrange transit plan. Currently, most inter-agency transfers costs anadditional 50 cents for regular riders, and it is for one trip only. This is completely different than transfers between different lines in the metrosystem, which is free and can be for unlimited trips within two hours andwith a TAP card. The difference between inter-agency transfer and intra-agency transfer is confusing to riders, and it causes inefficiencies in service restructuring when passengers would prefer one long metro busride instead of a combination of a Metro rail network and a local muni busconnection because of the fare policy. The one trip limit on inter-agencytransfer means a passenger travel a metro-muni-metro trip will be chargedtwo metro one way fares and a \$.50 IAT charge, and a muni-metro-metro tripwill cost the fare of one muni trip, \$.50 IAT charge, and another metrofare. This results in sometimes more than a double than a trip that onlyinvolves metro service.To improve the transfer system, I recommend that transfer fare betransferred to a Trip Value" system. The system is currently used in the	Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience–, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.
Dan	31	Dear Metro,I support the Long Range Transportation Plan generally, with the following priorities requested.1) The extension of the Crenshaw/LAX Metrorail line north to Mid-City, West Hollywood and WeHo. This extension must go at least as west as Fairfax or it will miss all the ridership generators in the area. I also hope it will be extended to the Hollywood Bowl.2) The Sepulveda Transit Corridor Project. This should be built in a manner that it can be extended north to the Sylmar Metrolink station and south to LAX3) A comprehensive network of enforced bus lanes throughout Los Angeles.4) Cooperation with Metrolink, Amtrak, and California High Speed Rail necessarily to facilitate longer-distance rail travel.5) I would also like to see a cross county network of numbered bike routes using bikeways, bike lanes, and bike sharrows, similar to the numbered bike routes in San Francisco County.Thank you!	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>

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Public Comments

Name	#	Comment Received	Response
Paul	32	You have to emphasize building and expanding trains - especially through sepulveda pass to the airport and through West Hollywood. This would ease traffic immensely. These are major problem areas and train lines need to be rebuilt asap, before the olympics. You are so far behind with the trains, I encourage you to do whatever you can to keep up. Having a rail system by 2047 is not fast enough. Advocate for more money wherever possible. I support public private partnerships. If you build it, they will come.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Arthur	33	I would like metro to do a better job and getting to there stops on time in the morning, afternoon and evening time, because some people have to go to school, work, and want to take a vacation day.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
David	34	Your overall goal of making the public transit experience as good as private transit is the correct one. Some suggestions: 1) Private compartments with plush cushioned seating, music, soundproofing, so two can talk to each other without bothering others, or one person can talk on the phone. 2) No homeless or separate cars for homeless (they smell bad) 3) Shower facilities and clean clothes for the homeless. There are plenty of clean clothes around. Organizations like Goodwill and Salvation Army send huge bundles of clothes to other countries. 4) Build the transit lines above the highways so the transit riders have more light and views, than the drivers on the highways beneath them. It's a powerful, symbolic way to say that the transit riders are the upper class and the drivers are the lower class. 5) Make the transit go all the way to destinations, instead of part way. At Dodger Stadium, Santa Monica Beach and many other destinations, the transit stops short of the destination, and riders have to walk or transfer to another mode of transit. 6) Double the number of tracks, so you can have express trains that go end to end with only one stop, and local trains that stop at every station. 7) Simplify the Transit Homeless Action Plan. It has 18 goals, which are then expanded to 64 separate bullet points. 64 separate goals. That's ridiculous. Instead of expanding the process, making it more complex, you need to do the opposite - compress it, simplify it, pick 3 or 4 goals and	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Kevin	37	Where's the part of your plan where you talk about providing bussing for the LAPD as they detain peaceful protesters?	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.

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Kelly	38	Would love if next time you included the correct date for the SFV meeting, so we could let you know we're not okay with your cooperation with the LAPD arresting peaceful protestors.	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
goshakk	39	Does your plan also include stopping aiding the racist LAPD and apologizing for already have helped them?	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
Erasmus	44	En la estación de La "FIRESTON" el elevador todos los días está muy sucio, lo ocupan como: W.C. (orinan, defecan y fuman cigarrillos ?)	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
Claire	46	That's great that things are expanding outwards but still changes nothing for life within the city. Metro transportation is completely unusable unless you live directly next to a stop which is almost never the case. Would love to use the metro if I could (Echo Park) but alas...	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.

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Spencer	49	First, there is almost no concrete plan or mentioning of additional bike lanes, apart from the \$600m being spent on the three bike paths totaling less than 30 miles. How many miles and networks of bike lanes is metro committing to constructing by 2028 given the high # of folks who live within 10min ride of jobs and activity centers? Second, why is 26% of the 30 year funds being allocated to highways and roadways and multimodal, and how much of that 26% is going to multimodal? thirdly, why is only 5% of the 2020-2050 funds earmarked toward bus capital when bus riders make up that vast majority of metro riders and will continue to do so for the foreseeable future?	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Olga	53	GRACIAS POR APOYARNOS EN NO PAGAR LOS PASAJES BENDICIONES ATODOS	Comment noted.
Olga	54	GRACIAS POR SUS BENEFICIOS Y POR NO DEJAR Q PAGUEMOS EN ESTOS TIEMPOS DIFÍCILES. Q ESTAMOS PASANDO DIOS LES BENDIGA Y LES GUARDE ATODOS	Comment noted.
Ward	56	Haven't read the transcript yet.I hope the intent meets the standard that will be contributing effort s for the common citizen of the state of the union.	Comment noted.
Charlie	58	Improve trasportation and security. I don't feel safe driving or walking down LA streets. Reduce mayoral influence, build up small business.	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Eli	59	This is great news! Thank you for putting forward this plan to improve LA. I think bike lanes should be painted different color than the road, or blocked off from cars by permanent cones/curb, or both. Bikes should be allowed on all buses & trains.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Heather	60	It all sounds great! I'll believe it when I see it. I've only lived in LA for a year now and I didn't take my car with me so transitioning to public transportation was a bit of a shock. I wish there were more stations in popular areas like west hollywood and sunset blvd or melrose. If there's extensions being added, CLEANER and safer interiors and stations, then I'm happy.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Nova	63	There should be more routes to cities outside of downtown LA and better transfer options. This will also reduce congestion; people won't have to relocate for work and can live in neighboring cities. If some parts of the metro can't run 24 hours, they should at least stop running at a later time. Honestly just ask the UK for help, their system isn't perfect but it's 100 years ahead of this one.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
China	64	Rail down vermont	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
Enrique	65	Keep up the good work	Comment noted.
Jaime	66	We need more bicycle access and freeway bike lanes.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.

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Name	#	Comment Received	Response
Jonathan	67	Hi, I think the plan is good in general. I especially like the investments in complete streets and transit, and the congestion pricing proposal. I don't know why we're spending so much on highway investments, especially on capacity expansion. The law of induced demand means that those expansions will only increase the number of people driving, and will have no effect on traffic. Instead, I think we should invest in getting transit projects moving faster, like the Crenshaw Northern extension, getting new transit projects off the ground, investing more in complete streets, investing in signal preemption for our busses and light rail lines, (like the E line) metrolink electrification and reducing things like street parking and metro parking garages. These investments will actually reduce the amount people are driving because they'll reprioritize transit ahead of driving. Something we desperately need to do to reach our climate goals.	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Kat	70	I would really like the Crenshaw line to be built soon, and have a stop at either Santa Monica and Fairfax or Santa Monica and La Brea. It would be great if it connected to Koreatown, the west side, and the airport. I commute to either Koreatown or UCLA everyday and West Hollywood has a shuttle but I work late and can't take it at night. Thanks! Opt In:	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
Neelix	71	Rail down Vermont now	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .

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Name	#	Comment Received	Response
Nicholas	72	<p>Metro has consistently impressed me with its commitment to improvement sustainable mobility infrastructure and ecosystems. It is also laudable in its efforts to always involve the communities it serves. However (there's *always* a "but"!)</p> <p>Having attended a number of workshops and meetings, I am repeatedly thanked and praised by consultants and staff alike for my feedback and input (given that I do this for a living), and they express full enthusiasm for my recommendations, tempered by the realistic admission that municipal and regional initiatives are rife with complexities and bureaucracy!</p> <p>What fails to happen is visible and tangible manifestation of any aspect of my recommendations, namely that Metro make truly disruptive and changemaking decisions to manifest:</p> <ol style="list-style-type: none"> 1- a meaningful and urgent transition from PV transport to public transpo, pedestrian and bicycle infrastructures, 2- Complete Streets and street calming measures as the norm, and not a fashionable exception, 3- full networks of sustainable mobility, instead of piecemeal grantmaking that provides little by way of viable transportation options, 4- successful marketing initiatives (not sales, promotion, or publicity, but true and meaningful strategic marketing that connects the Metro brand and its activities with its constituent riders and communities) that effectively inform, inspire and empower stakeholders across the spectrum to become more involved and invested in the success of those programs. 	Revisit
	73	<p>It's disheartening to see a lack of details on how biking will be encouraged as a viable transportation option. I elect to not own a car and use my bike (and sometimes Metro bikeshare) as my main transportation. While the LA River bikepath will be a nice, it is not something that will make getting around the city any easier by bike.</p> <p>Items I would like to see addressed:</p> <ul style="list-style-type: none"> - Widening bike lanes on streets that already have paths. For example, the bike "lane" on Mission Rd/Huntington Blvd between Lincoln Heights and South Pasadena is mostly in the ditch, which is overgrown with weeds and shrubs. Meanwhile, there are 6 lanes for car travel. It is clear where the priorities truly lie. Similarly, the bike lane on Sunset Blvd is also narrow, and also the street parking is so narrow that cars partially obstruct the lane, further reducing its usefulness and the safety of riding in it. - More protected bike lanes. The example of Sunset Blvd I mentioned above could be alleviated by moving car parking between road traffic and the bike lane. - Connecting bike lanes in a way that respects the bicyclist. An obvious example is 5th/6th Streets in DTLA -- they are being repaved but bike lanes are only being added to a fraction of the newly paved streets. There are plenty of examples of incomplete bike lanes, such as Sunset Blvd bike lane not extending all the way to downtown, the Venice Blvd bike lane not extending to downtown, the 7th St. bike lane ending at Main St. instead of extending all the way into the Arts District. - Maintained bike lanes (too much trash and overgrown shrubs in the bike lane) There is clearly not much of an effort put in to keeping bike lanes safe to ride in, as evidenced by the overgrown shrubbery along Huntington Blvd., and piles of trash in places like the bike lane in the 2nd St. tunnel. - Better paved bike lanes A lot of bike lanes are half asphalt and half storm drain, which makes it difficult to ride. It leaves me 	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multi-use paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>

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Name	#	Comment Received	Response
Erin	74	Please don't use these funds for highway and road improvements. Invest that 100 billion dollars in more protected bikes lanes and building the metro more quickly. I am a unicorn in LA, I don't have a car and I get around entirely through public transit. I know from experience how inconsistent, slow, and inaccessible the metro and the buses are. Please stop investing in vehicles that are spewing CO2 and other pollutants into the air, and build a transit system that allows the people of the city to get around in a cleaner, faster way.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.
Andrew	75	(1) More transit, fewer highway projects(2) Don't divide resources based on region. Instead, divide it based upon need (especially population and job density)(3) Move highway funds from roads to freeway cap parks(4) Add bus only lanes all over	The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
Michael	76	I love the commitment to better transit, complete streets, less congestion and opportunity. However, I still see way too much budget devoted to highways, roadways and other unnecessary line items to actually accomplish those lofty goals. Cost per mile of those projects, like highway or road expansion/repair, is well into the millions, while things with greater impact, like dedicated bus lanes, are only in the 6 figures per mile. We can do better. We should be dedicating all our resources to strengthening a complete network of protected bike paths, dedicated bus lanes, increased metro-line service, far more TOD and affordable units on metro-owned property, and vastly improving and building on the Complete Streets Policy and Open Streets Program. Everyone knows what will work, we just have to have the political willpower to put the budget toward it and not be apologetic. Lets get this done!	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.

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			<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Richard A.	79	<p>I would appreciate a response to this email. In the past, after making a comment, I did not receive a reply. (A transit system is being constructed on the extreme North end of the San Gabriel Valley. Another system is being constructed on the extreme South end. I see in the LRTP that nothing is mentioned for the center of the San Gabriel Valley, where the vast majority of SGV residents reside.) If I am mistaken in this notion, please let me know what is planned. If I am correct, please let me know why this area is being neglected! Again, a response to this message is requested. Otherwise, I would consider this a waste of time and come to the realization that the MTA is just going through the motions.</p>	<p>The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
Kelly J.	80	<p>Any plan which fails to reduce Expresslane taxes on our freeway system is a failed plan. I see this current one includes expansion, which fails to address a key need of our interstate highway system to be toll free. Congestion pricing only benefits the rich. There is also nothing in this plan about reducing corruption within Metro. The failed electric bus program and lack of ability to extend the goldline to Claremont using Measure M regressive taxation should show that.</p>	<p>Comment noted.</p>
Tamara	81	<p>More bike lanes please. They are essential.</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Robert	83	<p>Gold line needs to go to Ontario Airport. More accommodations for bicycles need to be included in order for the transportation plan to be forward thinking.</p>	<p>The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>

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Name	#	Comment Received	Response
Jim	85	Stop the stupid "road diet" construction. People can't commute to work on bikes and you're just making the roads more congested and life unbearable for us who have to commute to work by car. I'd ride Metro, but it isn't safe and takes twice as long to get where I need to go. Ask the Japanese for advice since they seem to know how to design commuter rail that actually works. I moved here from Japan (where I could rely on the rail to be on time and be safe) to here in 2003 and was sooooo disappointed to realize for the first time what a second-rate country I live in. Sure wish you could get your act together, but I'm not holding my breath.	<p>Comment noted.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
Numan	86	I am disappointed that completion of the 710 Freeway to Pasadena is not mentioned in this plan. This is a necessary piece of infrastructure that will offer north-south drivers a bypass around Downtown LA, something that currently does not exist. It is possible to build this freeway (almost surely in tunnel form) in a way that will satisfy the concerns of surrounding communities while also providing a meaningful alternative for through commuters. The currently mentioned 710 North improvements, while helpful, are no substitute for this critical link. Please include this project in your LRTP. Thank you.	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p>
Fred	87	Thank you for preparing this draft. I have two questions/comments:1. According to recent estimates, boardings for Metro dropped around 17 percent in the past few years—from just under 473 million in 2013 to around 391 million in 2018. Some of this may be attributed to ride-sharing (Uber/Lyft) but how can Metro justify spending \$400 billion on future transit when public ridership is clearly not working and/or not a priority for many residents.2. Ridership decreased significantly during the COVID19 lockdown. Although it may increase over time, given the fact that there may be a strong shift to work-at-home policies, why is spending \$400 billion on transit a smart idea at this juncture? Traffic, congestion, etc. may naturally decrease in the wake of a paradigm shift about how people work in the future. Many of these 'improvement' many not be needed and the funds could be used elsewhere.Thank you.	<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

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Name	#	Comment Received	Response
Carl	88	I think public transportation has improved in Long Beach. More of our members are riding the bus to work or to shop. At least, that was the case before the pandemic. The concerns are for safety and also better service on the weekends (getting to church ;-) Thank you for your efforts to improve the system and lower gashouse emissions!	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
William	89	I think it is a really crappy plan. Elon Musk would build an entire network of tunnels for probably free. Imagine going to griffith Park, Mt. Wilson, and the Beach in 15 minutes on a Boring Tunnel. Las Vegas in 30 minutes.	Comment noted.
Saif	90	The funding for LA Metro is OUTRAGEOUSLY HIGH! It's way too high even if it was being used by 10 times more people. Like many other small business owners, I'm planning to leave California very soon along with my business because our local government is run by THIEVES!	Comment noted.
Christine	91	\$32 MILLION A MILE FOR A BIKE PATH????!!!! Hope it's paved in gold.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
Glenn Thomas	93	Isuggest that those planning the future of the transit system make using the transit system a part of their jobs. The best way to truly knw what the commute entails is to be a commuters on a regulas basis maybe on altenating months aor weeks those most envlved in cummuter related issues (scheduling the actual acts of trsvel) use the system ad interact with its patrons on a regular basis. Thats ione idea i have many like utilizing the space for commercial and artistic growth among the school age riders>	Comment noted.
Nathaniel	96	No new lanes, only new trains please.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.

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Dor	97	All of the plan is very nice but I'm missing two major things and this is an underground metro line between Hollywood and Santa Monica and an underground metro line between LAX and Hollywood. I know metro lines are for the residents of the city and I'm sure that they will use it for going to the airport or to the beach but this also will help all the tourists in the city and will connect them with the main attractions Los Angeles has to offer. Thinking about the 2028 Summer Olympic Games and the World Cup in 2026 this is crucial for the city that just grow every day. I know that planning and building those lines take a lot of time but this should be a major concern to LA county and maybe even to America because this is what people gonna talk about after those events and if the transportation is not good they will complain about it. Maybe some help from the federal government can make these two lines be activated by 2028. 8 years is not a long time for that but it's possible with a collaboration between all offices. I'm just a student for civil engineering and I want to be a specialist in transportation and I also lived in Hollywood for long time without a car so I know how two line like I mentioned will be a great improvement for the people who lives in the city and this is why I had to write it for you.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Mary	98	I would like to know how to submit comments on this plan. There does not appear to be a link in the plan for online comments. Thank you, Mary Hruska	Thank you for your comments. The online submittal form that you utilized is the appropriate place for public comment
Kary	99	How about finishing the next gen bus plan, And la river bike plan, First	Thank you for your comment. The NextGen Bus Plan is in public comment period and will be implemented over the next 18 months. The LA River Path Plan is a multi-year, multi-jurisdictional effort. The LRTP shows Metro's commitment to these plans.
Alexander	100	Dear Metro Representative, Since 2004, I have been a frequent user of public transportation in Los Angeles. Even though it's been far from perfect, the system still offered relatively frequent and convenient service (albeit not always reliable), clean buses and trains, and a generally safe environment -- all of which has been an alternative to driving.... But only up until recently. Over the past five+ years, LA's mass transit has noticeably deteriorated, becoming a very unpleasant, unsafe, and an overall very time-consuming ordeal. Infrequent service, slow buses (with abnormally long run-times), and rising crime and harassment -- especially on our metro-rail trains -- all those factors have, sadly, become today's norm. That's in addition to removed Rapid service from some popular corridors -- and drastically reduced service on many local bus lines. So, overall - I'm disappointed with the degraded service -- and for the most part have switched back to driving (and/or commuting by bike). For many years, I had a chance to learn the L.A. transit network inside and out. So, my opinion will be based upon substantial experience and observation. Here are the key suggestions that should be implemented into your Long-Range Transportation Plan: (1) Safety and Security First and	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.</p>
Neal	101	The link does not work on OurNextLA. Please fix and resend.	Thank you for your comment. All of the links appear to be working
Bill	102	https://laist.com/2020/06/25/la_metro_will_look_to_replace_armed_policing_on_public_transit.php?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term=This will put the final nails into MTA's coffin. Your own data shows violence in the system requires a law enforcement presence. Amazing those making the decisions don't even ride the system	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Spencer	103	While growth is natural for any city, LA's population is growing exponentially faster than infrastructure can be built to support it. Many metro lines remain unsafe as well, as I have been robbed on the blue line before. Large amounts of unpredictable homeless people make commuting by transit unappealing to middle-class and above commuters. Bike infrastructure is actually pretty good, but it would be nice to see more paths separate from streets like ballona creek or the la river one. The expo path is a prime example of what not to do. Overall though, as it is now the homeless problem is the biggest boon to mass transit use, with safety being the second biggest thing. Transit in LA really just feels like something made for poor people, not that there's anything wrong with that, but it limits the potential ridership.	<p>Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Christian	104	Excited for the purple line extension but why is it so expensive? Would appreciate more details on why the purple line extension will ultimately cost 10 Billion by the time it's finished in 2027...	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
Felisa	108	One of the things to keep in mind is that of when expanding, communities and families are not misplaced and are not gentrified. As well keeping in mind that many of the riders come from low income communities and that prices for the bus should be low pricesAlso what is LACMTA doing so that when hiring said "security" does not racial profile people of color? How is LACMTA divesting from LAPD and the LASD? What is LACMTA doing to hold city officials accountable during these hard times in which black people are dying ?Is not enough to just have the buses show that BLM. How is LACTMA giving back to POC communities?	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p> <p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p>
Lorence	110	Comment bike paths. more of it.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.

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Public Comments

Name	#	Comment Received	Response
Benjamin	112	Hi there -Resident of CD-13 and Hollywood Studio District here. I've read through the entire Long Range Transit Plans and have a few comments & questions...*First* - in a post-COVID world, we NEED to prioritize the elements of the plan that will be most effective in providing safe alternatives to a personal vehicle: - bus-only lanes - all-door boarding - protected bike lanes - complete streets*Second - specific notes: *- transition to zero emission buses systemwide - the plan notes that Metro "would like" this to happen by 2030. This has to happen ASAP. This could also help convert non-riders to some level of ridership because many people enjoy getting that extra feeling of pride doing something good for the environment.- improving Metro stops and bus shelters - this must be done with the best air filtration & carbon sequestration designs available (think: CityTree< https://greencitysolutions.de/en/ >, Smog Free Tower < , etc.). Metal shelters/benches aren't good enough (and they're ugly!) and trees require too much time, maintenance, and water!- improving traveler information -</td> <td> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.</p> </td> </tr> <tr> <td>Mary</td> <td>113</td> <td>I would like to know how to submit comments on this plan. There does not appear to be a link in the plan for online comments.Thank you,</td> <td>Duplicate comment</td> </tr> <tr> <td>Emma</td> <td>114</td> <td>To Whom It May Concern:I was unfortunately unable to attend the Live Webinar that was held yesterday evening for the LRTP. Is there a recorded video of the session that I might be able to access?</td> <td>Thank you for your comments. The webinar was recorded and is posted at: ournext.la	
Sophia	169	Decrease road funding and increase bus and train funding. I feel that our investment in road infrastructure is short sighted since it does not allow more city density, since it impacts the health of our citizens through pollution and collisions, and many of the highways we maintain are part of a racist legacy segregating out county.	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.</p>

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Name	#	Comment Received	Response
Adam	171	Broadly I support the draft Long Range Transit Plan, but it seems to leave out simple improvements to mass transit systems that would improve connectivity and reduce trip times throughout the region. Namely, the gap between the Green Line eastern terminus in Norwalk and the Norwalk Metrolink station is left unaddressed in the plan. No mention of a rail extension, or even a direct and frequent bus shuttle service, is made at all! Given the Crenshaw Line/airport people mover opening in the next few years, it seems shortsighted to force airport-bound travelers from southeast L.A. county and Orange County to travel all the way to Union Station just to double back. With the Expo Line already at max capacity during normal (pre-COVID) weekday rush hour, forcing travelers to rely on it - rather than the faster, fully-grade separated Green Line - is asking for more delays and headaches. Some form of dedicated, frequent, and rapid service between the Green Line terminus and Norwalk Metrolink station is crucial, and must match the Green Line timetable to be valuable. The existing municipal bus service takes	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Taylor	172	Lifelong Angelano here, would really like to see Metro prioritize rail over freeways, and possibly consider building two Crenshaw North lines (an "East" and a "West" to capture both speed (East) and a wider geography with a large population (West). Specifically disappointed to see that the Sepulveda Pass project will not be finished in time for the 2028 Olympics - I would love to see Metro form a public/private partnership and/or redouble their internal efforts to bring this project to fruition before the Olympics arrive.	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>
David	173	Hey Metro LA, First off, thanks for putting this plan together! There's a lot to love here but I want to focus on a few things I'd like to see changed. 1. Expedite BRT and protected bike lane projects since they can have the biggest impact at the lowest cost. 2. Many of the project completion dates are years, even decades away. We can do better! 3. Please please PLEASE don't move forward with any highway widening projects. We know they don't help with climate goals, and they also create more congestion and only make things worse. The next LA should discourage driving while creating affordable and efficient alternatives (BRT, rail, biking, and high density housing). Keep up the awesome work! David	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.</p>

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Kiat	175	Please consider bringing forward the projected completion date of the Crenshaw Northern Extension from 2047 to a timeline within the next decade. West Hollywood strongly supports bringing rail transit to the city and making it accessible for all, not just the privileged few with cars. Thank you.	The phasing and schedule of the capital projects included in the LRTP were based on the Measure M expenditure plan. During the development of the Measure M expenditure plan, project readiness was considered along with the performance of the project relative to similar capital projects. Metro is exploring opportunities to accelerate projects, using public-private partnerships and other mechanisms, and would like to see these projects in service sooner. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
Scott	177	My priority for light rail is to make the subway and other lines more hospitable to paying riders by removing the homeless, fare jumpers, and other threats. I love the holistic plan and all of the expanded light rail, and want people to feel good about riding, thereby increasing more ridership. But with threats, poorly lit stations, cops who don't seem to deal with the problem, it makes timid people like my parents or some friends not even consider the Metro.	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.
Matthew	178	The long range transportation plan has many promising aspects that give me hope for the transit future of Los Angeles. I would stress a few priorities among the myriad proposals here: 1) Accelerate the construction of the Sepulveda Pass Transit Corridor all the way to LAX as much as possible--I think this project is the cornerstone to changing the commuting landscape of Los Angeles, so I would devote the most time and effort to getting this project done this decade. The LAX People Mover connecting to the Crenshaw Line is good, but a heavy rail line that connects the SFV to the airport (linking with the Orange Line, Purple Line, and Expo Line along the way) will be transformative. 2) I also think that two of the Crenshaw Line northern extension proposals should be built. The La Brea route would be the fastest, most direct connection to Hollywood, so it should be built. However, I think a new line should be built that goes through West Hollywood and then continues on down to Venice Beach, linking up with Downtown Culver along the	<p>The phasing and schedule of the capital projects included in the LRTP were based on the Measure M expenditure plan. During the development of the Measure M expenditure plan, project readiness was considered along with the performance of the project relative to similar capital projects. Metro is exploring opportunities to accelerate projects, using public-private partnerships and other mechanisms, and would like to see these projects in service sooner. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p> <p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p>
David	180	i will Never Use a BUS. I need to get from glendale to Expo Park in under 1 hour driving is 35 minutes. 50 minutes is acceptable. NOW i must go to north hollywood or pasadena to get to expo park. if i take bus only its 1:30 minutes. I NEED EXPRESS offering, and I spend 1 gallon on gas per day i am willing to pay more BUT not pay more and go slower. i need LESS transfers. MY time at home watching TV is worth more then. sitting on a bench and just waiting to get on a bus thats not often enough and isnt cheap enough.	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

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Name	#	Comment Received	Response
Joel	181	Expansion of Public Transportation is a critical and essential component to the prosperity and green environmental goals of the city of Los Angeles, and the County as a whole. Our reliance on fossil fuels is unsustainable. The only issue with funding is that I would like to see a minimal reliance or none at all from residential property tax initiatives. Residential Property tax is already overburdened. Thanks!	Comment noted.
Adolfo	182	At the intersection of the Sepulveda Transit Corridor Project and the Purple Line Extension 3, in Westwood, there should be another line that connects the Westside to Line E in order to connect the Valley and the Westside to the LAX. If not LAX, then why isn't there a connection to the E line. This would leave it at approximately the intersection of the 10 and the 405 freeway. This would better connect our transit and provide more options for individuals commuting from the lower-income neighborhoods to the the wealthier neighborhoods. It would also reduce congestion on the westside rather than deter people who would think they have to travel to DTLA for a line transfer.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
David Hugh	183	Support the draft. The orientation towards moving people...as opposed to cars is the right evolution of transportation thinking. Prioritizing moving people, prioritizing pedestrians, building safe bike lanes - yes, yes, and yes.	Comment noted.
Jon	184	Please continue to prioritize bus-only lanes in high volume corridors, and active transportation options to/from rail stations and in more localized routes in cities across the county.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
Shiraz	185	Increase development and funding of first-mile/last-mile solutions to enhance connections to regional transit. Streetcars and other connector projects should be prioritized.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Ken	186	It's important to me to see an electric train connect the westside to the San Fernando Valley. Also, it would be great to see an electric train connect Union Station to Bakersfield Amtrak. (I know this second request is not you, but I still wanted to include it.)	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.

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Name	#	Comment Received	Response
Tobias	187	Hi there,I'm super excited to see our serious commitment to building a worthy transit system for LA. However, I'm a bit dismayed that there seems to be no serious plan to integrate bicycling infrastructure into our city. Due to COVID, more and more people are discovering that LA could be the perfect place to get around on bike. It's mostly sunny and flat, and you can get to lots of places within 10 minutes on a bike. But truth is, biking in LA is dangerous. I started getting around a lot on bike and it's scary! I would love if we could learn from European cities and think of biking as a serious form of transportation and build adequate infrastructure for getting around on bikes.Many thanks,Tobias	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
David	188	I regularly ride the green and blue lines.I am all for decreasing traffic and greenhouse gases and increasing metro ridership. Please make riders feel safer... lots of homeless and things riding metro, which deters most women and many men.I am a physically fit white Male and most thugs dont mess with me.However I do feel uncomfortable at times.	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
Dianna	189	Excellent comprehensive long range plan. I like the TOC encouragement as well as support for low income and disabled. Incentives and funding through paid access to HOV lanes which support people taking transit is strategic! Safety on Metrolink and buses is a high priority for drivers and passengers. With pedal assist electric bike purchases on the rise the ability to access transit and transport both rider and bike are important. Thank you for sharing this, it's overdue yet exciting!	Comment noted.
Rochelle	190	At the moment, the absence of police/protection on the trains is very concerning. There's a lot of violence and attacks on citizens. I will not ride the metro because I am fearful for being assaulted because of my race. Seniors are being assaulted regularly by mentally disturbed people. You give a very long phone number to call. Who's going to remember that? How about a 1-3 digit emergency number instead?In addition, the outdoor train tracks are filthy. It appears they are never cleaned. People seem to drop all sorts of trash over the side of the platforms, including food, clothing, broken glass, food containers and much more. Stations and tracks need to be cleaned regularly. I walk my dog next to the LATCC station. I have to carry my dog because I'm afraid he will step on glass or pick up something. Thank you. I hope you can make the metro safer and cleaner so I can rejoin my fellow LA family.	<p>Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.</p> <p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
Benjamin	191	Why can't more of the budget be allocated to highways? This is what the majority of tax payers prefer.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.

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Name	#	Comment Received	Response
Kevin	192	I strongly support the active transportation elements of the Plan. Please add the following:1) Metro's support for 'Open Streets' events in cities throughout L.A. County2) Metro's support for bicycle education through the 'Metro Best' or similar programs3) Metro's work with L.A. County and cities to assemble a bikeway map for L.A. county (describe and include the map, which was just updated)4) Metro's ongoing program to provide for bicycle transportation on buses, including converting to three-position bike racks.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Ray	193	For pandemics or other highly contagious endemics in large cities like L.A. we may need to partition rail cars and buses into ventilation zones. One zone for external ventilation only, no air shared from the rest of the car. Another zone for those with known contagious ailments, those that are seeking help in clinics or hospitals and have no other means of transportation. We may also need to limit capacity for safety. No standing. Only one per seat.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
Michael	194	(1) Is Lincoln Heights an EFC? Equity Focus Communities As part of the LRTP, Metro has defined "Equity Focus Communities" (EFCs). These communities represent geographic areas that have the following socioeconomic characteristics; more than 40% of households are low-income and either 80% of households are non-white or 10% have no access to a vehicle. Collectively, these areas represent about 30% of the county's population. EFCs are communities that have experienced historic disinvestments, reduced access to opportunity and housing, and policy decisions that have resulted in environmental justice disparities. As such, these communities have higher degree of	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions. The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
Kendall	195	I'm concerned that the highway transformation plans are not going to be good for everyone. Highways have historically been used to physically separate communities in order to impoverish communities of color. There is also much concern about the health effects of living next to a highway, where noxious particulate matter is heaviest concentrated. Yet land developers have used land next to highways to provide low-income housing to BIPOC, especially in LA. Finally, highway expansion only helps further climate change, as people use the space they're given. I would love details on how this plan will not only not HARM BIPOC, but actively HELP them instead. Also, the highway plan needs to be more comprehensive than solely lane expansion on certain segments. If Metro has access highway Right of Way, then the Long-Range Transportation Plan needs to treat the highways as a complete system, rather than in segments. And if the highway plan as is cannot visibly help communities of color, and is actively harming the environment, there needs to be a complete shift in that part of the plan. Thank you for	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions. The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Claudia	196	<p>1 • Bus stops shouldn't be located in a corner, this backs up traffic from being able to turn right thus increasing congestion. It would be nice to have room to pass the buses. 2</p> <p>• I notice that riders and Metro / Bus drivers don't have a seat at the table. Which is puzzling because they are the ones with boots on the ground. 3 • Crossing of bike lanes and busses and ride share pick up is dangerous. There has to be a better way. Thank you!</p>	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Paul	197	<p>I think one of the problems why a lot of people choose to drive is because the metro link is dirty. There's a lot of homeless people sleeping on the train and it stinks. Also metro stations need more bike lockers.</p>	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
Anthony	198	<p>Hello. There were a few concerns which I don't think were touched upon in the plan and which are of a concern to me as a mid-age professional (36 yrs). I've been speaking with colleagues about public transportation and I believe that ridership levels will increase if these concerns are addressed: 1. Sanitation. We've all heard the stories. I've felt it, I've smelled it. I don't think I need to go into detail about this. Perhaps more cleaning crews that work on a part-time basis so that the county can avoid footing the additional cost of hiring full-timers? I prefer full-timers because I believe everyone deserves a decent-wage job, but I realize that budgets and politics get in the way. Homelessness decreases sanitation on the system. My understanding is that a federal court has not obligated the county/city to house all homeless individuals? Perhaps this will help change the landscape. 2. Bathrooms. I understand that American cities are not very good about restrooms in public spaces, but I think that it is really important and goes hand-in-hand with sanitation. The biggest reason is maintenance cost, correct? I've seen a sort of buffed-steel used in elevators. This material is intended to prevent vandalism. I would like Metro to consider the viability of constructing public restrooms entirely with this</p>	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p> <p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p>
Ryan	200	<p>I would like to voice my complete support for the proposed VMT tax, as well as voice my complete objection to any and all freeway widening proposals. Induced demand would not only worsen traffic and reduce transit efficiency along those routes, but also damage the physical structure of surrounding neighborhoods, increase potential for traffic fatalities and worsen air quality. We must pursue a diversity of tactics to actively end the primacy of the automobile in our region, and that includes denying any and all road widening or lane additions.</p>	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.</p>

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Public Comments

Name	#	Comment Received	Response
			Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.
Stephen	201	I am totally against congestion pricing and the proposed study west of the 405. I live east of the 405, I own property west of the 405 as well as my bank, mail, post office are located west of the 405 in Brentwood. My child and grandchildren live west of 20th Street in Santa Monica. This is an arbitrary exercise and unfair to myself, as I approach 80 years old. What exceptions will there be?	Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.
Shannon	203	I support greater investment in bike/pedestrian and complete streets infrastructure, in addition to exclusive bike lanes. I think we need to be taking more space in our city back from single occupancy vehicles to create a more equitable city with a greater quality of living. I think we should work towards a bicycle network of fully protected lanes that connects the county, in the same way we are building out a fully connected rail network. A rail and bike network would complement one another, and truly give Angelenos a choice for a car-free lifestyle.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Anant	205	The main problem with this is how much money is still being invested in highways. Divert money away from major highway investments into accelerating the timelines on transit projects in order to give Los Angelenos true options for mobility in the city. Seeing as SB288 could potentially exempt "sustainable" transportation projects from challenges under CEQA, would the passing of this legislation speed up the timeline and cut down on costs for transit construction projects? I noticed that the 28 by 28 seems to be thrown out the window, and I'm just curious about what other strategies LA could use to create a better transit network faster. For long term light-rail projects, it also feels like the timelines are too long and the investment needed is too high. Why can't the proposals address this through the tactical, rapid deployment of protected BRT lines that emulate light rail, whereupon trends in ridership can influence on a more ad-hoc basis which lines should be converted to permanent light rail. BRT lane creation would also begin the process of demarcating space for future light rail, promote more ridership on the metro network, and spread out upfront investments into light rail (e.g. some grade separations and stations can be developed independently overtime with the intention of laying down tracks at a later date; thereby, spreading out the costs of light rail implementation over stages). Does LA metro also have any plans to pursue private partnerships and financing	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>The phasing and schedule of the capital projects included in the LRTP were based on the Measure M expenditure plan. During the development of the Measure M expenditure plan, project readiness was considered along with the performance of the project relative to similar capital projects. Metro is exploring opportunities to accelerate projects, using public-private partnerships and other mechanisms, and would like to see these projects in service sooner. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
Peter	206	Thank you for putting this together. Here are my comments: 1. The front page (and pg. 42) advertises the benefits of the plan re: lowering vehicle travel times, but when SB 743 finally goes into effect this year, future state transit projects will use VMT as a metric rather than travel time. I think the report should highlight up front that transit investments mean less car miles traveled, and advertise that this is good re: climate	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
		change. 2. Some of the "Open Year" prognostications on page 20 seem very very far away (2057 for Westside to LAX corridor?). :(3. The MicroTransit Service Delivery model (Strategy 1.5) will always be scope-limited if your imagination doesn't reach past Uber/Lyft rideshare paradigms. I worked on micro-transit system designs for a self-driving car startup, and I found that impactful projects require a LOT of data, many of it gleaned from dis-aggregated cell phone GPS tracking in ways that mask population movements in poorer communities. It will also require a heavy investment in "smart" street sensing equipment, and won't really lower VMT if you are using single passenger sedans. Point-to-point mobility can also include scooters and bikes! 4. Strat 1.7b is already anachronistic, given the desire of the public and elected officials to reduce LAPD presence on METRO (and the high cost of the overtime involved). The city's Ad Hoc Committee on Black People Experiencing Homelessness highlighted the inequitable effects of policing on homeless POC in Dec 2018, and recommended that overarching funding priorities be adjusted to reduce armed officer interactions with homeless persons in favor of social service outreach.5. My constituents who are experiencing homelessness (I am on a Neighborhood Council) complain to me that they are harassed for loitering in light rail stations and trains, and acknowledge that they lose their TAP	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
Lee	208	I support this project! I appreciate the thought put into women passengers (more of them take the bus than trains). Please also continue to reach out to underserved communities in our cities. Often those folks are not going to have the time and means to look at your plans and comment. We need a more equitable plan. Thanks.	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
Kevin	209	The way the MTA is going is great, yet they fail to remember or realize a great majority of their employees and riders live and commute from as far as Beaumont, CA. I personally commute from Moreno Valley and the Metro Link is reliable but not who I work for or trust. It would be very nice for the Metro light rail or heavy rail to move East. If it can go to the beach, why can't it go to the IE. It would link the Ontario Airport as well as Ontario Mill Mall and other Inland Empire sights and businesses in the Metro coverage and not to mention jobs, jobs, jobs!! do know CV-19 has put a big stop to construction but nice to know it is heard and being acted on. So please IF the time I put into responding to this request for input. Please let me know this has been tabled with the movers and shakers of the MTA. smithke@metro.net	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Christine	210	Dear Whom It May Concern,I am absolutely against imposing any type of congestion \$4 fee in order to get on a freeway from Santa Monica/West La. Why should I be penalized on days when I am unable to work remotely from home and am required to appear in Court, usually downtown. I do not believe that this will be an efficient way to discourage people from utilizing freeways - rather it is a way to punish yet again the middle class and the poort. Please refrain from enacting a congestion fee. Sincerely,Christine Twining Outwater	Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.
Jim	211	St Bernadette Church - Baldwin Hills Looks Great!You have our full support. Deacon Jim	Comment noted.
Stoney	212	I support any and all reductions in CO2, needless traffic and inefficient single car culture. This is a great plan and we Angelinos support it whole heartedly.	Comment noted.

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Roy	213	<p>I live in Montecito Heights in Northeast LA. We have a bike lane in the Arroyo Seco channel that does not connect to anything. If the bike path could connect to the LA River bike path at the Confluence, thousands of people would have a safe bike alternative to get in and out of DTLA. This feels like a small thing that would make a big difference. Thank you.</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Chris	323	<p>Here are my thoughts on the Long Range Transit Plan. I'm just an interested and concerned citizen. *No Commute Mode Share Goals* I don't see commute mode share as a progress metric in this plan. We've got to get people out of their cars, for every societal goal we have. LA's commute mode share as of 2017 (the most recent data provided by https://data.lacounty.gov/Transportation/Commute-Mode-Share-in-LA-County-2005-2017-/y7mn-ys78) was 79% drove alone and 10% carpool. That is 89% commuting in private automobile. Vancouver's private automobile mode share is 47% (https://dailyhive.com/vancouver/vancouver-active-transportation-mode-share-report-2019). Driving this number down should be a primary objective and progress metric. *People are still dying on LA's streets and no one is willing to inconvenience drivers to save lives* Cyclist and Pedestrian deaths are up, not down. (https://www.latimes.com/local/lanow/la-me-ln-traffic-deaths-bike-pedestrian-los-angeles-vision-zero-20190425-story.html) LA needs to prioritize people's safety over drivers' convenience. The car culture here is killing people. I don't see much of a plan for this. *Automate speed and traffic enforcement* The technology exists to automate much of speed and traffic enforcement. We should use it everywhere. This will reduce unnecessary encounters with police and help the laws be enforced uniformly without class or racial bias. It will also make streets safer and help change the culture here, because now people drive with a sense of impunity. https://dpw.lacounty.gov/Traffic/AutoRedLight.cfm *Get rid of 85th percentile speed limits* It's an insane policy.</p>	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Elizabeth	324	<p>At this point, the impact of COVID-19 on ridership, traffic patterns, and how people live, work and attend school is unknown. Therefore, Metro should declare a moratorium on any part of the plan that relies on or assumes an increase in transit ridership, e.g. Transit Oriented Communities zoning. Efforts to increase the speed and reliability of the Metro system should continue. Best regards, Elizabeth Pollock eliz.pollock@gmail.com 11923 Bray Street Culver City, CA 90230 Mobile: (310) 699-5165</p>	<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.</p>

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Public Comments

Name	#	Comment Received	Response
Flavia	326	<p>To Those Interested in the Planning for State Route 138,</p> <p>I am writing today as a resident of the rural community of Neenach. I drive State Route 138 regularly as it is the only route providing access to our home. This route is heavily travelled by large trucks, having been designated an alternate truck route a few years ago. This narrow, two-lane rural highway was not originally built to carry such a volume of heavy loads and the pavement has been broken up for sometime. Thankfully, the road resurfacing is in progress.</p> <p>However the resurfacing, while much appreciated by all who drive this road, does not address the serious safety concerns on this route.</p> <ol style="list-style-type: none"> 1. There are only two intersections with left turn lanes in the section between the I - 5 Freeway and the 14. 2. There are no passing lanes and frustrated drivers stuck in long lines behind trucks recklessly pass causing deadly head on collisions with oncoming traffic and many near misses where the oncoming vehicle has to veer off the road into the ditch. The recent addition of guard rails block an escape route in this situation. 3. There is poor drainage resulting in standing water on the road causing one to hydroplane out of control if you don't see it soon enough to slow. This is particularly dangerous if a big truck is oncoming. I personally have experienced many times trying to make a left turn on to La Petite with 	<p>The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>
Denise	328	<p>Good morning....</p> <p>Highway 138 through the westernmost part of the Antelope Valley is not like other rural highways. This highway has its own set of characteristics that make it unique. These qualities all require a little bit of extra attention.</p> <p>We have an uncountable amount of semi trucks hauling goods. We have daily commuters between AV , SCV, and Bakersfield. We have beautiful wildflowers bringing the day trippers. We have hikers using the Pacific Crest Trail. Not to forget about our local town residential traffic. All of these things have to be considered in the creation of a long term plan.</p> <p>I will do my best to assist in any way I can. Accidents happen! They don't always need to! Just those little things Mr Zimmerman mentioned can prevent needless accidents and help keep our little town of Neenach safer.</p> <p>Thank you for your time, Denise Shippy Public Safety Coordinator/Oso-Neenach. Town Council</p> <p>If someone can get back to me in regards to the new guardrails being installed, that would be fantastic!</p>	<p>The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>
Wess	332	<p>I second Mrs. Taylor's concern about safety on State Route 138. Making a left turn with a high-speed semi-trailers bearing down on you from both directions is a terrifying experience. A few left turn-lanes could make a world of difference!</p>	<p>The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>

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Public Comments

Name	#	Comment Received	Response
Jaime	334	How are you guys expect people to take the metro when is very dangerous.. I have complained several times and nothing has occurred. Last week when I complained about a person not wearing a mask (which is the law) i was told by a metro police that "is not my job" and got upset. You use TV and all kinds of media to push this plan but the true is that for years the metro is a wild place with drugs deals violence and now COVID-19 runs wild.	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.
Barbara	337	The challenge of providing better transit to our metropolitan area must be met in order to maintain a livable city. However, the transit must be a utility that serves the needs of the region's residents and is accessible, reliable and well-maintained. The LRP addresses these issues with the proposed planned projects and additional action plans and policies. However, before looking to the future plan, it is important to fully understand some of the current unmet needs of riders on the system. While a Homeless Action Plan is being implemented and will continue to be implemented, it is currently not working and the presence of homeless/unhoused individuals is undermining riders' trust in the safety and cleanliness of the system. "How women travel" is noted in the LRP summary, but at this moment, it may be more relevant to ask IF women travel on Metro. We are aware of many riders who were excited to ride the EXPO Line and who no longer use it because they do not wish to return after work or after dark alone.	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
			Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.
Jorge	367	<p>Hello. I'd like to share some ideas.</p> <p>1. Bus stops at the middle of the block approximately, away from drive ways. This change will avoid the risk of an accident when drivers cut in front of a bus to turn right just when the bus is leaving the bus stop and the bus operator is forced to make a sudden stop and probably causing passengers to fall down.</p> <p>2. The bus route number sign; regular buses to show it on the left side of sign, rapid buses on the right side. Examples, 204 {---, ---}704, this new way of signing may aid passengers not to miss their bus at times when the day is dark, cloudy or rainy and visibility is low.</p> <p>Hope you find these ideas useful. I stil have a few more, let me know if you'd like me to share them with you.</p> <p>Have a great day.</p>	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors.</p> <p>Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

ATTACHMENT D

REVISED

SUMMARY OF DRAFT LRTP REVISIONS

NOTE: The Draft 2020 LRTP was distributed for review and comment on May 29, 2020. Comments were requested by July 13, 2020. The following reflects all revisions proposed for the Final LRTP.

Page(s)	Revisions to Plan
1-7	Add cover graphic and introductory text
8	Add letter from CEO
10	Add discussion on the potential impact of COVID-19 on the LRTP
15	Clarify that LA County is the most populous county in the US, not the largest
15	Clarify that Metro's service area fits the combined land areas of the ten cities identified
16	Clarify that LA County is home to many of the nation's most congested highway corridors
17	Clarify that historically, transportation policies and investments in LA County have prioritized single-occupant vehicle (SOV) travel over more affordable, high-quality mobility alternatives
17	Clarify that economic prosperity and health are also affected by racial and socioeconomic lines
18, 19	Revise maps to more clearly distinguish between existing transit lines and projects under construction
18	Clarify that Metro plans, builds, manages, and maintains LA County's transportation system
19	Clarify that Metro's Microtransit program is known as Metro Micro
19	Clarify that adding more general-purpose freeway lanes is often an expensive and disruptive option that will not solve congestion as the county continues to grow
20-25	Revise section header to LRTP Elements, Benefits & Priorities to be consistent with the text
20	Move and clarify discussion of community engagement efforts
20	Clarify that the financial commitments of the 2020 LRTP include Measures M and R
20	<u>Clarify the bottoms-up approach of Measure M</u>
21	Clarify that the Measure M Funded Transit & Highway Improvements include Measure R commitments
23	<u>Clarify that scenario tests will require Board action prior to implementation</u>
24	Add conceptual illustration of Plan elements
25	Revise role of LRTP relative to other plans
28	Add discussion on security and homelessness
29	Add C Line (Green) Extension to Torrance to the list of near-term projects
29	Remove Vermont Transit Corridor from near-term BRT list
30	Add modes to project names
30	Add Antelope Valley Line Capacity and Infrastructure Improvements Program to table
30	Clarify C Line (Green) Eastern Extension project name
30	Remove reference to mode for Vermont Transit Corridor
30	Clarify footnotes to table
31	<u>Add label to Gold Line Foothill Extension to Claremont</u>
31	Clarify that Purple Line Section 3 is under construction.
31	Clarify that 2050 is the horizon year of the LRTP.
31	Clarify the regional commuter rail improvements are the Antelope Valley Line Capacity and Infrastructure Improvement Program
31	Clarify alignment for Crenshaw North has not been determined
32	Identify four pillar rail projects in action 1.1c
32	Clarify Metro's role in actions 1.2b and 1.2j
32	Clarify timeframe of action 1.1f
32	Clarify NextGen's goal of reversing the declining ridership trend in Strategy 1.2
34	Clarify Systemwide Station Design implementation in action 1.4a

34	Clarify discussion of real-time arrival information in action 1.4b
34	Clarify discussion of station safety and security in action 1.4f
34	Clarify Metro Micro implementation in action 1.5b
34	Clarify timeframe of action 1.5b
34	Clarify Metro's role in actions 1.5b
34	Clarify discussion of new forms of mobility in Strategy 1.5
35	Clarify discussion of customer experience in Strategy 1.6
35	Add discussion on station accessibility to action 1.6b
36	Clarify Multi-Agency Policing Plan in action 1.7b
36	Clarify Metro's role in actions 1.7f and 1.8c
36	Add discussion on Transit Homeless Action Plan
37	Clarify timeframe of action 1.8c
42	Clarify discussion on Metro ExpressLanes
42	Clarify role of Caltrans
42	Add reference to integrated corridor management
42	Clarify amount of funding for major highway investments
44	Clarify name of Sepulveda Pass Transit Corridor (Ph 1 - ExpressLanes) project on table
44	Add Rosecrans/Marquardt Grade Separation to table
44	Add SR-138 Capacity Enhancements to table
44	Add I-10 East Expresslanes to table
44	Add I-605 Corridor "Hot Spot" Interchange Improvements to table
44	Clarify opening years of projects in table
45	Add Rosecrans/Marquardt Grade Separation to map
45	Add SR-138 Capacity Enhancements to map
45	Clarify name of Sepulveda Pass Transit Corridor (Ph 1 - ExpressLanes) project on map
45	Clarify I-5 North Project to Parker Rd on map
45	Add I-605 Corridor "Hot Spot" Interchange Improvements to map
46	Add Metro's role in action 2.1b
46	Add signal synchronization to action 2.1c
46	Add Metro's role in action 2.3e
46	Add goods movement to Strategy 2.1
47	Update discussion of ExpressLanes Expansion
48	Revise Metro's role in action 2.6b
48	Add Metro's role in action 2.6c
48	Add Metro's role in action 2.6d
48	Add equity and environmental sustainability to Strategy 2.5
48	Add telecommuting to Action 2.6e
49	Add references to intermodal facilities to Goods Movement Strategic Plan
50	Add partners to Action 2.7a
50	Add safety and broader description of Metro's role to Strategy 2.7
52	Clarify delay and VMT metrics
53	Add photo
56	Add discussion on role of local partners
56	Corrected spelling of Fairview Heights
57	Clarify that final alignments will be identified during environmental processes
58	Clarify Complete Streets Policy in Strategy 3.1
58	Clarify FLM program in action 3.2a
58	Clarify timeframe of action 3.2b
58	Add reference to intermodal facilities in action 3.2b
58	Clarify timeframe of action 3.3b
58	Clarify active transportation infrastructure in Strategy 3.3

59	Revise length of LA River Bike Path
60	Add action 3.6d promoting a decrease in GHG emissions or reduction of single-occupant vehicle (SOV) trips
61	Add I-710 Clean Trucks Program to Zero-Emission Trucks Collaborative
62	Capitalize "Complete Streets"
67	Add freeway labels to map
67	Clarify map title
68, 70	Relocate Strategies 4.1, 4.2, and 4.3 to align with TOC text
68	Add action 4.1g on Transit to Parks Strategic Plan
69	Remove reference to draft in definition of equity
70	Add discussion on Metro's Joint Development program
70	Add action 4.3f on Comprehensive Pricing Study
72	Revise Metro's role in action 4.6b
72	Revise Metro's role in action 4.6c
73	Clarify discussion of E3 Training Programs
76	Revise Figure 26 to be FY2021-FY2050
76	Change reference to Figure 26
77	Clarify Other Local Sources of funding
77, 79, 81	Add reference to YOE for pie charts
80	Clarify FSP services
82	Delete redundant sentence
82	Add discussion on Trip Reduction Strategies
84	Add to discussion on SRTP
<u>84</u>	<u>Clarify that the region's new travel patterns will be analyzed in SRTP</u>
Back cover	Update title of Board Member Fasana
<u>Back cover</u>	<u>Update the First and Second Vice Chairs</u>
Various	Revise maps to include SR-138 connection and additional roadway symbology in North County



2020 Long Range Transportation Plan for Adoption

Planning & Programming Committee 9.16.20

Executive Management Committee 9.17.20

2020 LRTP Adoption

LRTP meets conformity/funding requirements:

- > Financially constrained, technical analysis for SCAG RTP/SCS
- > Major project inclusion required for state & federal funding eligibility

Time to adopt:


- > LRTP remained in alignment with SCAG's schedule
 - SCAG Adopted 2020 RTP/SCS May 7th (transportation projects)
 - SCAG Adopted 2020 RTP/SCS Sept 3rd (land use and housing)

As-needed amendments:

- > SCAG RTP/SCS & LRTP: both living documents
 - Update/amend to address project & plan changes

L RTP is guided by Vision 2028.

We're guided by our *Strategic Plan* goals.

 *Vision 2028 Strategic Plan*

We're creating

1 *Faster Travel Options* 2 *Better Trips* 3 *Thriving Communities*

Better Transit

Providing more transit options with improved quality and service

Transit Projects

Bus Improvements

New Mobility Options

Less Congestion

Managing the transportation system to reduce the amount of time people spend in traffic

Roadway Improvements

Congestion Management

Goods Movement

Complete Streets

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods

Bike and Pedestrian Projects

Local Street Improvements

Station and Stop Access Enhancements

Access to Opportunity

Investing in communities to expand access to jobs, housing and mobility options

Workforce Initiatives

Support for Local Businesses

Transit Oriented Communities

 *Long Range Transportation Plan*

We're committed to

4 *Leadership* 5 *Accountability*

 Collaboration  Continuous Improvement

 Customer Focus  Innovation  Inspired and Inclusive Workforce  Safety

 *Customer Experience Plan*  *COVID-19 Recovery Plan*

We're intentionally focused on *eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.*

 Equity  Sustainability

 *Equity Plan*  *Moving Beyond Sustainability Plan*

Public Engagement

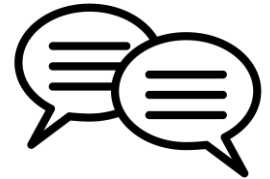
- > Telephone town hall called 100,000
- > Posters on all bus and rail lines
- > More than 23,000 postcards sent*
- > More than 15 million social media and online advertising impressions*
- > Almost 2.5 million direct emails*
- > More than 130,000 LRTP website visits

*Targeted residents in Equity Focus Communities



Public Comment Summary

- > Strong support for:
 - Expanded and improved transit
 - Active transportation and complete streets
- > Some support for roadway enhancements
- > Many comments on:
 - Safety/security recommendations and homelessness concerns
 - Project-specific comments and requests
(e.g., projects completed sooner, alignment comments, etc.)
- > Some comments on:
 - Equity considerations
 - Implications and unknowns surrounding COVID-19
 - Modal prioritization and regional prioritization of funding
 - Fare policy and congestion pricing



2020 LRTP Technical Document and Next Steps

Technical document provides the following detail and data:

- > Public engagement metrics
- > Project and program descriptions
- > Performance Measures
- > Subregional demographics and travel patterns
- > Travel demand model analysis and assumptions
- > Financial forecast fund types and assumptions



Next steps:

- > Continued project/program development per 2020 LRTP
- > Short-Range Transportation Plan Development
 - Strategic project list
 - Financial forecast update
 - Prioritized actions
 - Implementation roadmap





2020 Long Range Transportation Plan for Adoption

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 - Implications and unknowns surrounding COVID-19
 - Modal prioritization and regional prioritization of funding
 - Fare policy and congestion pricing



Recent Draft Changes to 2020 Draft LRTP

The following language was added, as noted below—

> p. 20 Added the following language to the first paragraph: “These commitments were previously established in collaboration with our local partners. Metro intentionally employed an extensive bottoms-up approach with subregional partners, to ensure that Measure M was shaped by their local project priorities to achieve subregional balance.”

> p. 23 Added the following language in the left column under bullet #3: “These scenario tests represent policy opportunities, but do not reflect specific policy directives. Board action will be required for any policy action or implementation.”

> p. 84 Replaced 2nd sentence (after “...2020 LRTP.”) in 3rd paragraph with: “The SRTP will acknowledge and analyze the region's new travel patterns and address regional economic recovery and resilience, while continuing to improve regional mobility, air quality, social justice and the advancement of equity.”

2020 LRTP Technical Document and Next Steps

Technical document provides the following detail and data:

- > Public engagement metrics
- > Project and program descriptions
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- > Subregional demographics and travel patterns
- > Travel demand model analysis and assumptions
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Board Report

File #: 2020-0572, **File Type:** Informational Report

Agenda Number: 25.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 17, 2020**

**SUBJECT: REPORT BACK ON COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY
AND LAW ENFORCEMENT**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Report on a Community Safety Approach to System Security and Law Enforcement.

ISSUE

At the June 2020 Regular Board meeting, Board Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis filed motion 37, requesting System Security and Law Enforcement, the Executive Officer for Equity and Race, Executive Officer for Customer Experience, and the Office of Civil Rights, to report back in 90 days with recommendations on implementing a community approach to System Security and Law Enforcement.

BACKGROUND

In the recent months, there has been nationwide demonstrations for racial justice and a conversation about the appropriate role of police in our society. Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other community safety initiatives.

DISCUSSION

In an effort to take a community-centered approach to safety, Metro is to establish a Transit Public Safety Advisory Committee to re-envision transit safety and explore community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract that was approved in 2017. Staff referenced the City of Santa Monica and BART as they've recently launched similar efforts.

To ensure the committee is comprised of diverse perspectives and reflects Metro's ridership, staff proposes the following membership, criteria, and selection process:

Membership

- 15-member committee and 3 alternates
- Representation from the existing Community Safety and Security Working Group led by the Executive Officer for Equity and Race
- Representation from diverse perspectives, including racial, cultural, gender, sexual orientation, income, geography, immigration status, housing status, persons with disabilities, union groups

Criteria

- Individuals who regularly ride Metro's system, have knowledge and expertise as advocates for racial justice, equitable transportation, and/or public safety reform, law enforcement experts, mental health providers or experts, and/or social service providers or experts
- Membership commitment required until June 2022

Selection Process

- Application - see Attachment A
 - Three-week application window: October 12, 2020 - November 6, 2020
 - Applications will be made available online on Metro's System Security and Law Enforcement webpage and at Metro Headquarters
 - Will partner with Communications to advertise across Metro's networks
 - Phone line will be made available for support
 - Applications can be submitted via email or mail
- Applications will be reviewed by the Chief System Security and Law Enforcement Officer, Chief Civil Rights Officer, Executive Officer for Equity and Race, Executive Officer for Customer Experience, and Chief of Staff

Staff anticipate notifying selected and non-selected applicants by early December and having its kick-off meeting in January 2021. One of the initial tasks for the committee will be to develop a governing charter to guide its purpose, functions, and bylaws.

The Committee will be supported by Metro staff representatives consisting of the following: Chief of Civil Rights, Executive Officer for Equity and Race, Executive Officer for Customer Experience, Chief of Staff, Chief System Security and Law Enforcement Officer. In addition, a non-Metro facilitator will be solicited to help guide the discussions of the Committee and support with meeting coordination. Staff is currently conducting market research for these services.

Metro staff and PSAC will review data and hold discussions to support development of a community-based approach to public safety. Topics to be covered include, but are not limited to, the following topics, as detailed in motion #37:

- Development of a Transit Ambassador Program
- Alternatives to armed law enforcement response to nonviolent crimes
- Greater community stewardship of transit spaces
- Universal Blue Light Program

- Education on fare discount programs
- Outreach and services for unhoused individuals
- Curtailing behaviors and conditions that adversely affect the health and safety of other riders
- Review of Metro's Customer Code of Conduct
- Develop a definition, mission, and values statement for transit safety
- Reallocation of resources to the above strategies

In addition, System Security and Law Enforcement staff will work with the committee members to launch its Community-Oriented Policing Plan, review best practices for public safety, like the 21st Century Policing Standards, and launch a systemwide public safety survey of customers and front-line employees. The survey will help determine recommendations and serve as a baseline to track the effectiveness of public safety initiatives that are implemented.

Lastly, Metro will consult with PSAC members when developing the new multi-agency police contract.

FINANCIAL IMPACT

Impact to Budget

At this moment, the recommendations outlined do not have a financial impact. The members of the Committee will serve on a voluntary basis. The facilitator, support for meetings, and the business of the Committee will be handled based on available resources from the supporting Metro departments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports strategic plan goal 2.1 of improving security.

NEXT STEPS

Staff will report back with an update at the January 2021 Regular Board meeting.

ATTACHMENTS

Attachment A PSAC Application

Prepared by:

Aston T. Greene, Executive Officer, System Security and Law Enforcement, (213) 922-2599

Aaron Weinstein, Executive Officer for Customer Experience, (213) 922-3028

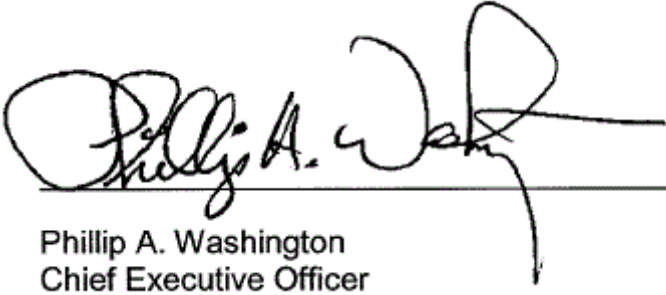
KeAndra Cylear Dodds, Executive Officer for Equity and Race, (213) 922-4850

Imelda Hernandez, Chief Administrative Analyst, (213) 922-4848

Reviewed by:

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

Jonaura Wisdom, Chief Civil Rights Officer, (213) 418-3168



Phillip A. Washington
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**Transit Public Safety Advisory Committee
(PSAC)
Membership Application**

Thank you for your interest in Metro's **Transit Public Safety Advisory Committee (PSAC)**. We are looking for individuals who regularly ride Metro's system, and who are committed to ensuring that Metro follows best practices for providing a service by which its customers feel and are safe. Advisory Committee members should bring relevant knowledge and expertise as residents, advocates for racial justice and/or public safety reform, law enforcement experts, mental health providers or experts, and/or social services providers or experts. The committee will help facilitate a community-based approach to public safety on Metro's transit system. *Please note, members serving on the PSAC are not required to be U.S. citizens.*

We appreciate your willingness to give of your time and expertise to this important work and thank you for being a part of the movement to continually ensure that Metro provides a world-class transportation for all.



Metro™

First Name: _____ Last Name: _____

Street Address: _____

City: _____ Zip Code: _____

Phone: _____ Email: _____

1. Which of the following best describes you? Check all that apply.

Ethnicity:

- Asian/Pacific Islander
- Black/African American
- Caucasian
- Hispanic/Latinx
- Native American
- Other

Age:

- 16-24
- 25-39
- 40-60
- 60+

Gender:

- Male
- Female
- Non-binary

Annual Income:

- Less than \$30,000
- \$30,000 to \$60,000
- More than \$60,000

Housing Status:

- Homeowner
- Unhoused
- Renter
- Other

Are you a person with a disability(s)?

- Yes
- No

Sexual Orientation:

- Heterosexual or straight
- Gay or lesbian
- Bisexual
- Other

2. Are you affiliated with any organizations or unions?

- No
- Yes, please provide name: _____



Metro™

3. In 2019, on average, how often did you ride Metro buses or trains?

- | | |
|---|---|
| <input type="checkbox"/> Every day or most days | <input type="checkbox"/> A few times per year |
| <input type="checkbox"/> At least once a week | <input type="checkbox"/> Once a year or less |
| <input type="checkbox"/> At least once a month | <input type="checkbox"/> Never |

4. Do you have any relationships (professional, financial, or otherwise) that may present a potential conflict of interest in working with Metro or the Public Safety Advisory Committee?

5. Experience and Interest

a. Please select the area(s) of interest or experience.

- | | |
|--|--|
| <input type="checkbox"/> Law enforcement | <input type="checkbox"/> Racial justice |
| <input type="checkbox"/> Public safety | <input type="checkbox"/> Social services |
| <input type="checkbox"/> Public transit and/or Equitable transit | <input type="checkbox"/> Homelessness |
| <input type="checkbox"/> Primary Transit User (Transit Dependent or Carless) | <input type="checkbox"/> Other: _____ |

b. Describe the experience, knowledge, technical skills, and/or education, professional or otherwise which you possess regarding the area(s) selected above. Please feel free to attach a resume.



Metro

6. Are you a current or former member of any other Metro advisory committees? If yes, please describe:

7. Please state your reason(s) for applying to the Public Safety Advisory Committee.

8. How can you contribute to the mission of the Public Safety Advisory Committee?

9. What are your top goals for your tenure on the Public Safety Advisory Committee if your application is accepted?



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

10. Being a part of the committee means attending regular meetings at least until June 2022. Are you available to participate at this level?

11. Please provide any additional information you think will support your selection to serve on Metro’s Public Safety Advisory Committee.

For any of the above questions, please feel free to attach additional page(s) if needed.

Note: It is important that you complete all parts of the application. If your application is incomplete, your application may not be accepted.

APPLICANT SIGNATURE: _____ DATE: _____

Return this form and relevant attachments to:

Imelda Hernandez, One Gateway Plaza, Mail Stop 99-25-1, Los Angeles, CA 90012-2952 or email to PSAC@metro.net. Feel free to call (213) 922.4848 with any questions.

Application period closes Friday, November 6, 2020



Reimagining Public Safety

Community Safety Approach to Policing

Operations, Safety, and Customer Experience Committee


2020-0572

Board
Motion #37:
Community
Safety Approach
to Policing

- A. Establish a Transit Public Safety Advisory Committee (PSAC)
- B. In partnership with PSAC, develop a community-based approach to public safety, including Motion items (i.e., Ambassador Program, Blue Light Program) and:
 - Community Policing Plan
 - Public Safety Survey
- C. Consult with PSAC when developing the new multi-agency police contract

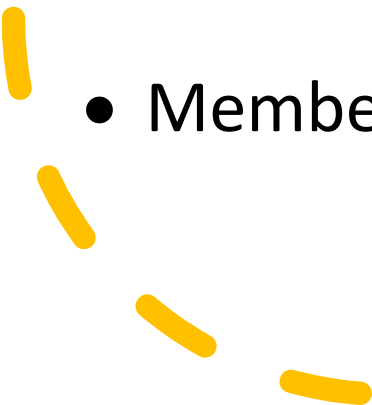


PSAC - Membership

- 15-member committee, 3 alternates
 - Representation from the existing Community Safety and Security Working Group
 - Representation from diverse perspectives, including racial, cultural, gender, sexual orientation, income, geography, immigration status, housing status, persons with disabilities, union groups
- 




PSAC - Criteria

- Individuals who regularly ride Metro's system, have knowledge and expertise as advocates for racial justice and/or public safety reform, law enforcement experts, equitable transportation, mental health and/or social service providers or experts
 - Membership commitment required until June 2022
- 



PSAC – Selection Process

- 3-week application window: October 12 - November 6
 - Applications will be made available online on Metro's SSLE landing page and at Metro HQ; can be submitted via email or mail
 - Partner with Communications to advertise across Metro's networks
 - Help line will be made available for applicant inquiries
 - Applications will be reviewed by the Chief System Security and Law Enforcement Officer, Chief Civil Rights Officer, Executive Officer for Equity and Race, Executive Officer for Customer Experience, and Chief of Staff
- 

Milestone Timeline



External Facilitator

Conduct research and begin solicitation process in September



Advertise

Begin advertising Call for Applications the week of October 5th



Application Window

October 19 – November 6



Review Applications

November 9th – November 20th



Notifications


Send notification letters first week of December



Kick- Off Meeting

Hold first meeting mid-January



A photograph of a busy transit station walkway. In the foreground, a white bus with "ATLANTIC" written on its front is partially visible. The walkway is crowded with people of various ages and ethnicities. The background shows modern transit infrastructure, including palm trees and buildings under a clear blue sky.

Reimagining Public Safety

Community Safety Approach to Policing

Operations, Safety, and Customer Experience Committee


2020-0572

Board Motion #37: Community Safety Approach to Policing

- A. Establish a Transit Public Safety Advisory Committee (PSAC)
- B. In partnership with PSAC, develop a community-based approach to public safety, including Motion items (i.e., Ambassador Program, Blue Light Program) and:
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- 

PSAC - Criteria

- Individuals who regularly ride Metro's system, have knowledge and expertise as advocates for racial justice and/or public safety reform, law enforcement experts, equitable transportation, mental health and/or social service providers or experts
- Membership commitment required until June 2022

PSAC – Selection Process

- 4-week application window: October 12 - November 13
- Applications will be made available online on Metro's SSLE landing page and at Metro HQ; can be submitted via email or mail
- Partner with Communications to advertise across Metro's networks
- Help line will be made available for applicant inquiries
- Applications will be reviewed by a 7-member panel: Chief System Security and Law Enforcement Officer, Chief Civil Rights Officer, Chief of Staff, Chief Communications Officer, Executive Officer for Equity and Race, Executive Officer for Customer Experience, and Deputy Executive Officer of Community Relations

Milestone Timeline





Board Report

File #: 2020-0571, File Type: Informational Report

Agenda Number: 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 17, 2020

SUBJECT: REPORT BACK ON USE OF FORCE POLICIES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE on 'Use of Force' polices followed by Metro policing contractors and employees.

ISSUE

At the June 2020 Regular Board meeting, Board Directors Hahn, Solis, and Butts filed motion #35, requesting System Security and Law Enforcement (SSLE), the Executive Officer for Equity and Race, and the Office of Civil Rights, to report back in 90 days with a review of the use of force policies (Part A) and recommendations on how to further reform policing (Part B) at Metro and reallocate resources for homelessness outreach and services (Part C).

BACKGROUND

On May 25, George Floyd was killed by a Minneapolis police officer during his arrest. That tragedy sparked nationwide demands to reform policing and calls for alternative methods to address public safety issues and non-violent crimes. The organization "Campaign Zero" has identified eight 'Use of Force' policies that have been shown to reduce the number of officer-involved killings. These policy reforms include:

- 1) Requiring officers to de-escalate situations, when possible, before using force
- 2) Using a Force Continuum or Matrix that defines and limits the types of force that can be used to respond to specific types of resistance
- 3) Restricting, or prohibiting, the use of chokeholds, strangleholds, and carotid restraints
- 4) Requiring officers to give a verbal warning before using deadly force
- 5) Prohibiting officers from shooting at people in moving vehicles unless the person poses a deadly threat
- 6) Requiring officers to exhaust all other reasonable alternatives before resorting to using deadly force
- 7) Requiring officers to intervene to stop another officer from using excessive force
- 8) Requiring comprehensive reporting that includes both uses of force and threats of force

Using these eight 'Use of Force' policies as a premise, Metro staff has reviewed the respective policies for its policing contractors, subcontractors, and employees and proposed recommendations as outlined in this report.

Beyond this review, Metro is identifying opportunities to support continued implementation of the 21st Century Policing Standards, a set of evidence-based recommendations to foster trust, legitimacy, community-policing, diversity, training and education. These efforts will improve the department and provide its partners the opportunity to collaborate with the community and develop a more accountable culture of policing.

Additionally, this report provides a review of the current and on-going efforts to reallocate funding to support homelessness outreach and services.

DISCUSSION

PART A: 'Use of Force'

As part of the initial consideration for responding to this request, SSLE conducted a review and comprehensive analysis of all of the 'Use of Force' policies and protocols for LAPD, LASD, LBPD, Metro Transit Security, RMI International and its subcontractors. The purpose for this analysis was to identify the areas where these departments were consistent with the "Campaign Zero" objectives. Additionally, as part of the review, SSLE factored in the recommendations from the LA County Sheriff Civilian Oversight Commission. This document will describe a pathway forward to include recommendations that Metro can implement in its existing and future contracts.

The attached matrix (Attachment A) encapsulates the review of the existing 'Use of Force' policies and their consistency with the spirit of the "Campaign Zero". The attachment provides Metro's review and assessment of whether the agencies '*Meets*' or '*Fails to Meet*', key elements of the recommendations. SSLE has met with its policing contractors, subcontractors, and requested they review and update their policies to reflect the "Campaign Zero" reforms.

Overall, the policing agencies are in compliance with the spirit of 'Campaign Zero' with few exceptions. Each of the policies that fail to meet the standard is currently being reviewed or revised. Additionally, each of the private security contractors has agreed to work with SSLE and update their policies. SSLE will use its 'Office of Compliance' to audit these best practices in the future and will include updates on their progress during the Monthly Transit Safety and Security Performance Report. These actions will help create a safer experience and a world class transportation system for all.

PART B: Reforming Policing

Metro's Transit Security:

Within the next 90-days SSLE will complete its review of Transit Security's policies, training, 'Use of Force', complaint and community engagement practices. SSLE will work with the Office of Civil Rights, the Executive Officer for Equity and Race, and the Transit Public Safety Advisory Committee

to implement reform recommendations within the following categories.

Recruitment:

- Psychological: Current psychological screening of Transit Security Officers assesses for racism which is a disqualifier. SSLE staff will work with our contract psychologist to determine if there is additional implicit bias screening that would add value to the evaluation.
- Background: As part of the existing hiring process, staff will ensure that the background investigation process includes a review of character history to include interviews with previous employers, friends, family and social media presence to detect any history of biases. If the determination is made that a bias is inappropriate, the candidate would not proceed in the hiring process.
- Field Training Officer Program: The field training officer program is the next and final step for a Transit Security Officer (TSO) I to become a full-time employee. This program entrusts a Senior Transit Security Officer to observe and evaluate the interactions of their trainees with Metro's patrons and employees. This process documents personality and character traits of the trainee to allow a senior officer to determine potential issues with performance. The probation period is one-year and during this time period, if a TSO I shows any evidence-related biases they will receive additional evaluation to determine the appropriate course of action. If the issues are significant the TSO I can be terminated.

Accountability:

- Implement a Transit Security Body Worn Video Program in partnership with Metro's labor unions (*funding required*).
- Develop a new 'Use of Force' complaint and performance tracking system to provide an early warning of substandard employee behavior patterns. This will automatically initiate an investigation to determine if there are any potential issues that need to be addressed either through training or disciplinary action if warranted (*funding required*).
- SSLE is currently reviewing its manual, policies and procedures to ensure that they meet current use of force, command and control, de-escalation and community engagement standards.

Training:

- Partner with the Office of Civil Rights and the Executive Officer for Equity and Race to expand training for new personnel and provide ongoing training for existing personnel. To include, but not limited to implicit bias (with a test for awareness), anti-racism, customer service, de-escalation, 'Use of Force', Less-than-lethal options and command and control.
- Continue to research Less-than-lethal devices to provide Transit Security Officers with options to de-escalate situations and to minimize the impact to an individual.
- Acquire a Force Options Simulator to provide critical enhanced de-escalation training.

Law Enforcement and Private Security:

SSLE is committed to increasing community engagement, oversight, and accountability.

Metro currently has, as part of its contractual oversight, the ability to remove law enforcement or security officers who act in any manner on Metro's property that is inconsistent with Metro's values.

As Metro works with PSAC, to develop the scope of work for the next multi-year law enforcement and security contracts, there will be new guidance that references the 'Campaign Zero' objectives, as well as recommendations from the LA County Sheriff's Civilian Oversight Commission and elements from the 21st Century Policing Model cited by the California Commission on Peace Officer Standards and Training (2020 publication).

With the implementation of these efforts, SSLE anticipates that these collective actions will meet or exceed the spirit of "Campaign Zero" and place Metro on a path of continued excellence to provide world-class treatment of all its patrons.

PART C: Reallocation of Resources for Homelessness Outreach

SSLE continues to reallocate resources from its existing policing contract to provide supportive outreach and housing. Within the current base contract there was approximately \$12.5M allocated to this effort. Since 2018 we have adjusted staffing numbers and responsibility to meet the increased demands for outreach to address the customer service complaints, conditions on the system and requests for increased security and safety from our employees.

These staff augmentation included the following reallocations, which increased funding by \$19.5M for the term of the contract totaling \$32M, an increase of 156%:

LAPD: SSLE increased the Homeless Outreach and Proactive Engagement (HOPE) Team from four officers on overtime to eleven full-time officers. These teams now work hand-in-hand with People Assisting the Homeless (PATH) and are dedicated full-time to this effort. Additionally, as of March 2020, the LAPD Special Problems Unit (SPU) consisting of one sergeant and ten officers have been redirected to support 'Operation Shelter the Unsheltered.'

LASD: The Mental Evaluation Team (MET) is fully deployed to support outreach and provide services at various locations throughout the system and this effort has increased by four deputies due to growing demands on Metro. SSLE directed the Threat Interdiction Unit (TIU) consisting of sixteen deputies be reassigned to the Special Assignment Unit (SAU) to focus on emerging problems and initiatives such as 'Operation Shelter the Unsheltered.'

LBPD: In support of A-Line enhancements, subsequent to the establishment of the initial contract, SSLE authorized the creation of 'Quality of Life' teams consisting of three full-time officers that focus exclusively on working with the unhoused in Long Beach.

In collaboration with these law enforcement initiatives, in 2019 SSLE doubled the PATH teams dedicated to outreach and engagement to 40 members increasing their footprint throughout the Metro system.

Through 'Operation Shelter the Unsheltered', our policing contractors and PATH have been able to

provide housing and services to over 500 individuals since April 2020. SSLE will continue to build partnerships and seek funding to expand on this success and provide humanitarian aid and presence to improve safety and security on the system.

FINANCIAL IMPACT

In 2017, Metro initiated its multi-year law enforcement contract of \$645.7M over a five-year period. We are currently in year four of the contract and have expensed 70% of its value due to increased demands to address urgent agency security needs, which resulted in a decrease of 30.87% for Part 1 crimes, increase of 1% in Part 2 crimes, that is an overall reduction of 16.35% over the past three years. As such, we only have 30% remaining to support year four and five of the contract which is insufficient to meet the baseline services. Staff will report back to the Board of Directors with the contract financial state and next steps.

Additionally, the RMI security contract is valued at \$105.4M including the recent increase of \$25M awarded by the Board of Directors in February 2020. This increase was in response to agency-wide security demands and to stop unlawful intruders from entering ancillary area. These efforts are ongoing to protect our employees and infrastructure and to addresses customer complaints.

Currently, as of June 2020 there remains approximately \$31M in the RMI Security contract value which expires in September 2021. SSLE reviewed cost savings measures to address the fiscal challenges of the agency and found opportunities for savings by identifying more efficient and effective deployment models. These savings currently approximate up to \$3.5M of contract value, which we will apply to homeless outreach efforts.

Based on this fiscal analysis of contractual obligations and available funding, SSLE will take advantage of any and all available savings generated by our cost reduction measures. These actions collectively address the elements of this motion to allocate funding to support the unhoused services currently in demand (i.e. hotel beds, PATH Staff, etc.)

We will expand on our success by working to provide additional opportunities for community-based organizations, and experienced service providers to contract for unhoused service initiatives, expanding outreach and working with the Metro's Office of Extraordinary Innovation (OEI) for discovery of the most cost-effective housing and supportive transportation opportunities.

NEXT STEPS

Staff will report back on our contractors and subcontractors progress in adopting the recommended 'Use of Force' policies. Reallocation of funding will be addressed in future board amendments to current contracts; and in the next multi-year/multi-agency law enforcement contract, with input from the Transit Public Safety Advisory Committee (PSAC).

ATTACHMENTS


Attachment A - Campaign Zero Eight 'Use of Force' Policies Matrix

Prepared by:

Aston T. Greene, Executive Officer, System Security and Law Enforcement, (213) 922-2599
Ron Dickerson, Deputy Executive Officer, System Security and Law Enforcement, (213) 922-4948
Aaron Weinstein, Executive Officer for Customer Experience, (213) 922-3028
KeAndra Cylear Dodds, Executive Officer for Equity and Race, (213) 922-4850
Imelda Hernandez, Chief Administrative Analyst, (213) 922-4848

Reviewed by:

Bob Green, Chief System Security and Law Enforcement Officer, (213) 922-4811
Jonaura Wisdom, Chief Civil Rights Officer, (213) 418-3168



Phillip A. Washington
Chief Executive Officer

Campaing Zero: Eight 'Use of Force' Policies

Campaing Zero: Eight 'Use of Force' Policies									
	Law Enforcement			Security				Transit Security	
8 Police Reforms: "8 Can't Wait"	LAPD	LASD	LBPD	RMI	North American Security & Investigations Inc.*	Allied Protective Services*	American Eagle Protective Services Inc.*	Metro Transit Security	
1	Requiring officers to de-escalate situations, when possible, before using force	Meets	Meets	Meets	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
2	Using a Force Continuum or Matrix that defines and limits the type of force that can be used to respond to specific types of resistance	Meets	Meets	Meets	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
3	Restricting, or prohibiting, the use of chokeholds, strangleholds and carotid restraints	Meets	Meets	Meets	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
4	Requiring officers to give a verbal warning before using deadly force	Meets	Meets	Meets	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
5	Prohibiting officers from shooting at people in moving vehicles unless the person poses a deadly threat	Meets	Meets	Fails to Meet (In review)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
6	Requiring officers to exhaust all other reasonable alternatives before resorting to using deadly force	Meets	Meets	Meets	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
7	Requiring officers to intervene to stop another officer from using excessive force	Meets	Meets	Meets	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)
8	Requiring comprehensive reporting that includes both uses of force and threats of force	Meets	Meets	Fails to Meet (In review)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)	Fails to Meet (Revisions in progress)

*Subcontractors

A photograph of a busy transit station. In the foreground, a white bus with "ATLANTIC" written on its destination sign is partially visible. A large, diverse crowd of people is walking along a covered walkway. The background shows modern buildings, palm trees, and a clear blue sky. The overall scene conveys a sense of a high-traffic public transportation hub.

Reimagining Public Safety Use of Force Policies

Operations, Safety, and Customer Experience Committee

2020-0571

Motion #35: Use of Force Policies

- A. Review training and Use of Force policies followed by law enforcement partners, private security, and Transit Security
- B. Propose recommendations on how to further reform policing and reallocate resources for homelessness outreach

Assessment Methodology

- SSLE's Initial Assessment: Identified 'Meets' based on achieving the '8 Can't-Wait' (The spirit identified the training and other policies that the agency noted as they agreed to update written policies to reflect existing practices).
- LA County OIG Assessment: Evaluated adherence to the '8 Can't-Wait' guidance solely on the basis of 'written policies'. It did not include training that has the use of force policy within the law enforcement industry.
- Campaign Zero: Identified the performance of L.E. agencies and identified a differing interpretation than the OIG report related to compliance.
- Substantively, these interpretations are vastly different, but Metro will clearly work toward ensuring that our contractual oversight makes all agencies adhere to Metro's stated values.

LONG BEACH, CA

Last Updated 7/14/2020

Mayor Robert Garcia

Since 8Can'tWait's launch, the city initiated a review on all Use of Force policies (2 of 8 in place). There is now a temporary ban on carotid holds and the ban on chokeholds is now more restrictive. A bill banning carotid and chokeholds across California will be in legislation until 8/31/20.

- ✔ Bans Chokeholds and Strangleholds
- Requires De-escalation
- ✔ Requires Warning Before Shooting
- ✔ Requires Exhaust All Alternatives Before Shooting
- Duty to Intervene
- Ban Shooting at Moving Vehicles
- Has Use of Force Continuum
- Requires Comprehensive Reporting

Resources Policy Memo

LOS ANGELES COUNTY SHERIFF, CA

Last Updated 8/19/20

Sheriff Alex Villanueva

Since 8Can'tWait's launch, the city is considering a ban on neck restraints (5 of 8 in place). A bill banning carotid and chokeholds across California is in legislation.

- Bans Chokeholds and Strangleholds
- ✔ Requires De-escalation
- ⚠ Requires Warning Before Shooting
- ✔ Requires Exhaust All Alternatives Before Shooting
- ✔ Duty to Intervene
- ✔ Ban Shooting at Moving Vehicles
- ✔ Has Use of Force Continuum
- ⚠ Requires Comprehensive Reporting

Resources Policy Memo

LOS ANGELES, CA

Last Updated 6/1/2020

Mayor Eric Garcetti

Since 8Can'tWait's launch, 4 new policies adopted in LA and California is reviewing a bill banning carotid and chokeholds statewide (6 of 8 in place).

- ✔ Bans Chokeholds and Strangleholds
- ✔ Requires De-escalation
- ✔ Requires Warning Before Shooting
- ✔ Requires Exhaust All Alternatives Before Shooting
- ✔ Duty to Intervene
- ✔ Ban Shooting at Moving Vehicles
- ✔ Has Use of Force Continuum
- ✔ Requires Comprehensive Reporting

Resources Policy Memo



Findings

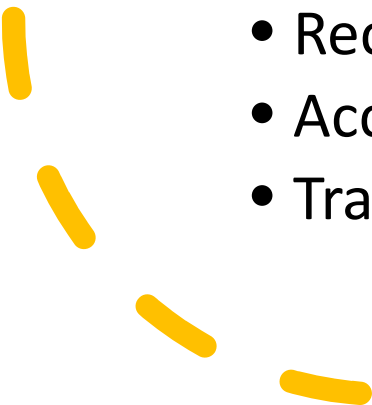
Law enforcement partners MEET most of the reform policies. Each of the policies that fail to meet the standard is currently being reviewed or revised.

Private security and its subcontractors currently FAILS TO MEET the reform policies. They've agreed to work with SSLE and update their policies.

Transit Security currently FAILS TO MEET the reform policies. They are being reviewed and revised will be completed within the next 90-days.




Reforming Policing: Transit Security

- System Security and Law Enforcement (SSLE) will work with the Office of Civil Rights, Executive Officer for Equity and Race, and the Transit Public Safety Advisory Committee (PSAC) to implement reform recommendations within the following categories for Transit Security:
 - Recruitment
 - Accountability
 - Training
- 

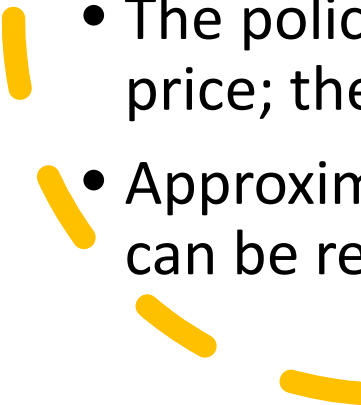


Reforming Policing: Contractors

- In the current contracts, Metro has the ability to remove law enforcement or private security officers who act in any manner on Metro's property that is inconsistent with Metro's values.
 - SSLE will partner with the Transit Public Safety Advisory Committee to develop the SOW for the next law enforcement and security contracts.
- 



Reallocation of Resources

- In the base of the multi-agency law enforcement contract, approximately \$12.5M was allocated for homeless outreach.
 - An additional \$19.5M has been allocated to increase outreach teams, reallocating existing teams to support “*Operation Shelter the Unsheltered*,” and creating the LBPD’s Quality of Life team.
 - The policing contract will need to be amended to increase its contract price; there is no available funding for reallocation of funds.
 - Approximately up to **\$3.5M** from the private security contract (RMI) can be reallocated to homeless outreach and services.
- 



File #: 2020-0598, File Type: Informational Report

Agenda Number: 35.

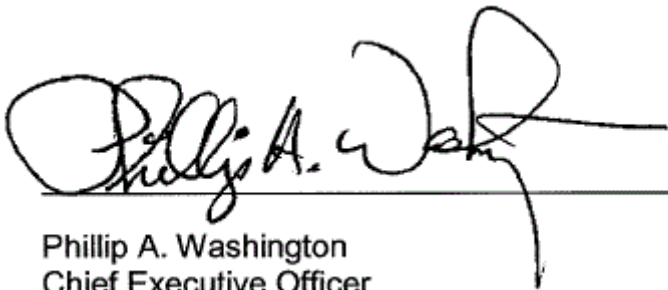
**REGULAR BOARD MEETING
SEPTEMBER 24, 2020**

SUBJECT: UPDATE ON CRENSHAW/LAX PROJECT

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Crenshaw/LAX Project.



Phillip A. Washington
Chief Executive Officer

Crenshaw/LAX Transit Project Schedule Presentation - September 24, 2020



Budget / Schedule

◆ BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$2,148M	\$2,148M

◆ SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	May/June 2021	May/June 2021

- Overall Project Progress is 96.1% complete.
- Contractor continues rework for trackwork and underground stations conduits.
- Contractor continues work at all stations and street work restoration/landscaping across Project.
- Concerned that contractor is not applying sufficient work force to complete their remaining work and their systems testing by December 2020.



Excavating/removing section of pavement for restoration on southbound Crenshaw Blvd and 54th St.

Metro



On target



Possible problem



Significant Impact

*Contractor Substantial Completion: Winter 2020

Train Testing



Train testing operations traveling over the La Brea Ave bridge.

Train testing operations clearing into the tunnel below Crenshaw Blvd.



WSCC Contract

Milestone Substantial Completion Revisions

- In March 2020, contractor reaffirmed commitment to achieve a December 2020 Substantial Completion Date.
- As of September 2020, Metro's assessment of current contractor progress indicates substantial completion forecast is later than December 2020, unless significant improvements are made to systems installation and testing progress.
- Completion by Metro of Phase II of Systems Integration Testing, Pre-Revenue Service and Certification is 5-6 months after contractor's Substantial Completion.

WSCC Contract Liquidated Damages Provision

Milestones per Unilateral Non-Compensable Time Extension (September 2018)	Completion Date	\$'s per Day	Accrued to Date
No. 3 – Commence all Systems Integration Testing Phase 1	September 12, 2019	\$30,000	
No. 1 – Substantial Completion	December 11, 2019	\$36,800	
Total Accrued through August 31, 2020			\$11,274,400
The daily limit for accessing Liquidated Damages is \$36,800 and the Contract Limit is \$15,000,000			

- Contractor has missed both milestone completion dates.
- The time extension stipulated that the maximum daily limit for liquidated damages would be accessed if Revenue Service on May 23, 2020 was not achieved.
- Metro is accruing liquidated damages but has not yet accessed liquidated damages in the contractor's monthly payment application.
- Metro has reserved the right to assess and withhold the accrued liquidated damages in the future.



Project Key Issues

- Volume of complex testing that remains to be done.
- Subcontractor coordination.
- Insufficient labor resources.
- Design resources.
- Ability to control schedule delays.
- Defective work.
- 1,600 local field acceptance tests, (LFAT) remain as of August 2020.

Overall Systems Completion Status

Segment A (8+08.15 - 159+50)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	100%	40%
LFAT Test	65%	100%	100%	5%
SIT-1 Test	10%	100%	5%	0%
Segment B1 (159+50 - 274+00)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	95%	35%
LFAT Test	65%	100%	95%	0%
SIT-1 Test	0%	50%	5%	0%
Segment B2 (274+00 - 364+80)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	95%	40%
LFAT Test	0%	91%	95%	0%
SIT-1 Test	0%	46%	0%	0%
Segment C (364+80 - 448+34)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	75%	35%
LFAT Test	25%	75%	5%	0%
SIT-1 Test	0%	0%	0%	0%



Metro

Project Schedule

- Contractor needs to:
 - Significantly increase shift resources
 - Develop a realistic plan to complete testing
 - Day to day schedule
 - Improve success/failure rate
 - Real time design support

Conclusion

- Metro continues to monitor performance and schedule.